



**MEETING AGENDA**

**5:30 p.m., Closed Session**  
**6:00 p.m., STA Board Regular Meeting**  
**Wednesday, February 11, 2015**  
**Suisun City Hall Council Chambers**  
**701 Civic Center Drive**  
**Suisun City, CA 94585**

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

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

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

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

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

**ITEM**

**BOARD/STAFF PERSON**

- |  |                         |
|--|-------------------------|
| <p><b>1. CLOSED SESSION</b><br/>         (5:30 – 6:00 p.m.)<br/> <b>CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION (GC § 54956.9)</b><br/> <b>a. Potential exposure to litigation pursuant to GC § 54956.9 (d): One case</b></p> | <p>Bernadette Curry</p> |
| <p><b>2. CALL TO ORDER/PLEDGE OF ALLEGIANCE</b><br/>         (6:00 – 6:05 p.m.)</p>  | <p>Chair Patterson</p>  |

<u>STA BOARD MEMBERS</u>							
Elizabeth Patterson (Chair)	Norman Richardson (Vice Chair)	Jack Batchelor, Jr.	Harry Price	Pete Sanchez	Len Augustine	Osby Davis	Jim Spering
City of Vallejo	City of Rio Vista	City of Dixon	City of Fairfield	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano
<u>STA BOARD ALTERNATES</u>							
Tom Campbell (Pending)	David Hampton (Pending)	Jerry Castanon (Pending)	Pending	Lori Wilson (Pending)	Curtis Hunt	Jesse Malgapo	Erin Hannigan

- 3. CONFIRM QUORUM/ STATEMENT OF CONFLICT** Chair Patterson  
 An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.
- 4. APPROVAL OF AGENDA**
- 5. SWEARING-IN OF NEW STA BOARD ALTERNATE MEMBERS** Johanna Masielat,  
Clerk of the Board  
 (6:05 – 6:10 p.m.)
- **Vice Mayor Tom Campbell**  
 Alternate Member representing the City of Benicia
  - **Council Member Jerry Castanon**  
 Alternate Member representing the City of Dixon
  - **Vice Mayor David Hampton**  
 Alternate Member representing the City of Rio Vista
  - **Mayor Pro-tem Lori Wilson**  
 Member representing the City of Suisun City
- 6. OPPORTUNITY FOR PUBLIC COMMENT**  
 (6:10 – 6:15 p.m.)
- 7. EXECUTIVE DIRECTOR'S REPORT – Pg. 7** Daryl K. Halls  
 (6:15 – 6:20 p.m.)
- 8. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** Jim Spring,  
MTC Commissioner  
 (6:20 – 6:25 p.m.)
- 9. STA PRESENTATIONS**  
 (6:25 – 6:30 p.m.)
- A. State Legislative Update** Matt Robinson, Shaw/Yoder/Antwih, Inc.
  - B. Presentation on Highway 37 Sea Level Rise Study** Fraser Schilling, UC Davis  
Kevin Berryhill, City of Fairfield
  - C. Presentation on Fairfield/Vacaville Train Station** Robert Macaulay
  - D. Directors Reports** Janet Adams
    - 1. Planning** Liz Niedziela/Judy Leaks
    - 2. Projects**
    - 3. Transit/Rideshare**
- 10. CONSENT CALENDAR**  
Recommendation:  
 Approve the following consent items in one motion.  
 (Note: Items under consent calendar may be removed for separate discussion.)  
 (6:30 – 6:35 p.m.)
- A. Minutes of the STA Board Meeting of January 14, 2015** Johanna Masielat  
Recommendation:  
 Approve STA Board Meeting Minutes of January 14, 2015.  
**Pg. 13**

- B. Draft Minutes to the TAC Meeting of January 28, 2015** Johanna Masielat  
Recommendation:  
 Approve TAC Meeting Minutes of January 28, 2015.  
**Pg. 21**
- C. Lifeline Transportation Program – Prop 1B** Liz Niedziela  
Recommendation:  
 Approve the following:  
 1. The Proposition 1B funding as shown in Attachment C;  
 2. A loan of \$65,000 of STAF funds to Rio Vista for the purchase of one replacement bus;  
 3. Allocate \$65,000 of FTA 5311 operating funds to Rio Vista in 2016; and  
 4. Authorize the Executive Director to execute an agreement with the City of Rio Vista for a STAF loan of \$65,000 and a funding swap of \$65,000 of FTA 5311 with TDA funds to be paid to STA for the repayment of the STAF loan.  
**Pg. 29**
- D. Fiscal Year (FY) 2015-16 3-Year Project Initiation Document (PID) Work Plan** Robert Guerrero  
Recommendation:  
 Approve the FY 2015-16 3-Year PID Work Plan as specified in Attachment A.  
**Pg. 61**
- E. Napa-Solano Travel Demand Model Update** Robert Macaulay  
Recommendation:  
 Approve use of the updated household and employment data for the Napa-Solano Travel Demand Model Update as shown in Attachment A.  
**Pg. 65**
- F. Paratransit Coordinating Council (PCC) Membership Status and Appointment** Kristina Holden  
Recommendations:  
 Approve the following:  
 1. Appoint Cynthia Tanksley to the PCC for a three (3) year term as a Transit User; and  
 2. Reappoint Edith Thomas to the PCC for a three (3) year term as a Social Service Provider.  
**Pg. 71**
- G. Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange Project – Construction Package 2** Janet Adams  
Recommendation:  
 Approve a contract amendment for BKF Engineers in the amount of \$1,220,300, to cover design engineering services for the I-80/I-680/SR 12 Interchange – Construction Package 2.  
**Pg. 75**

**H. I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project**

Janet Adams

Recommendation:

Approve the attached STA Resolution No. 2015-02 requesting that Metropolitan Transportation Commission (MTC) transfer \$775,000 in Regional Measure 2 funds from the R/W Phase to the Construction Phase for the I-80 EB Cordelia Truck Scales Relocation Project.

**Pg. 87**

**I. Comprehensive Transportation Plan (CTP) Update - Transit and Rideshare Element - Consultant Services**

Robert Macaulay

Recommendation:

Authorize the Executive Director to modify the existing agreement between STA and Elizabeth Richards consulting for an amount not-to-exceed \$17,000 for the performance of the Transit and Rideshare Element tasks set out in Attachment A.

**Pg. 111**

**11. ACTION FINANCIAL ITEMS**

**A. STA's Fiscal Year (FY) 2014-15 Proposed Mid-Year Budget Revision**

Susan Furtado

Recommendation:

Approve the following:

1. Adopt the STA's FY 2014-15 Proposed Budget Revision as shown in Attachment A;
2. Authorize the Executive Director to upgrade the STA's telephone system to ShoreTel Voice over IP system for an amount not-to-exceed \$38,000;
3. Authorize the Executive Director to change STA's credit card to Bank of the West; and
4. Approve a modification to the STA's Staff Organizational Chart establishing the full time Transit Program Manager to manage transit services and establishment of Assistant Project Manager and Senior Project Manager position classifications.

(6:35 – 6:45 p.m.)

**Pg. 117**

**B. Benicia Transit Bus Hub Project Funding Request**

Graham Wadsworth,  
Benicia and  
Robert Guerrero

Recommendation:

Approve the following:

1. Set aside \$125,000 from State Transit Assistance Funds (STAF) in FY 2015-16 to help finance the construction of Benicia Transit Bus Hub Project which will be paid back as Regional Transportation Impact Fee (RTIF) funding is collected;
2. Eliminate the Columbus Drive Project (\$60,000) from the RTIF Working Group 3 Projects as this project is fully funded; and
3. Allocate an additional \$236,000 from RTIF funds collected by Working Groups 3 (\$60,000) and 6 (\$176,000) towards the Benicia Bus Hub Transit Project.

(6:45 – 6:55 p.m.)

**Pg. 125**

**C. Intercity Taxi Scrip/Paratransit Program Update and Recommendation**

Richard Weiner,  
Nelson-Nygaard

Recommendation:

Approve the following:

1. Authorize the Executive Director to amend the Memorandum of Understanding (MOU) with the Solano Transportation Authority (STA), the five local transit agencies, and Solano County for the Countywide taxi-based intercity paratransit service;
2. Authorize the Executive Director to enter into an agreement with the Taxi Providers as part of the transition from Solano County to STA; and
3. Authorize the Executive Director to enter into an agreement with the City of Fairfield to pass through to STA the \$200,000 of Federal Transit Administration (FTA) New Freedom Funds awarded to the Solano County Intercity Taxi Scrip Program/Paratransit Program.

(6:55 – 7:05 p.m.)

**Pg. 137**

**12. ACTION NON-FINANCIAL ITEMS**

**A. Solano Comprehensive Transportation Plan (CTP) Update – Public Outreach**

Robert Macaulay

Recommendation:

Approve the following:

1. The Solano CTP public outreach campaign as outlined above; and
2. Request MTC to enable STA to coordinate Solano CTP outreach with MTC’s Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS).

(7:05 – 7:15 p.m.)

**Pg. 139**

**B. Cap and Trade Program Project Support – Fairfield/Vacaville Train Station**

Robert Macaulay

Recommendation:

Designate the Fairfield-Vacaville Train Station as the STA’s priority project for the State Cap and Trade Affordable Housing and Sustainable Communities program for 2015.

(7:15 – 7:20 p.m.)

**Pg. 149**

**C. Consolidated Transportation Services Agency (CTSA) Advisory Committee – Appointment of Three (3) STA Board Members**

Kristina Holden

Recommendation:

Appoint three (3) STA Board Members to the CTSA Advisory Committee.

(7:20 – 7:25 p.m.)

**Pg. 159**

### 13. INFORMATIONAL ITEMS – DISCUSSION

- A. **Active Transportation Program (ATP) Update – Discussion of Potential Candidate Projects** Andrew Hart  
(7:25 – 7:30 p.m.)  
Pg. 161

#### NO DISCUSSION

- B. **Project Delivery Update** Anthony Adams  
Pg. 163
- C. **SolanoExpress Marketing Plan Update** Jayne Bauer  
Pg. 167
- D. **Legislative Update** Jayne Bauer  
Pg. 173
- E. **Fiscal Year (FY) 2014-15 Abandoned Vehicle Abatement (AVA) Program First Quarter Report** Judy Kowalsky  
Pg. 197
- F. **Summary of Funding Opportunities** Andrew Hart  
Pg. 199
- G. **STA Board and Advisory Committee Meeting Schedule for Calendar Year 2015** Johanna Masielat  
Pg. 203

### 13. BOARD MEMBERS COMMENTS

### 14. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, March 11, 2015**, Suisun Council Chambers.



## MEMORANDUM

DATE: February 4, 2015  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – February 2015

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

### **Six New Board Alternates Join the STA \***

Six new Board Alternates are scheduled to join the STA. Last month, Curtis Hunt was sworn in as the alternate for the City of Vacaville. Four new alternates are scheduled to be sworn in this month – Tom Campbell (City of Benicia), Jerry Castanon (City of Dixon), David Hampton (City of Rio Vista) and Lori Wilson (City of Suisun City). The City of Fairfield is scheduled to appoint their Board Alternate later this month. I am in the process of scheduling briefing meetings with each of new Board Alternates.

### **Governor's Proposed State Budget Would Result in Significant Funding Cuts to Local Roads and Improving and Maintaining the State's Transportation Infrastructure**

In January, Governor Jerry Brown released his initial Budget proposal that included a significant reduction in state funding for transportation resulting from the decrease in revenues from the excise tax funds dedicated to the State Highway Account (SHA). The proposal overall contains a projected reduction from \$2.5 billion to \$1.8 billion for next fiscal year and the continuation of dedicating the revenue from Truck Weight Fees to repaying three state transportation bonds – Proposition 1B, Proposition 116 and Proposition 1A. With the repayment of the three propositions given preference for Truck Weight Fees revenues, the reduction in the SHA will be absorbed by state funds traditionally dedicated to cities and counties for road rehabilitation (44%), the State Transportation Improvement Program (STIP) for capacity projects (44%), and the State Highway Operation and Protection Program (SHOPP) for maintenance of the state highway system (12%).

### **Mid-Year Budget Revisions Reflect Updated Board Priorities \***

Mid-Year Budget Revision have been prepared that reflect the current and anticipated expenditure of funds for the Board's priority plans, projects and programs and modifies the overall budget from \$35.25M to \$37.57M. This budget update adds the Intercity Taxi Scrip Program transitioned from the County to STA, including the addition of a Transit Program Manager to manage this new program which is currently being managed and transitioned by a consultant. It also establishes two new job classifications with the STA's Project Department.

**STA to Update Comprehensive Transportation Plan During 25<sup>th</sup> Anniversary Year**

Twenty five years ago, Solano County's seven cities and the County of Solano formed the STA through a joint powers agreement (JPA), with one of the primary purposes of the STA to conduct countywide transportation planning for all modes of transportation. The STA last updated its Comprehensive Transportation Plan (CTP) in 2005, ten years ago. STA's Planning and Marketing staff have developed a public input process designed to engage all seven cities, the County, advisory committees and the public in reviewing the priorities that shape the CTP for Solano County. The CTP helps sets STA's goals for planning, funding and implementing the countywide transportation system. It also serves as the primary input for projects to be included in the Regional Transportation Plan/Sustainable Community Strategy for the Bay Area that will next be updated by the Metropolitan Transportation Commission/Association of Bay Area Governments.

**Fairfield/Vacaville Intermodal Station Project and Funding Update \***

For the past ten years, the STA has actively supported the City of Fairfield's efforts to fund the construction a new train station with Intercity Train Service to be provided by the Capitol Corridor Joint Powers Authority. Due to the efforts of the STA and its Board Members serving on the Capitol Corridor, the first phase of the station has been fully funded and the CCJPA has committed to the initiation of this service once the station and related track and platform improvements are completed. When opened, this station will provide the second station to provide CCJPA service for Solano County residents. STA has also funded an upgrade of the current Suisun-Fairfield Train Depot which is the other location for CCJPA rail service. Construction is slated to begin on the Fairfield/Vacaville Intermodal Station in the spring of 2015. Fairfield Public Works staff have been invited to provide a status report of the project.

**Highway 37 Corridor Subject of Caltrans/UC Davis Study \***

In 2014, UC Davis' Road Ecology Center completed the first phase of a study commissioned by Caltrans assessing potential impacts of sea level rise on the Highway 37 Corridor. Last year, both the California State Transportation Agency (Cal STA) and numerous regional agencies discussed policies and proposed legislation pertaining to extending the authority for converting High Occupancy Vehicle (HOV) lanes to toll lanes (called Express Lanes). A number of regional and county transportation agencies have discussed establishing toll corridors such as the three toll freeways located in Orange County. Santa Clara's Valley Transportation Authority has studied tolling State Route 152. A private venture group from outside of California has approached elected officials from Solano and Sonoma counties regarding the potential for converting Highway 37 to a tolling facility. This approach has been implemented in other states, but not in California. In December, I toured the Highway 37 corridor with the Executive Directors of the Metropolitan Transportation Commission and the Sonoma County Transportation Authority. Staff has invited UC Davis to present the results of their phase 1 study focused on the potential impacts of sea level rise on the Highway 37 corridor.

**Benicia Bus Hub Funding Plan to Fully Fund Third of Four Solano Express Bus Hub Projects \***

One of the primary funding priorities of the STA over the past ten years has been four Solano Express Transit hubs located on the I-80 and I-680 Corridors. All four received funding as part of the Regional Measure 2 bridge toll expenditure plan successfully lobbied for by the STA. Subsequently, two of these projects have been fully funded for phase 1 construction with the new Vacaville Transportation Center completed by the City of Vacaville in 2011. The Curtola Park and Ride Lot Expansion and addition of a transit hub initiated construction by Solano County Transit (Soltrans) in 2014 with the project scheduled for completion near the end of 2015. The funding for the expansion of the fourth transit hub, the Fairfield Transportation Center (FTC) was transferred by STA at the request of the City of Fairfield to help fully fund the first phase of the Fairfield/Vacaville Intermodal Station. The Benicia Intermodal Hub is the one site located on the I-680 Corridor. STA staff has been working closely with the City of Benicia to help deliver and fund this project. With the concurrence of SolTrans, two RTIF working groups and the STA, a funding plan to fully fund the project has been developed that will enable the project to go to construction in 2015.

**Transition of Intercity Taxi Scrip Program Underway \***

Last year, the STA Board approved a request from the County of Solano to transition the management of the Intercity Taxi Scrip Program from the County to the STA along with the Transit Development Act (TDA) funding provided by the County and transit operators through a Memorandum of Understanding (MOU). STA has retained a consulting firm, Nelson Nygard to manage the transition of the program to the STA and to help staff assess the program prior to making any amendments. The consultant will provide the Board with an overview of the program and the status of the transition.

**SNCI Program/Transportation Info Depot Update**

The staffing of the Transportation Info Depot at the historic Suisun City/Fairfield Amtrak Station has completed its third month. 327 individuals dropped by the Depot in January requesting information which is a total of 1,164 visitors since the Depot opened on November 1, 2014. SNCI's Vanpool Program formed four (4) new vanpools, three (3) going to the California State Prison in Vacaville, in January, and three(3) more the first week of February, increasing the number of new vanpools to twelve (12) for the fiscal year.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated June 2014)

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

**S**

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

**T**

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

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

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



*Solano Transportation Authority*

**SOLANO TRANSPORTATION AUTHORITY  
Board Minutes for Meeting of  
January 14, 2015**

**1. CALL TO ORDER**

Chair Davis called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

**MEMBERS**

**PRESENT:** Osby Davis, Chair City of Vallejo  
Elizabeth Patterson, Vice-Chair City of Benicia  
Jack Batchelor City of Dixon  
Harry Price City of Fairfield  
Norman Richardson City of Rio Vista  
Pete Sanchez City of Suisun City  
Curtis Hunt City of Vacaville, Alternate Member  
(Pending Swearing-In)  
Jim Spering County of Solano

**MEMBERS**

**ABSENT:** Len Augustine City of Vacaville

**STAFF**

**PRESENT:** Daryl K. Halls Executive Director  
Bernadette Curry Legal Counsel  
Janet Adams Deputy Exec. Director/Dir. of Projects  
Robert Macaulay Director of Planning  
Johanna Masielat Clerk of the Board/Office Manager  
Susan Furtado Accounting & Administrative Svc. Manager  
Liz Niedziela Transit Manager  
Robert Guerrero Project Manager  
Sarah Fitzgerald Program Services Administrator – SR2S  
Andrew Hart Associate Planner

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

Arthur Anderson Fairfield Resident and Property Owner  
Dale Dennis PDM  
Dan Kasperson City of Suisun City  
Kevin Lally, Esq. Greenan, Peffer, Sallander, & Lally LLP  
Wayne Lewis FAST  
Mary Pryor NWC and STA Project Manager  
Matt Tuggle County of Solano

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

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

**3. APPROVAL OF AGENDA**

On a motion by Board Member Price, and a second by Board Member Sanchez, the STA Board approved the agenda to include the swearing in of STA Board Alternate and Vice Mayor Curtis Hunt representing the City of Vacaville. (8 Ayes)

At this time, Vice Mayor Curtis Hunt was sworn in as STA Board Alternate representing the City of Vacaville.

**4. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**5. EXECUTIVE DIRECTOR'S REPORT**

- Solano County State Legislators Appointed to Key Transportation Committees During Critical Year of Policy Discussion in Sacramento
- Report from Washington, DC
- STA 2014 Highlights/STA 25th Anniversary
- STA Chair and Vice-Chair for 2015
- Rights of Necessity Hearing for I-80/I-680/SR 12 Mitigation Site
- Advancing Projects on I-80 Corridor
- Updated Intercity Bus Replacement Plan
- STA to Claim TDA Funds to Fund Intercity Taxi Scrip Program and Faith in Action's Volunteer Driver Program
- Matching Funds for Napa Vine Route 21
- SNCI Program Update

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

None presented.

**7. STA PRESENTATION**

**A. Federal Legislative Update**

*Presented by STA's Federal Lobbyist, Susan Lent with Akin & Gump*

**B. STA 2014 Year-End Highlights**

*Presented by Chair Davis*

**C. Directors Reports**

**1. Planning**

**2. Projects**

**3. Transit/Rideshare**

**8. CONSENT CALENDAR**

On a motion by Vice Chair Patterson, and a second by Board Member Price, the STA Board unanimously approved Consent Calendar Items A-G.

**A. Minutes of the STA Board Meeting of December 10, 2014**

Recommendation:

Approve STA Board Meeting Minutes of December 10, 2014.

**B. STA Employee 2015 Benefit Summary Update**

Recommendation:

Receive and file.

**C. Renewal of Membership with Solano Economic Development Corporation (EDC) for 2015**

Recommendation:

Approve the renewal of STA's membership with the Solano Economic Development Corporation (Solano EDC) at the Premier Member "Chairman's Circle" level of \$7,500 for Calendar Year 2015.

**D. Contract Amendment - STA's Financial Audit Services**

Recommendation:

Authorize the Executive Director to execute a contract amendment to Vavrinek, Trine, Day & Company, LLP for a two-year term for the amount not-to-exceed \$35,500.

**E. Contract Amendment - Technology System Integration for the I-80 Eastbound Cordelia Truck Scales Relocation Project**

Recommendation:

Approve a contract amendment for IIS in a not-to-exceed amount of \$40,600 to cover technology system integration design and equipment installation and two years of extended maintenance for the technology system for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

**F. Contract Amendment – Project Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex**

Recommendation:

Approve a contract amendment for the PDM Group Inc. in the not-to-exceed amount of \$556,000, to cover project management services for the I-80/I-680/SR 12 Interchange Complex and extend the term of the contract to February 2017.

**G. Transportation Development Act (TDA) Matrix Revision – Intercity Tax Scrip Program and Faith in Action**

Recommendation:

Approve the Revised FY 2014-15 Solano TDA Matrix – January 2015 as shown in Attachment A authorizing the claiming of local TDA funds by STA for the Intercity Tax Scrip Program and Faith in Action as prepared in Attachment B.

**9. ACTION – FINANCIAL ITEMS**

**A. Conduct Public Hearing and Adopt Resolution of Necessity to Acquire Property by Eminent Domain, if necessary, for the Mitigation Site for the I-80/I-680/State Route 12 Interchange Project**

Janet Adams explained that in order to construct the Project on schedule, it is important to obtain the needed property interests from the remaining property owner (Anderson, et al) by means of condemnation. As such, staff is recommending proceeding with acquisition of property from the remaining private property owner (Anderson, et al) through the eminent domain process at this time. Adoption of the attached Resolution of Necessity No. 2015-01 will allow the condemnation process to proceed. Despite proceeding with condemnation, staff will continue their efforts to try to reach amicable agreement with the remaining property owner (Anderson, et al).

Janet Adams also noted that after closing the public hearing, it is recommended that the STA Board adopt the Resolution of Necessity to acquire the needed property by eminent domain, which makes the findings listed in the staff report. A 4/5 vote is required.

Recommendation:

Conduct a public hearing and adopt the attached Resolution of Necessity No. 2015-01 (Attachment A) to acquire by eminent domain, if necessary, the property needed for the mitigation site for the I-80/I-680/State Route 12 Interchange Project.

At this time, Chair Davis opened the public hearing.

**Resolution of Necessity No. 2015-01- Anderson, et al (Parcel No. 166-101-110)**

**Open Public Hearing: 6:50 p.m.**

Public Comment: George Gwynn raised concerns regarding STA's Eminent Domain proceedings and Right of Way Acquisition process for the I-80/I-680/SR 12 Interchange Project.

**Closed Public Hearing: 6:55 p.m.**

**Board Comments:**

Board Member Sperring requested clarification pertaining to the letter that the property was analyzed in, pursuant to CEQA and NEPA compliance. He asked what the current status is on STA's position with the property owners.

Janet Adams responded that the I-80/680/SR12 interchange complex had a revalidation done to the CEQA and NEPA documents to include the mitigation site and includes the channel within the environmental document. She stated that meetings were held with the property owners to address issues. She stated that a meeting to discuss compensation and a counter offer has not taken place yet.

Art Anderson, one of the property owners, commented that the project developers and the property owners misinformed him and the STA of their intentions. He stated that originally the project intent was to run an underground pipeline to drain the neighboring property that crosses over a corner of his property. He stated that months later, the developers intention's were to place an eight foot wide concrete weir through a twelve foot high flood control levy which protects their property from upstream flooding. Mr. Anderson expressed concerns regarding the current set-up of the project and potential flooding hazards.

Board Member Sperring requested that future negotiations and updates pertaining to this project be provided to the STA Board Chair Patterson concurred.

On a motion by Vice Chair Patterson, and a second by Board Member Batchelor, the STA Board unanimously approved Resolution of Necessity No. 2015-01 - Anderson, et al. and to include the Board's request to provide future negotiations and updates pertaining to this project to the STA Board. (8 Ayes)

**B. Solano County Transit (SolTrans) Joint Powers Agreement (JPA) – Appointment of STA Ex-Officio Board Member**

Bernadette Curry explained that City of Suisun City Mayor Pete Sanchez was appointed in January of 2013 to serve until the end of December, 2014. She noted that any member of the STA Board or a Board Alternate or a member of staff is eligible to be appointed by the STA Board. She added that staff recommends the appointee be from outside of Benicia or Vallejo to help provide a more countywide perspective to the SolTrans which operates three SolanoExpress routes and the regional transit facility at Curtola in Vallejo. She concluded by stating that Mayor Sanchez has indicated that he is interested in continuing to serve as STA representative on the SolTrans Board as the Ex-Officio member.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

Appoint a STA Board Member to the SolTrans JPA Board as an Ex-Officio member for a two-year term expiring December 2016.

On a motion by Board Member Spering, and a second by Vice-Chair Patterson, the STA Board voted to reappointment Mayor Pete Sanchez as SolTrans JPA Board Ex-Officio Member (8 Ayes)

**C. Selection of 2015 STA Chair and Vice Chair**

Consistent with STA's Joint Powers Authority (JPA), the STA Board selects its Board Chair and Vice-Chair for 2015 at the first meeting of the year. Following the selection, the newly appointed Board Chair is then requested to designate members of the Board to serve on the 2015 Executive Committee.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

Approve the following:

1. Selection of the STA Chair for 2015 commencing with the STA Board Meeting of February 11, 2015;

On a motion by Board Member Spering, and a second by Board Member Price, the STA Board unanimously approved the selection of Elizabeth Patterson (City of Benicia) as STA Chair for 2015.

2. Selection of the STA Vice Chair for 2015 commencing with the STA Board Meeting of February 11, 2015; and

On a motion by Board Member Spring, and a second by Board Member Batchelor, the STA Board unanimously approved the selection of Norman Richardson (City of Rio Vista) as STA Vice-Chair for 2015.

3. Request the new Chair designate the STA Executive Committee for 2015.

Newly Elected Chair Patterson designated the STA Executive Committee for 2015 as follows:

- Norman Richardson, City of Rio Vista as Vice-Chair
- Osby Davis, City of Vallejo as Past Chair
- Jim Spring, County of Solano as MTC Representative

## 10. ACTION – NON-FINANCIAL ITEMS

### A. I-80 Express Lanes Project Implementation

Janet Adams noted that the I-80 Express Lanes – Red Top Road to I-505 project is currently in the environmental phase and the Draft Environmental Document (DED) is expected to be circulated in the April 2015 time frame. She added that since the project is approaching this major milestone, the next step will be to proceed with detailed preliminary engineering and final design for the I-80 Express Lanes – Red Top Road to I-505 Project. As such, staff is requesting the Board authorize the Executive Director to issue a Request for Proposals (RFP) to select a consultant team to provide detailed preliminary engineering and final design for the I-80 Express Lanes – Red Top Road to I-505 project.

#### **Public Comments:**

None presented.

#### **Board Comments:**

Vice Chair Patterson commented that she hopes for future funding to build skywalks by transit facilities along the freeway is being considered.

#### Recommendation:

Approve the following:

1. Authorize the Executive Director to issue a Request for Proposals (RFP) to select a consultant team to provide detailed preliminary engineering and final design for the I-80 Express Lanes – Red Top Road to I-505 project;
2. Request BAIFA to allocate \$16 million of additional funds for the I-80 Express Lanes - East Segment (Airbase Parkway to I-505); and The Local Preference Goal of 2% for RFP professional services.

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

**B. State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service Contribution**

Liz Niedziela noted that the STA and Napa County Transportation and Planning Agency (NCTPA) co-sponsored a state grant application for bus service along SR 12 Jameson Canyon connecting the counties of Napa and Solano in July 2013 which included some matching funds in support of the grant. She cited that for FY 2013-14, STA provided a local match contribution of \$22,500 and for FY 2014-15, NCTPA is requesting a contribution of \$30,000 from STA to assist with the total estimated operating cost of \$184,321. Staff is recommending continuing this service and the requested contribution of \$30,000.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

Approve NCTPA funding request for \$30,000 to be used as a local match for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City.

On a motion by Board Member Sperring, and a second by Elected Chair Patterson, the STA Board unanimously approved the recommendations. (8 Ayes)

**C. Updated Intercity Bus Replacement Capital Plan**

Mary Pryor, NWC and STA Project Manager, stated that in collaboration with staff from Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans), STA staff has updated the Intercity Bus Replacement Plan for the 35 buses that service the seven Solano Express Routes. This plan includes STA contributing \$3.68 million to cover 20% of the \$31.34 million in projected cost. An initial set of buses is scheduled to be replaced by SolTrans (5) and FAST (5) over the next two years. The remaining 25 buses are to be replaced over the next eight years.

**Public Comments:**

None presented.

**Board Comments:**

Board Member Sperring asked what is the \$780,000 balance for STA's share to be identified? Daryl Halls responded that this amount of STAF that STA would need to set aside over the next few years and STA was on track to do that. Chair Patterson requested to show that the future funding has been identified.

Recommendation:

Approve the updated SolanoExpress Intercity Bus Replacement Funding Plan as specified in Attachment C.

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

## 11. INFORMATIONAL

- A. Statewide Funding Initiatives - Active Transportation and Cap and Trade Programs**  
Robert Macaulay provided an update to the Active Transportation Program (ATP) and Cap and Trade Programs.

**ATP:** He reported that STA intends to work with potential local project sponsors over the next few months to identify those projects that appear to have the best possibility of qualifying for ATP funds, and supporting those agencies in their development of ATP applications. He added that this will likely include additional SR2S projects and those located in or supporting Priority Development Areas and/or Priority Conservation Areas.

**Cap and Trade.** He summarized changes to the Affordable Housing and Sustainable Communities (AHSC) program guidelines released in a memo by the Strategic Growth Council in December 2014. Several of these changes were in response to comments received from agencies such as STA and MTC. He noted that as with the ATP, STA will work with local project sponsors to identify the best possible candidates for AHSC funds. Because the first round of funding is small with only \$130 million available, and the statewide competition is expected to be intense, it may be difficult for Solano projects to meet all of the AHSC criteria.

### NO DISCUSSION

- B. Status Update: Public Private Partnership (P3) SolTrans Implementation**
- C. Summary of Funding Opportunities**

## 12. BOARD MEMBER COMMENTS

## 13. ADJOURNMENT

The meeting was adjourned at 7:25 p.m.

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, February 11, 2015**, Suisun Council Chambers.

**Attested by:**

 /January 10, 2015  
Johanna Masiel      Date  
Clerk of the Board



**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the meeting of**  
**January 28, 2015**

**1. CALL TO ORDER**

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order by Daryl Halls at approximately 1:30 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

**TAC Members**

**Present:** Graham Wadsworth City of Benicia  
George Hicks City of Fairfield  
Dave Melilli City of Rio Vista  
Dan Kasperson City of Suisun City  
Steve Hartwig City of Vacaville  
Jill Mercurio for David Kleinschmidt City of Vallejo  
Matt Tuggle Solano County

**TAC Members**

**Absent:** Joe Leach City of Dixon  
David Kleinschmidt City of Vallejo

**STA Staff**

**Present:** *(In Alphabetical Order by Last Name)*  
Janet Adams STA  
Jayne Bauer STA  
Robert Guerrero STA  
Daryl Halls STA  
Andrew Hart STA  
Johanna Masielat STA

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

Nick Burton County of Solano  
Maureen Gaffney San Francisco Trail - ABAG  
Mark Joseph Vine Trail Coalition  
Andrew Lee Parisi Transportation Consulting  
Adam Noelting MTC Liaison  
Tony Norris Vine Trail Coalition  
Philip Sales Napa Valley Vine Trail

**2. APPROVAL OF THE AGENDA**

On a motion by Matt Tuggle, and a second by Dan Kasperson, the STA TAC unanimously approved the agenda. (7 Ayes, 1 Absent)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

George Hicks provided a construction update to the Fairfield/Vacaville Train Station Project. He noted that the City anticipates construction to commence Spring 2015, with the closure of Peabody Road scheduled for June 2015 and also noted that the City will continue to keep the community informed as the project moves forward.

Daryl Halls distributed and reported on the Governor’s 2015 Budget (Transportation Overview). He outlined the changes in the budget category expenditures 2014-15 Enacted vs. 2015 Proposed, Price-based Excise Tax Comparison and the Motor Vehicle Fuel Tax Apportionments to Local Governments.

**5. CONSENT CALENDAR**

On a motion by Matt Tuggle, and a second by Dave Melilli, the STA TAC unanimously approved Consent Calendar Items A through C. (7 Ayes, 1 Absent)

**A. Minutes of the TAC Meeting of November 19, 2014**

Recommendation:

Approve TAC Meeting Minutes of November 19, 2014.

**B. Lifeline Transportation Program – Prop 1B**

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the Proposition 1B funding as shown in Attachment C;
2. Approve a loan of \$65,000 of STAF funds to Rio Vista for the purchase of one replacement bus;
3. Allocate \$65,000 of FTA 5311 operating funds to Rio Vista in 2016; and
4. Authorize the Executive Director to execute an agreement with the City of Rio Vista for a STAF loan of \$65,000 and a funding swap of \$65,000 of FTA 5311 with TDA funds to be paid to STA for the repayment of the STAF loan.

**C. Fiscal Year (FY) 2015-16 3-Year Project Initiation Document (PID) Work Plan**

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2015-16 3-Year PI Plan as specified in Attachment A.

**6. ACTION FINANCIAL ITEMS**

**A. Benicia Transit Bus Hub Project Funding Request**

Graham Wadsworth, City of Benicia provided an overview of the project. Robert Guerrero summarized the funding plan as noted below.

*Working Group 3:* Working Group 3 includes the cities of Benicia, Vallejo and the County. Both SolTrans and RTIF Working Group 3 have supported their component of Benicia's funding request. Working Group 3 met on November 14, 2014 and unanimously agreed to recommend allocating \$60,000 from RTIF District 3 towards the Benicia Bus Hub Project in lieu of the Columbus Drive Project.

On January, 27, 2015, RTIF Working Group 6 met and unanimously approved staff's recommendation with the following caveats: 1) ensure the RTIF funds repaid to the STAF be used for transit capital replacement and 2) the remaining RTIF balance of Working Group 6 will be allocated to the FTC project.

*State Transit Assistance Fund (STAF) Finance Plan Request*

Given that the RTIF is subject to building permit activity, STA staff is recommending \$125,000 from STAF to finance the Benicia Bus Hub Project. With this request, there is \$525,000 already approved for the project. This request is to use \$125,000 of STAF to finance the construction of the project (this \$125,000 will be re-paid once an equal amount is collected in RTIF revenues).

The proposed funding plan is to increase RTIF revenue allocation to the Benicia Bus Hub Project from a total of \$100,000 to \$336,000 with RTIF funds provided by Working Group 3 (\$60,000) and Working Group 6 (\$176,000). The City of Fairfield's FTC project ~~may continue to would~~ ***(modified at the request of George Hicks, City of Fairfield)*** receive the remaining funding from the Working Group up to \$400,000 after the first \$276,000 of RTIF is provided to the City of Benicia to construct the project. The STAF funding recommended to finance the Benicia project would be paid back to STA as RTIF funding is collected.

Recommendation:

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

1. Set aside \$125,000 from State Transit Assistance Funds (STAF) in FY 2015-16 to help finance the construction of Benicia Transit Bus Hub Project which will be paid back as Regional Transportation Impact Fee (RTIF) funding is collected;
2. Eliminate the Columbus Drive Project (\$60,000) from the RTIF Working Group 3 Projects as this project is fully funded; and
3. Allocate an additional \$236,000 from RTIF funds collected by Working Groups 3 (\$60,000) and 6 (\$176,000) towards the Benicia Bus Hub Transit Project.

On a motion by George Hicks, and a second by Steve Hartwig, the STA TAC approved the recommendation with an amendment to the fiscal impact in the staff report as shown above in ~~strikethrough bold italics~~. (7 Ayes, 1 Absent)

## 7. ACTION NON-FINANCIAL ITEMS

### A. STA Sound Wall Retrofit Policy

At the request of Steve Hartwig and by consensus, the STA TAC opted to table this item to allow more time to review the STA Sound Wall Retrofit Policy until the next meeting in February.

**B. Cap and Trade Program Project Support – Fairfield/Vacaville Train Station**

Andrew Hart noted that, based on the program criteria, staff does not believe that there are any Solano County projects that would be competitive for the AHSC - Transit Oriented Development program at this time. He added that staff has identified one Solano County project that could be competitive the AHSC - Integrated Connectivity Project (ICP) fund category elements of the Fairfield-Vacaville Train Station Project. He noted that STA staff is recommending that the STA Board formally support this Project as the AHSC countywide priority. He also noted that STA staff is working with the City of Fairfield to flesh out the details of a possible application. By the February TAC, it is expected these details will be presented for a recommendation to the STA Board to approve the application submittal.

Recommendation:

Forward a recommendation to the STA Board to support the Fairfield-Vacaville Train Station as the priority project in the county for the State Cap and Trade Affordable Housing and Sustainable Communities program for 2015.

On a motion by Steve Hartwig, and a second by Dave Melilli, the STA TAC approved the recommendation. (7 Ayes, 1 Absent)

**C. Napa-Solano Travel Demand Model Update**

Andrew Hart noted that the Model TAC reviewed the updated household and employment data at the January 12, 2015 meeting. He added that the City of Vacaville asked the consultant to clarify how group home residents are counted (they are inmates at the state prison, and therefore not counted as potential drivers), and Solano County has asked for clarifications on differences between 2000 and 2010 federal Census numbers. He also noted that the Model TAC members also commented that Plan Bay Area population and employment figures are often lower than those found in locally-adopted General Plans and because the Plan Bay Area household and employment data are policy-based numbers generated by the Association of Bay Area Governments, they often do not accurately reflect the development aspirations of local governments in suburban counties such as Solano. This is an on-going issue faced every time the Model is updated.

*Matt Tuggle requested staff to correct the source of the 2010 figures from federal census to ABAG numbers.*

Recommendation:

Forward a recommendation to the STA Board to approve use of the update household and employment data for the Napa-Solano Travel Demand Model Update.

On a motion by Matt Tuggle, and a second by Dave Melilli, the STA TAC approved the recommendation with an amendment to include the request to correct the source of the 2010 figures from federal census to ABAG numbers to the updated household and employment data also noted above in *bold italics*. (7 Ayes, 1 Absent)

**D. Solano Comprehensive Transportation Plan (CTP) Update - Public Outreach**

Jayne Bauer reviewed staff's proposed public outreach program with efforts to contact both traditional groups (such as City Council Planning Commissions and service clubs) with traditional and new media. She noted that STA staff will make at least one presentation in each of the 7 cities, but has a goal of two or more. Presentations will occur both during the work day and evening hours in order to maximize the cross section of the public that can participate. She summarized each phase: **Phase 1 – “What are Your Transportation Priorities?”** The first phase will request input on the priority of transportation issues faced by members of the Solano community, and ideas they have for addressing those issues. **Phase 2 – “Here is What We Heard”** STA staff will develop a matrix of comments received and how they are addressed, similar to the format used in soliciting, organizing and responding to comments to Environmental Impact Reports.

Recommendation:

Approve the following:

1. The Solano CTP public outreach campaign as outlined above; and
2. Request MTC to enable STA to coordinate Solano CTP outreach with MTC's Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS).

On a motion by Dan Kasperson, and a second by Steve Hartwig, the STA TAC approved the recommendation. (7 Ayes, 1 Absent)

**E. Bay Trail – Vine Trail Study**

Andrew Lee, Parisi Transportation Consulting, presented the draft Bay Trail Vine Trail Feasibility Study and the Preliminary Engineering Study which included a review of the alignments that were considered and recommended by the team.

He noted that once approved, the Study can serve as documentation to support STA and other agencies in seeking funding options, such as the state Active Transportation Program (ATP) grants. A portion of the Vine Trail in Napa County was awarded \$3.6M ATP grant in 2014 (Cycle 1).

Recommendation:

Forward a recommendation to the STA Board to approve the Bay Trail-Vine Trail Feasibility and Engineering Study.

On a motion by Dave Melilli, and a second by Graham Wadsworth, the STA TAC approved the recommendation. (7 Ayes, 1 Absent)

**8. INFORMATIONAL – DISCUSSION**

**A. Active Transportation Program (ATP) Update – Discussion of Potential Candidate Projects**

Andrew Hart cited that it is anticipated that \$120M is available annually for Fiscal Years (FYs) 2016-17, 2017-18, and 2018-19 (total \$360M). He mentioned that MTC has chosen to make the regional Call for Projects concurrent with the statewide Call for Projects which is March 26, 2015. The deadline for both regional and statewide applications will be May 29, 2015. He also explained that Cycle 2 of ATP will differ in some minor ways from Cycle 1, including funding eligibility for all phases (environmental, design, and construction), no local match will be required for any projects, and Disadvantaged Communities criteria are likely to change.

Andrew Hart also noted that STA intends to work with potential local project sponsors over the next few months to identify those projects that appear to have the best possibility of qualifying for ATP funds, and supporting those agencies in their development of ATP applications. This will likely include additional SR2S projects, those located in or supporting Priority Development Areas and/or Priority Conservation Areas, and those located in designated areas of disadvantaged communities.

**B. Project Delivery Update**

Robert Guerrero noted that the final date to send a request for authorization to Caltrans for FY 2014-15 projects is February 28th. He added that project sponsors who are not able to make this date should request to have their projects pushed back to later fiscal years. He also noted that the City of Vallejo requested to move their construction phase obligation date for their SR2S project back to FY 2015-16, as they will not be able to obtain approval by the obligation deadline. Upon discussing with MTC, there are not funds in FY 2015-16, and they were moved to FY 2016-17 to accommodate this request. Project may be available for advancement if funds become available sooner.

**NO DISCUSSION ITEMS**

**C. SolanoExpress Marketing Plan Update**

**D. Legislative Update**

**E. Fiscal Year (FY) 2014-15 Abandoned Vehicle Abatement (AVA) Program First Quarter Report**

**F. Summary of Funding Opportunities**

**G. Draft Meeting Minutes of STA Board & Advisory Committees**

**H. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2015**

**9. FUTURE STA TAC AGENDA ITEMS**

A summary of the agenda items for February 2015 and March 2015 were presented.

**10. ADJOURNMENT**

The meeting was adjourned at 3:05 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, February 25, 2015.**

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DATE : February 1, 2015  
 TO: STA Board  
 FROM: Liz Niedziela, Transit Program Manager  
 RE: Lifeline Transportation Program- Prop 1B

**Background**

The Metropolitan Transportation Commission’s (MTC) Lifeline Transportation Program funds projects that improve mobility for the region’s low-income communities. The program is administered by the nine county Congestion Management Agencies (CMAs), and in Santa Clara County via a joint arrangement between the CMA and the County. For Solano County, the Lifeline Program is administered by Solano Transportation Authority (STA). STA Board approved in May 2012 Solano County’s Lifeline Funding for Cycle 3 as shown in Attachment A.

In October 2014, MTC adopted Resolution No. 4159, which set forth guidelines for Cycle 4 of the Lifeline Transportation Program (Attachment B). The target programming amount for Cycle 4 is \$65 million, which includes three years of funding (FY2014-FY2016). The funding sources include approximately \$31 million in State Transit Assistance (STA) funds, \$25 million in Proposition 1B – Transit funds, and \$9 million in Section 5307 Job Access and Reverse Commute (JARC) funds.

**Discussion:**

On October 28<sup>th</sup>, STA staff emailed a Call for Projects for the Lifeline Transportation Program – Cycle 4 to the Consortium. The funding sources and total funds available for Solano County include approximately \$1,973,907 in State Transit Assistance (STA) funds, \$899,217 in Proposition 1B – Transit funds, and \$1,111,109 in Section 5307 Job Access and Reverse Commute (JARC) funds as shown below:

	Carryover	2014	2015	2016	Total
STAF		\$ 668,858	\$ 674,934	\$ 630,115	\$ 1,973,907
JARC	\$ 273,831	\$ 277,612	\$ 277,612	\$ 282,054	\$ 1,111,109
Prop 1B			\$ 899,217		\$ 899,217
<b>Total</b>		<b>\$ 946,470</b>	<b>\$ 1,851,763</b>	<b>\$ 912,169</b>	<b>\$ 3,710,402</b>

**Program requirements**

Details about Cycle 4, including general program requirements, detailed eligibility information by fund source, and a timeline, are available in the Lifeline Transportation Program Cycle 4 Guidelines (MTC Resolution No. 4159) (Attachment B).

**Proposition 1B Transit**

In most cases, Proposition 1B Transit funds will be allocated directly to transit operators by MTC, due to the limited eligibility and uses of this fund source. Upon concurrence from the applicable CMA-- which can be provided via a CMA board resolution or a letter from an authorized CMA representative--transit operators may program funds to any capital project that is consistent with the Lifeline

Transportation Program and goals, and is eligible for this fund source. Solano County’s transit operators were requested to submit their draft Prop 1B project lists to Solano County’s Lifeline Program Administrator, STA by January 15, 2015 so that the STA Board can review and consider these projects for \$899,217 in Prop 1B transit funds from Solano County transit operators. STA is requesting a brief description of the project, project cost, and how the project is consistent with Lifeline goals.

STA staff received three requests as shown below and in Attachment C:

<b>Agency</b>	<b>Project Description</b>	<b>Request</b>
SolTrans	3 replacement buses for local fixed route service	\$899,217
Dixon	1 replacement bus for dial a ride	\$8,421
Rio Vista	1 replacement bus for dial a ride/deviated service	\$90,000
		\$997,638

Rio Vista cannot receive Prop 1B funding directly and would need to be sponsored by an eligible recipient such as Dixon, FAST, or SolTrans. Due to the high maintenance cost of the bus that needs to be replaced, Rio Vista needs to replace the bus as soon as possible. Instead of funding Rio Vista with Prop 1B funds, STA staff is recommending a loan of STAF in the amount of \$65,000 to fund Rio Vista replacement bus that can be paid back with a funding swap of FTA 5311 (rural) operating funds with TDA funds. In 2016, STA will be allocating FTA 5311 funding. STA will allocate an additional \$65,000 of FTA 5311 operating funds to Rio Vista. After Rio Vista receives the funding, they will reimburse STA \$65,000 in TDA funds. STA staff also recommends that this loan be provided after the City of Rio Vista fulfills their obligation to MTC of completing their City’s financial audits, submitting them to MTC and is cleared to receive TDA funding. The \$65,000 is recommended instead of \$90,000 due to the remaining balance of STAF that has already been committed as a local match for bus replacement. Rio Vista staff is supportive of this proposed funding swap.

STA staff recommends funding Dixon for \$8,421 for a replacement bus and SolTrans for \$890,796 for three replacement buses for local fixed route service (Attachment D).

Lifeline JARC and STAF applications are due to STA by March 3, 2015.

The SolanoExpress Consortium and STA TAC reviewed this item and unanimously supported STA staff’s recommendation at their January 27th and 28th meetings.

**Fiscal Impact:**

There is no fiscal impact for STA. This program provided an opportunity to implement Lifeline capital projects in Solano County in the amount of \$899,217 in Prop 1B funds

**Recommendation:**

Approve the following

1. Approve the Proposition 1B funding as shown in Attachment C;
2. Approve a loan of \$65,000 of STAF funds to Rio Vista for the purchase of one replacement bus;
3. Allocate \$65,000 of FTA 5311 operating funds to Rio Vista in 2016; and
4. Authorize the Executive Director to execute an agreement with the City of Rio Vista for a STAF loan of \$65,000 and a funding swap of \$65,000 of FTA 5311 with TDA funds to be paid to STA for the repayment of the STAF loan.

Attachments:

- A. STA Board approved Projects for Solano County Lifeline Funding for Cycle 3
- B. Lifeline Transportation Program Cycle 4 Guidelines (MTC Resolution No. 4159)
- C. Requests for Lifeline Prop 1B funding
- D. Recommended Lifeline Prop 1B Projects for Funding

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<b>Solano County Approved Lifeline Funds Cycle 3</b>					<b>FY 2012-2013</b>	<b>FY 2013-14</b>	
Rank	Funding Source	Agency	Project	Project Description	First Year	Second Year	Total
1	STAF	SolTrans	Sustaining Route 1	Route 1 serves a large low income population centered around downtown Vallejo and the north/south corridor along Sonoma Blvd. Route 1 includes Vallejo Middle and Senior High schools, three key shopping centers and Curtola Park and Ride. This funding would aid in retaining service.	\$250,000	\$250,000	\$500,000
2	STAF	SolTrans	Sustaining Route 85	Route 85 provides local service within the City of Vallejo on a low income corridor. This intercity route provides critical transportation between Vallejo and Fairfield to reach employment, medical services and Solano Community College. This funding will be aid in sustaining service.	\$125,000	\$125,000	\$250,000
3	STAF	FAST	Saturday Service Route 30	Route 30 service on Saturday provide connection between Fairfield, Vacaville, Dixon, and the UC Davis. In Dixon's CBTP, lack of Saturday Service was one of the major transportation gaps.	\$60,000	\$60,000	\$120,000
4	STAF	SolTrans	Sustaining Span of Service	To meet ongoing budget pressures and to attain a sustainable service, service is proposed to start later in the morning and end earlier in the evening. This funding would aid in retaining the current span of service.	\$181,865	\$194,755	\$376,620
<b>Total Award</b>					<b>\$616,865</b>	<b>\$629,755</b>	<b>\$1,246,620</b>

Rank		Agency	Project	Project Description	Funding
1	STP	Vacaville City Coach	Accessible Paths to Transit	The Vacaville CBTP documented the need for more accessible curb ramps and/or access improvements near transit routes. This funding will aid in constructing approximately 16 curb ramps.	\$40,000
2	STP	FAST	Local Bus Replacement	Purchase four (4) 40-foot replacement buses for local route.	\$481,368
<b>Total Award</b>					<b>\$521,368</b>

Rank		Agency	Project	Project Description	Funding
1	Prop 1B	SolTrans	Intercity Bus Replacement Swap	SolTrans will be replacing three (3) intercity diesel buses with hybrid diesel electric fuel buses. These buses will be 45 ft with 57 passenger capacity and wheel chair accessible.	\$1,000,000

2	Prop 1B	FAST	Local Bus Replacement	Fairfield and Suisun Transit (FAST) will be replacing six (6) local diesel buses with hybrid diesel electric fuel buses. These buses will be 40 ft with 43 passenger capacity and wheel chair accessible.	\$547,328
			<b>Total Award</b>		<b>\$1,547,328</b>

Date: October 22, 2014  
W.I.: 1310  
Referred by: PAC

Attachment A  
MTC Resolution No. 4159  
Page 1 of 19



METROPOLITAN  
TRANSPORTATION  
COMMISSION

# **Lifeline Transportation Program Cycle 4 Guidelines**

October 2014

**METROPOLITAN TRANSPORTATION COMMISSION  
LIFELINE TRANSPORTATION PROGRAM CYCLE 4 GUIDELINES  
FY 2014 THROUGH FY 2016**

October 2014

**Table of Contents**

1.	PROGRAM GOAL.....	3
2.	PROGRAM ADMINISTRATION.....	4
3.	FUNDING APPORTIONMENT AND AVAILABILITY.....	4
4.	ELIGIBLE RECIPIENTS/SUBRECIPIENTS.....	6
5.	STA AND SECTION 5307 PROGRAMMING PROCESS.....	7
6.	PROPOSITION 1B PROGRAMMING PROCESS.....	7
7.	ELIGIBLE ACTIVITIES.....	8
8.	LOCAL MATCHING REQUIREMENTS.....	9
9.	COORDINATED PLANNING.....	9
10.	GRANT APPLICATION.....	10
11.	APPLICATION EVALUATION.....	10
12.	COUNTYWIDE PROGRAM OF PROJECTS.....	11
13.	POLICY BOARD ADOPTION.....	11
14.	PROJECT DELIVERY.....	11
15.	PROJECT OVERSIGHT.....	12
16.	PERFORMANCE MEASURES.....	12
17.	FUND ADMINISTRATION.....	13
18.	COMPLIANCE WITH FEDERAL REQUIREMENTS.....	13
19.	TIMELINE.....	14

Appendix 1. Funding Source Information

Appendix 2. Standard Evaluation Criteria

**METROPOLITAN TRANSPORTATION COMMISSION  
LIFELINE TRANSPORTATION PROGRAM CYCLE 4 GUIDELINES  
FY 2014 THROUGH FY 2016**

October 2014

1. PROGRAM GOAL. The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties.

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, taxi voucher programs, improved access to autos, and capital improvement projects.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations. While preference will be given to community-based plan priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. A communities of concern (CoC) mapping tool showing both CoCs adopted with Plan Bay Area as well as the most recent socioeconomic data available from the Census Bureau is available at:  
[http://gis.mtc.ca.gov/samples/Interactive\\_Maps/cocs.html](http://gis.mtc.ca.gov/samples/Interactive_Maps/cocs.html).<sup>1</sup>

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<sup>1</sup> There is a user's guide available to aid in the use of this tool.

2. PROGRAM ADMINISTRATION. The Lifeline Program will be administered by county congestion management agencies (CMAs) or other designated county-wide agencies as follows:

<b>County</b>	<b>Lifeline Program Administrator</b>
Alameda	Alameda County Transportation Commission
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa County Transportation Planning Agency
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

3. FUNDING APPORTIONMENT AND AVAILABILITY. Fund sources for the Cycle 4 Lifeline Transportation Program include State Transit Assistance (STA), Proposition 1B - Transit, and Section 5307 Job Access and Reverse Commute (JARC)<sup>2</sup> funds. Cycle 4 will cover a three-year programming cycle, FY2013-14 to FY2015-16.
- a. STA and Section 5307 (JARC). Funding for STA and Section 5307 (JARC) will be assigned to counties by each fund source, based on the county's share of the regional low-income population (see Figure 1).<sup>3</sup> Lifeline Program Administrators will assign funds to eligible projects in their counties. See Section 5 for details about the STA and Section 5307 (JARC) programming process and Appendix 1 for detailed eligibility requirements by fund source.

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<sup>2</sup> The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) federal transportation authorizing legislation eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and, consistent with MTC's Transit Capital Priorities (TCP) Process and Criteria (MTC Resolution Nos. 4072 and 4140), in the FY2013-14, FY2014-15 and FY2015-16 Section 5307 programs, a portion of the Bay Area's large urbanized area funds have been set aside for the Lifeline program.

<sup>3</sup> FTA Section 5307 funds are apportioned by urbanized area (UA), so the distribution of 5307 funds will also need to take UA boundaries into consideration.

**Figure 1. County and Share of Regional Poverty Population**

<i>County</i>	<i>Share of Regional Low Income (&lt;200% Poverty) Population</i>
Alameda	22.6%
Contra Costa	14.3%
Marin	2.6%
Napa	2.0%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	23.1%
Solano	6.4%
Sonoma	7.9%
Total	100%

Source: ACS 2010 and 2012 1-Year Estimates

- b. Proposition 1B. Proposition 1B funding will be assigned by MTC directly to transit operators and counties based on a formula that distributes half of the funds according to the transit operators’ share of the regional low-income ridership, and half of the funds according to the transit operators’ share of the regional low-income population. The formula distribution is shown in Figure 2. See Section 6 for details about the Proposition 1B programming process and Appendix 1 for detailed eligibility requirements by fund source.

**Figure 2. Transit Operator & Hybrid Formula  
(Share of Regional Low Income Ridership & Share of Regional Low Income Population)**

<i>Transit Operator</i>	<i>Hybrid Formula Share</i>
AC Transit	17.3%
BART	18.5%
County Connection (CCCTA)	1.0%
Golden Gate Transit/Marin Transit	3.2%
Wheels (LAVTA)	0.5%
Muni (SFMTA)	24.9%
SamTrans	5.0%
Tri Delta Transit (ECCTA)	0.7%
VINE (NCTPA)	1.2%
VTA	19.5%
WestCat (WCCTA)	0.3%
Solano County Operators	3.6%
Sonoma County Operators	4.2%
Total	100%

Note: Only transit operators who have previously received Proposition 1B Lifeline funds are included in the formula distribution

- c. Regional Means-Based Transit Fare Program. MTC will set aside up to \$700,000 in Cycle 4 STA funds toward the potential development and implementation of a regional

means-based transit fare program. In Lifeline Cycle 3, MTC set aside \$300,000 for Phase I of this project. In Phase I, MTC is conducting a study to develop the regional concept, including identifying who would be eligible, costs, funding, relationship to other discounts, and other policy elements. Depending on the results of the Phase I study, funds from the Cycle 4 \$700,000 set-aside may be used for Phase II implementation activities.

- d. Local Fund Exchanges. Consistent with MTC Resolution No. 3331, MTC will allow County Lifeline Program Administrators to use local fund exchanges to fund projects that are not otherwise eligible for the state and federal funds in Cycle 4. Lifeline Program Administrators must notify MTC about their intent to exchange funds, and MTC staff will review and approve the exchanges on a case-by-case basis. MTC staff is supportive of these fund exchanges to the extent that the exchange projects meet the spirit of the Lifeline Transportation Program.

#### 4. ELIGIBLE RECIPIENTS/SUBRECIPIENTS

- a. STA. There are three categories of eligible recipients of STA funds: a) transit operators; b) Consolidated Transportation Service Agencies (CTSAs); and c) Cities and Counties that are eligible to claim Transportation Development Act (TDA) Article 4, 4.5 or 8 funds.

Non-profit organizations and Cities/Counties that are not eligible TDA Article 4, 4.5 or 8 claimants are only eligible for STA funds if they partner with an eligible STA recipient (e.g., a transit operator) that is willing to serve as the recipient of the funds and pass through the funds to the non-profit or City/County, and if they have a project eligible to use.

- b. Section 5307 (JARC). Transit operators that are FTA grantees are the only eligible recipients of Section 5307 (JARC) funds.

Non-profit organizations and public agencies that are not FTA grantees are only eligible for Section 5307 (JARC) funds if they partner with an FTA grantee (transit operator) that is willing to serve as the direct recipient of the Section 5307 (JARC) funds and pass through the funds to the subrecipient non-profit or public agency.

Section 5307 (JARC) recipients/subrecipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.<sup>4</sup> A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

- c. Proposition 1B. Transit operators are the only eligible recipients of Proposition 1B funds.

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<sup>4</sup> A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

5. STA AND SECTION 5307 PROGRAMMING PROCESS. For STA and Section 5307 funds, Lifeline Program Administrators are responsible for soliciting applications for the Lifeline Transportation Program.

Consistent with MTC's Public Participation Plan and FTA's Title VI Circular (FTA C 4702.1B), MTC encourages Lifeline Program Administrators to conduct a broad, inclusive public involvement process, and use multiple methods of public outreach. Unlike previous cycles of the Lifeline Transportation Program, the funds in the Cycle 4 program are predominantly restricted to transit operators (see Section 4 for recipient eligibility restrictions). Therefore, MTC also acknowledges that each Lifeline Program Administrator's public outreach strategy will be tailored accordingly.

Methods of public outreach may include, but are not limited to, highlighting the program and application solicitation on the CMA website, and sending targeted postcards and e-mails to all prospective applicants, including those that serve predominantly minority and low-income populations.

Further guidance for public involvement is contained in MTC's Public Participation Plan.

- a. Competitive Process. STA and Section 5307 (JARC) projects must be selected through an open, competitive process with the following exception: In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate some or all of their STA and/or Section 5307 (JARC) funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Transportation Program reporting requirements.
  - b. STA Contingency Programming. Due to the uncertainty of forecasting STA revenues, the Lifeline Program Administrators will program 95 percent of their county's estimated STA amount, and develop a contingency plan for the remaining five percent should it be available.
6. PROPOSITION 1B PROGRAMMING PROCESS. In most cases, Proposition 1B Transit funds will be allocated directly to transit operators by MTC, due to the limited eligibility and uses of this fund source. Upon concurrence from the applicable CMA,<sup>5</sup> transit operators may program funds to any capital project that is consistent with the Lifeline Transportation Program and goals, and is eligible for this fund source. Transit operators are encouraged to consider needs throughout their service area. Projects must be identified as Lifeline projects before transit operators can claim funds, and, at the discretion of the Lifeline Program Administrators, may be subject to Lifeline Transportation Program reporting requirements. For Marin, Solano and Sonoma counties, Proposition 1B funds are being directed to the CMA, who should include these funds in the overall Lifeline programming effort (keeping in mind the limited sponsor and project eligibility of Proposition 1B funds).

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<sup>5</sup> CMA concurrence may be provided via a board resolution or a letter from an authorized representative.

## 7. ELIGIBLE ACTIVITIES

- a. Eligible operating projects. Eligible operating projects, consistent with requirements of funding sources, may include (but are not limited to) new or enhanced fixed route transit services, restoration of Lifeline-related transit services eliminated due to budget shortfalls, shuttles, taxi voucher programs, auto loan programs, etc. See Appendix 1 for additional details about eligibility by funding source.
- b. Eligible capital projects. Eligible capital projects, consistent with requirements of funding sources, may include (but are not limited to) purchase of vehicles; bus stop enhancements; rehabilitation, safety or modernization improvements; or other enhancements to improve transportation access for residents of low-income communities. See Appendix 1 for additional details about eligibility by funding source.
- c. Section 5307 restrictions
  - (1) Job Access and Reverse Commute requirement. For the Lifeline Transportation Program, the use of Section 5307 funds is restricted solely to Job Access and Reverse Commute (JARC) projects. For details regarding eligible JARC projects, see the FTA Section 5307 Circular (FTA C 9030.1E), Chapter IV, Section 5 available at [http://www.fta.dot.gov/documents/FINAL\\_FTA\\_circular9030.1E.pdf](http://www.fta.dot.gov/documents/FINAL_FTA_circular9030.1E.pdf). Also see Appendix 1 for detailed eligibility requirements by fund source
  - (2) New and existing services. Consistent with FTA's Section 5307 circular (FTA C 9030.1E), Chapter IV, Section 5.a, eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a "development project" or "maintenance project" as follows:
    - i. Development Projects. "Development of transportation services" means new projects that meet the statutory definition and were not in service as of the date MAP-21 became effective October 1, 2012. This includes projects that expand the service area or hours of operation for an existing service.
    - ii. Maintenance Projects. "Maintenance of transportation services" means projects that continue and maintain job access and reverse commute projects and services that received funding under the former Section 5316 Job Access and Reverse Commute program.

8. LOCAL MATCHING REQUIREMENTS. The Lifeline Transportation Program requires a minimum local match of 20% of the total project cost. Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost.
- a. Exceptions to 20% requirement. There are two exceptions to the 20% local match requirement:
- (1) FTA Section 5307 (JARC) operating projects require a 50% match. However, consistent with MTC's approach in previous funding cycles, Lifeline Program Administrators may use STA funds to cover the 30% difference for projects that are eligible for *both* JARC and STA funds.
  - (2) All auto-related projects require a 50% match.
- b. Sources of local match. Project sponsors may use certain federal, state or local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. In-kind contributions such as the market value of in-kind contributions integral to the project may be counted as a contribution toward local share.

For Section 5307 JARC projects, the local match can be *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services or Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement.

Transportation Development Credits ("Toll Credits") are not an eligible source of local match for the Lifeline Transportation Program.

9. COORDINATED PLANNING. Under MAP-21, projects funded with Section 5307 JARC funds are no longer required by FTA to be derived from a locally developed, coordinated public transit-human services transportation plan ("Coordinated Plan"); however, in the Bay Area's Coordinated Plan, MTC continues to identify the transportation needs of individuals with disabilities, older adults, *and* people with low incomes, and to provide strategies for meeting those local needs. Therefore, projects funded with Lifeline Transportation Program funds should be consistent with the transportation needs, proposed solutions, and enhanced coordination strategies presented in the Coordinated Plan to the extent practicable considering any other funding source restrictions.

The Bay Area's Coordinated Plan was updated in March 2013 and is available at <http://www.mtc.ca.gov/planning/pths/>.

Mobility management was a key coordination strategy recommended in the 2013 plan update. The designation of lead mobility managers or Consolidated Transportation Service Agencies (CTSAs) at the County or subregional level was an essential component of that strategy. Consistent with those recommendations, the Lifeline Program Administrators may, at their discretion, choose to award extra points to—or otherwise give priority to—projects sponsored by or coordinated with County or subregional Mobility Managers or CTSAs.

Transportation needs specific to senior and disabled residents of low-income communities may also be considered when funding Lifeline projects.

10. GRANT APPLICATION. To ensure a streamlined application process for project sponsors, a universal application form will be used, but, with review and approval from MTC, may be modified as appropriate by the Lifeline Program Administrator for inclusion of county-specific grant requirements.

Applicants with multi-county projects must notify the relevant Lifeline Program Administrators and MTC about their intent to submit a multi-county project, and submit copies of their application to all of the relevant counties. If the counties have different application forms, the applicant can submit the same form to all counties, but should contact the Lifeline Program Administrators to determine the appropriate form. If the counties have different application deadlines, the applicant should adhere to the earliest deadline. The Lifeline Program Administrators will work together to score and rank the multi-county projects, and, if selected, to determine appropriate funding. (Note: Multi-county operators with projects that are located in a single county need only apply to the county where the project is located.)

#### 11. APPLICATION EVALUATION

- a. Evaluation criteria. Standard evaluation criteria will be used to assess and select projects. The six criteria include (1) project need/goals and objectives, (2) community-identified priority, (3) implementation plan and project management capacity, (4) coordination and program outreach, (5) cost-effectiveness and performance indicators, and (6) project budget/sustainability. Lifeline Program Administrators will establish the weight to be assigned for each criterion in the assessment process.

Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

See Appendix 2 for the detailed standard evaluation criteria.

- b. Evaluation panel. Each county will appoint a local evaluation panel of CMA staff, the local low-income or minority representative from MTC's Policy Advisory Council (if available), and representatives of local stakeholders, such as transit operators, other transportation providers, community-based organizations, social service agencies, and local jurisdictions, to score and select projects. Counties are strongly encouraged to appoint a diverse group of stakeholders for their local evaluation panel. Each county will

assign local priorities for project selection by establishing the weight for each criterion and, at the CMA's discretion, adding local criteria to the standard regional criteria.

12. COUNTYWIDE PROGRAM OF PROJECTS. A full program of projects is due to MTC from each Lifeline Program Administrator on **March 13, 2015**. However, given state and federal funding uncertainties, sponsors with projects selected for FY2015 and FY2016 Section 5307 (JARC) funds and FY2016 STA funds should plan to defer the start of those projects until the funding is appropriated and secured. Lifeline Program Administrators, at their discretion, may opt to allot FY2014 and FY2015 funds to high scoring projects so they can be started quickly. MTC staff will work with Lifeline Program Administrators on this sequencing; MTC staff expects that more will be known about the FY2015 Section 5307 (JARC) funds and the FY2016 STA and Section 5307 (JARC) funds in calendar year 2015.

13. POLICY BOARD ADOPTION

- a. Project sponsor resolution of local support. Prior to MTC's programming of Lifeline Cycle 4 funds (STA, Section 5307 JARC and/or Proposition 1B) to any project, MTC requires that the project sponsor adopt and submit a resolution of local support. The resolution shall state that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation and reporting deadlines and requirements. MTC will provide a resolution of local support template. The County Lifeline Program Administrators have the option of collecting the resolutions of local support from project sponsors along with the project applications, or after the project is selected by the County for funding.

Caltrans requires that Proposition 1B - Transit projects either be consistent with the project sponsor's most recent short-range transit plan (SRTP), as evidenced by attaching the relevant SRTP page to the allocation request, or be accompanied by a certified Board Resolution from the project sponsor's governing board.

b. Lifeline Program Administrator/CMA Board Resolution and Concurrence

- (1) STA and Section 5307 (JARC). Projects recommended for STA and Section 5307 (JARC) funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator.
- (2) Proposition 1B. Projects funded with Proposition 1B Transit funds must have concurrence from the applicable Lifeline Program Administrator/CMA. Concurrence may be provided by a board resolution or by a letter from an authorized representative.

14. PROJECT DELIVERY. All projects funded under the county programs are subject to the following MTC project delivery requirements:

- a. Section 5307 (JARC). Project sponsors must expend the Lifeline Transportation Program Section 5307 (JARC) funds within three years of the FTA grant award or execution of agreement with pass-through agency, whichever is applicable. To prevent the Section 5307 (JARC) funds from lapsing on the federal obligation deadline, MTC reserves the right to reprogram funds if direct recipients fail to submit their FTA grant by the following dates:
  - June 30, 2015 for FY2014 and FY2015 funds (the deadline to submit grants for FY15 funds may be extended depending on the availability of FY15 apportionments.)
  - June 30, 2016 for FY2016 funds

Direct recipients are responsible for carrying out the terms of their grants.

- b. STA. Project sponsors must expend the Lifeline Transportation Program STA funds within three years of the date that the funds are programmed by MTC or the date that the agreement with pass-through agency is executed, whichever is applicable.
  - c. Proposition 1B. Project sponsors must expend the Lifeline Transportation Program Proposition 1B funds within three years of the date that funds are available. Disbursement timing depends on the timing of State bond sales.
15. PROJECT OVERSIGHT. For Lifeline projects funded by STA and Section 5307 (JARC), Lifeline Program Administrators are responsible for programmatic and fiscal oversight, and for monitoring project sponsors in meeting the MTC obligation deadlines and project delivery requirements. In addition, Lifeline Program Administrators will ensure that projects substantially carry out the scope described in the grant applications for the period of performance. All project budget and scope of work changes must be approved by the MTC Commission; however the Lifeline Program Administrators are responsible for approving budget and scope of work changes prior to MTC's authorization. All scope changes must be fully explained and must demonstrate consistency with Lifeline Transportation Program goals.

For projects funded by Proposition 1B, the Lifeline Program Administrators are encouraged to continue coordination efforts with the project sponsors if they determine that it would be beneficial toward meeting the Lifeline goals; however, this may not be necessary or beneficial for all Proposition 1B projects.

See Appendix 1 for detailed accountability and reporting requirements by funding source.

16. PERFORMANCE MEASURES. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new "units" of service provided with the funding (e.g., number of trips, service hours, workshops held, car loans provided), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital projects, project sponsors are responsible for establishing

milestones and reporting on the status of project delivery. Project sponsors are responsible for satisfying all reporting requirements, as referenced in Appendix 1. Lifeline Program Administrators will forward all reports containing performance measures to MTC for review and overall monitoring of the Lifeline Transportation Program.

## 17. FUND ADMINISTRATION

- a. Section 5307 (JARC). MTC will enter all Lifeline Section 5307 (JARC) projects into the Transportation Improvement Program (TIP). Transit operators that are FTA grantees are the only eligible recipients of Section 5307 (JARC) funds. FTA grantees will act as direct recipients, and will submit grant applications directly to FTA.

For Section 5307 (JARC) projects sponsored by non-FTA grantees (e.g., nonprofits or other local government entities), the FTA grantee who was identified as the partner agency at the time of the application will submit the grant application to FTA directly and, following FTA approval of the grant, will enter into funding agreements with the subrecipient project sponsor.

FTA recipients are responsible for following all applicable federal requirements and for ensuring that their subrecipients comply with all federal requirements. See Section 18 for federal compliance requirements.

- b. STA. For transit operators receiving STA funds, MTC will allocate funds directly through the annual STA claims process. For other STA eligible projects administered by sponsors who are not STA eligible recipients, the project sponsor is responsible for identifying a local transit operator who will act as a pass-through for the STA funds, and will likely enter into a funding agreement directly with the project sponsor. Project sponsors are responsible for entering their own STA projects into the TIP.
- c. Proposition 1B Transit. Project sponsors receiving Proposition 1B funds must submit a Proposition 1B allocation request to MTC for submittal to Caltrans with prior review by MTC. The state will distribute funds directly to the project sponsor. Note that although the Proposition 1B Transit Program is intended to be an advance-payment program, actual disbursement of funds is dependent on the State budget and State bond sales. Project sponsors are responsible for entering their own Proposition 1B projects into the TIP.

## 18. COMPLIANCE WITH FEDERAL REQUIREMENTS

- a. Lifeline Program Administrator Responsibilities. For the selection of FTA Section 5307 (JARC) projects, in accordance with federal Title VI requirements, Lifeline Program Administrators must distribute the Section 5307 (JARC) funds without regard to race, color, and national origin, and must assure that minority populations are not being denied the benefits of or excluded from participation in the program. Lifeline Program Administrators shall develop the program of projects or competitive selection process to ensure the equitable distribution of FTA Section 5307 (JARC) funds to project sponsors

that serve predominantly minority populations. Equitable distribution can be achieved by engaging in outreach to diverse stakeholders regarding the availability of funds, and ensuring the competitive process is not itself a barrier to selection of applicants that serve predominantly minority populations.

- b. Project Sponsor Responsibilities. FTA Section 5307 (JARC) applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5307; FTA Circulars C 9030.1E, 4702.1B and 4703.1; the most current FTA Master Agreement; and the most current Certifications and Assurances for FTA Assistance Programs.

FTA Section 5307 (JARC) direct recipients will be responsible for adhering to FTA requirements through their agreements and grants with FTA directly and for ensuring that all subrecipients and third-party contractors comply with FTA requirements.

19. TIMELINE. The anticipated timeline for Cycle 4 is as follows:

<b>Program</b>	<b>Action</b>	<b>Anticipated Date*</b>
All	Commission approves Cycle 4 Program Guidelines	October 22, 2014
All	MTC issues guidelines to counties	October 22, 2014
Prop 1B	Transit operators submit draft project lists to County Lifeline Program Administrators	January 15, 2015
Prop 1B	Allocation requests due to MTC (concurrence** from the CMA is required)	March 13, 2015
5307 (JARC) & STA	Board-approved** programs due to MTC from CMAs	March 13, 2015
<b>All</b>	<b>Commission approval of Program of Projects</b>	<b>April 22, 2015</b>
5307 (JARC)	MTC submits TIP amendment for FY14, FY15 and FY16 projects	End of April – Deadline TBD
Prop 1B & STA	Project sponsors submit TIP amendments	End of April – Deadline TBD
Prop 1B	MTC submits allocation requests to Caltrans	Deadline TBD by Caltrans*
STA	Operators can file claims for FY14 and FY15	After 4/22/15 Commission Approval
5307 (JARC)	Deadline for transit operators (FTA grantees) to submit FTA grants for FY14 and FY15 funds	June 30, 2015
STA	Operators can file claims for FY16	After July 1, 2015
5307 (JARC)	Deadline for transit operators (FTA grantees) to submit FTA grants for FY16 funds	June 30, 2016

\* Dates subject to change depending on State and Federal deadlines and availability of funds.

\*\* CMA Board approval and concurrence may be pending at the time of deadline.

**Appendix 1  
Lifeline Transportation Program Cycle 4  
Funding Source Information**

	State Transit Assistance (STA)	Proposition 1B – Transit	Section 5307 Job Access and Reverse Commute (JARC)
Purpose of Fund Source	<b>To improve existing public transportation services and encourage regional transportation coordination</b>	<b>To help advance the State’s goals of providing mobility choices for all residents, reducing congestion, and protecting the environment</b>	<b>To support the continuation and expansion of public transportation services in the United States</b>
Detailed Guidelines	<a href="http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/STIP/TDA_4-17-2013.pdf">http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/STIP/TDA_4-17-2013.pdf</a>	<a href="http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Prop%201B/PTMISEA-Guidelines_2013.pdf">http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Prop%201B/PTMISEA-Guidelines_2013.pdf</a>	<a href="http://www.fta.dot.gov/documents/FINAL_FTA_circular9030.1E.pdf">http://www.fta.dot.gov/documents/FINAL_FTA_circular9030.1E.pdf</a>
Use of Funds	For public transportation purposes including community transit services	For public transportation purposes	For the Lifeline Transportation Program, the use of Section 5307 funds is restricted solely to Job Access and Reverse Commute projects that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment.
Eligible Recipients	<ul style="list-style-type: none"> <li>▪ Transit operators</li> <li>▪ Consolidated Transportation Service Agencies (CTSAs)</li> <li>▪ Cities and Counties if eligible to claim TDA Article 4, 4.5 or 8 funds</li> </ul>	<ul style="list-style-type: none"> <li>▪ Transit operators</li> </ul>	<ul style="list-style-type: none"> <li>▪ Transit operators that are FTA grantees</li> </ul>
Eligible Subrecipients <b>(must partner with an eligible recipient that will serve as a pass-through agency)</b>	<ul style="list-style-type: none"> <li>▪ Private non-profit organizations</li> <li>▪ Cities and counties that are not eligible to claim TDA Article 4, 4.5 or 8 funds</li> </ul>	<ul style="list-style-type: none"> <li>▪ N/A</li> </ul>	<ul style="list-style-type: none"> <li>▪ Private non-profit organizations</li> <li>▪ Public agencies that are not FTA grantees (e.g., cities, counties)</li> </ul>

	State Transit Assistance (STA)	Proposition 1B – Transit	Section 5307 Job Access and Reverse Commute (JARC)
Eligible Projects	<p><b><u>Transit Capital and Operations, including:</u></b></p> <ul style="list-style-type: none"> <li>▪ New, continued or expanded fixed-route service</li> <li>▪ Purchase of vehicles</li> <li>▪ Shuttle service if available for use by the general public</li> <li>▪ Purchase of technology (e.g., GPS, other ITS applications)</li> <li>▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc.</li> <li>▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities.</li> </ul>	<p><u>Transit Capital</u> (including a minimum operable segment of a project) for:</p> <ul style="list-style-type: none"> <li>▪ Rehab, safety, or modernization improvements</li> <li>▪ Capital service enhancements or expansions</li> <li>▪ New capital projects</li> <li>▪ Bus rapid transit improvements</li> <li>▪ Rolling stock procurement, rehab, or replacements</li> </ul> <p>Projects must be consistent with most recently adopted short-range transit plan or other publicly adopted plan that includes transit capital improvements.</p>	<p><u>New and existing services.</u> Eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a “development project” or a “maintenance project” (see Section 7.c.(2) of these guidelines for details regarding “development” and “maintenance” projects).</p> <p><u>Capital and Operating projects.</u> Projects that comply with the requirements above may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>▪ Late-night &amp; weekend service;</li> <li>▪ Guaranteed ride home service;</li> <li>▪ Shuttle service;</li> <li>▪ Expanding fixed route public transit routes, including hours of service or coverage;</li> <li>▪ Demand-responsive van service;</li> <li>▪ Ridesharing and carpooling activities;</li> <li>▪ Transit-related aspects of bicycling;</li> <li>▪ Administration and expenses for voucher programs;</li> <li>▪ Local car loan programs;</li> <li>▪ Intelligent Transportation Systems (ITS);</li> <li>▪ Marketing; and</li> <li>▪ Mobility management.</li> </ul> <p>See FTA C 9030.1E, Chapter IV, Section 5 for details regarding eligible JARC projects.</p>

	State Transit Assistance (STA)	Proposition 1B – Transit	Section 5307 Job Access and Reverse Commute (JARC)
Lifeline Program Local Match	20%	20%	<ul style="list-style-type: none"> <li>▪ 50% for operating projects (may use STA funds to cover up to 30% if project is eligible for <b>both</b> JARC and STA)</li> <li>▪ 50% for auto projects</li> <li>▪ 20% for capital projects</li> </ul>
Estimated timing for availability of funds to project sponsor	<p>Transit operators, CTSA's and eligible cities and counties can initiate claims for FY14 and FY15 funds immediately following MTC approval of program of projects, and can initiate claims for FY16 funds after July 1, 2015.</p> <p>For subrecipients, the eligible recipient acting as fiscal agent will likely initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement.</p>	<p>Project sponsors must submit a Proposition 1B allocation request to MTC for submittal to Caltrans by March 13, 2015. Disbursement timing depends on bond sales.</p>	<p>Following MTC approval of the program of projects, MTC will add projects to the TIP. Following TIP approval, FTA grantees must submit FTA grants for FY14 and FY15 funds by June 30, 2015. (The deadline to submit grants for FY15 funds may be extended depending on the availability of FY15 apportionments.) FTA grantees must submit FTA grants for FY16 funds by June 30, 2016.</p> <p>FTA grantees can begin their projects after the funds are obligated in an FTA grant (estimated Fall 2015 for FY14 &amp; FY15 funds; estimated Fall 2016 for FY16 funds). For subrecipients, the FTA grantee acting as fiscal agent will likely initiate a funding agreement following FTA grant award. Funds will be available on a reimbursement basis after execution of the agreement.</p>
Accountability & Reporting Requirements	<p>Transit operators and eligible cities and counties must submit annual performance (i.e., ridership) statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim.</p> <p>Depending on the arrangement with the pass-through agency, subrecipients will likely submit quarterly performance reports with invoices, first to the pass-through agency for reimbursement, and then to Lifeline Program Administrators for review.</p>	<p>Using designated Caltrans forms, project sponsors are required to submit project activities and progress reports to the state every six months, as well as a project close-out form. Caltrans will track and publicize progress via their website.</p> <p>Project sponsor will not be required to submit progress reports to the Lifeline Program Administrator unless the LPA believes that county-level project monitoring would be beneficial. MTC and/or the Lifeline Program Administrators may request to be copied on progress reports that are submitted to Caltrans.</p>	<p>FTA grantees are responsible for following all applicable federal requirements for preparing and maintaining their Section 5307 (JARC) grants. MTC and/or the Lifeline Program Administrators may request copies of FTA grantees' quarterly Section 5307 (JARC) grant reports to FTA.</p> <p>Depending on the arrangement with the pass-through agency, subrecipients will likely submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to the pass-through agency for reimbursement. Subrecipients will also submit Title VI reports annually to the pass-through agency.</p>

**Note:** Information on this chart is accurate as of October 2014. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

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## Appendix 2 Lifeline Transportation Program Cycle 4 Standard Evaluation Criteria

The following standard evaluation criteria are intended to provide consistent guidance to each county in prioritizing and selecting projects to receive Lifeline Transportation Program funds. Each county, in consultation with other stakeholder representatives on the selection committee, will consider these criteria when selecting projects, and establish the weight to be assigned to each of the criterion. Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

- a. Project Need/Goals and Objectives:** Applicants should describe the unmet transportation need or gap that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how project activities will mitigate the transportation need. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the goals of the Lifeline Transportation Program.
- b. Community-Identified Priority:** Priority should be given to projects that directly address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or other substantive local planning effort involving focused outreach to low-income populations. Applicants should identify the CBTP or other substantive local planning effort, as well as the priority given to the project in the plan.

Other projects may also be considered, such as those that address transportation needs identified in countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan, or other documented assessment of needs within designated communities of concern. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.

A communities of concern (CoC) mapping tool showing both CoCs adopted with Plan Bay Area as well as the most recent socioeconomic data available from the Census Bureau is available at: [http://gis.mtc.ca.gov/samples/Interactive\\_Maps/cocs.html](http://gis.mtc.ca.gov/samples/Interactive_Maps/cocs.html).<sup>1</sup>

- c. Implementation Plan and Project Management Capacity:** For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, and describe implementation steps and timelines for carrying out the plan.

For projects seeking funds for capital purposes, applicants must provide an implementation plan, milestones and timelines for completing the project.

Priority should be given to projects that are ready to be implemented in the timeframe that the funding is available.

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<sup>1</sup> There is a user's guide available to aid in the use of this tool.

Project sponsors should describe and provide evidence of their organization's ability to provide and manage the proposed project, including experience providing services for low-income persons, and experience as a recipient of state or federal transportation funds. For continuation projects that have previously received Lifeline funding, project sponsor should describe project progress and outcomes.

- d. **Coordination and Program Outreach:** Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Applicants should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Applicants should also describe how the project will be marketed and promoted to the public.
- e. **Cost-Effectiveness and Performance Indicators:** The project will be evaluated based on the applicant's ability to demonstrate that the project is the most appropriate way in which to address the identified transportation need, and is a cost-effective approach. Applicants must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, as well as steps to be taken if original goals are not achieved.
- f. **Project Budget/Sustainability:** Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the project beyond the grant period.

## **SolTrans' Prop 1B Lifeline Transportation Program Bus Replacement Project**

SolTrans has identified the replacement of three (3) Orion V High-Floor buses (which have exceeded their useful service life), with three Compressed Natural Gas (CNG) powered buses as a high priority Lifeline Transportation Program project. The replacement of these buses is expected to occur by spring 2016.

SolTrans is requesting \$899,217 for this project. Currently, the cost per 40 foot CNG buses is approximately \$600K to \$700K each, thus making the total projected cost to be between \$1.8M and \$2.1M.

The replacement buses purchased with Proposition 1B Lifeline Transportation Program funds would be deployed on the lifeline routes serving the low-income communities within the SolTran service area. The timely replacement of these buses with new CNG buses will ensure comfortable and reliable public transit service to improve the mobility for low-income residents.

The replacement of the Orion V buses with new CNG powered buses will support the goals of the Lifeline Transportation Program by addressing the mobility and accessibility needs of low-income communities throughout the SolTrans service area.

**From:** [Janet Koster](#)  
**To:** [eniedziela@sta-snci.com](mailto:eniedziela@sta-snci.com)  
**Subject:** RE: Lifeline Prop 1B is due January 15th  
**Date:** Tuesday, January 13, 2015 3:12:24 PM

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Based on your e-mail and the data from Dixon’s financial plan, Dixon is requesting \$8,421 in Prop 1B funding for the local match for our next bus replacement. It meets the criteria for “Lifeline” because Dixon’s curb-to-curb Read-Ride service provides ADA and senior service for our community. Maintenance of this service is vital to the senior and disable community. The vehicle to be replaced is #301, a 2007 Ford E450 Starcraft, that seats 18. It has approximately 100,000 miles on it.

If you need any more information, please let me know.

Janet Koster  
 Public Works Administrator  
 City of Dixon  
 707-678-7051 x 104

Looking at our 10-year financial plan, the following is shown for bus replacements –

FY 15-16	1 bus	\$65,000 from 5311	\$8,421 from TDA	\$73,421 total
FY 16-17	2 busses	\$93,600 from 5310	\$23,400 from TDA	\$117,000 total
FY 17-18	4 busses	\$284,000 from 5310	\$71,000 from TDA	\$355,000 total

From what I understand of the STA actions to date, our 5311 funding should be pretty firm. We have also received 5311 funds for our own local match funding as well as a local bus replacement fund. Should I apply for Lifeline funding for the busses currently shown as 5310 funded since that is a competitive process? Please advise.

Janet Koster

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**From:** Elizabeth (Liz) Niedziela [mailto:eniedziela@sta-snci.com]  
**Sent:** Friday, January 02, 2015 10:05 AM  
**To:** Janet Koster; 'John Harris'; 'Brian McLean'; 'Lewis, Wayne'; mona@soltransride.com  
**Cc:** 'Mary Pryor'; 'Shannon Nelson'; 'Feinstein, Diane E.'; 'Gary Chandler'; 'Kristina Botsford'; 'Elizabeth Romero'  
**Subject:** Lifeline Prop 1B is due January 15th  
**Importance:** High

On October 28, STA staff emailed a Call for Projects for the Lifeline Transportation Program – Cycle 4 to the Consortium. The funding sources for Solano County include approximately \$1,973,907 in State Transit Assistance (STA) funds, \$899,217 in Proposition 1B – Transit funds, and \$1,111,109 in Section 5307 Job Access and Reverse Commute (JARC) funds as shown below:

	Carryover	2014	2015	2016	Total
STAF		\$ 668,858	\$ 674,934	\$ 630,115	\$ 1,973,907
JARC	\$ 273,831	\$ 277,612	\$ 277,612	\$ 282,054	\$ 1,111,109
Prop 1B		-	\$ 899,217	-	\$ 899,217
Total		\$ 946,470	\$ 1,851,763	\$ 912,169	\$ 3,710,402

Proposition 1B Transit

In most cases, Proposition 1B Transit funds will be allocated directly to transit operators by MTC, due to the limited eligibility and uses of this fund source. Upon concurrence from the applicable CMA--which can be provided via a CMA board resolution or a letter from an authorized CMA representative--transit operators



# CITY OF RIO VISTA

One Main Street, Rio Vista, California 94571-1842  
Phone (707) 374-6451 Fax: (707) 374-5063

January 9, 2015

Ms. Elizabeth Niedziela  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

Dear Ms. Niedziela,

On behalf of the City of Rio Vista, I am pleased to provide this proposed project for the current Prop 1B funding opportunity. As you know, the Rio Vista Delta Breeze provides essential transit service for this rural community. This request for vehicle replacement would enable this vital service to continue. The details of this request are as follows:

Project Description: Replacement Vehicle for Rio Vista Delta Breeze

Class C vehicle - Cutaway Bus (Front or Rear Lift) with minimum 16 passengers and 2 wheelchair positions (Ford E-450 Chassis - Gas 6.8L V-10 - 176-190" Wheelbase - 14,500 GVWR)

Rio Vista Delta Breeze has a fleet of four vehicles. Bus 19, the oldest vehicle in the fleet, has a current mileage of more than 212,000 miles. Bus 19 needs to be replaced in order to maintain current levels of service in Rio Vista and to maintain service reliability.

Project Cost: \$90,000

Estimated price for Class C vehicle based on Creative Bus Sales January 2015 pricing, including ADA and other options, fees, taxes and contingency of approximately \$5,000 for potential price changes

Consistency with Lifeline Goals:

A replacement vehicle is necessary to maintain the essential transit service in this rural community. The Rio Vista Delta Breeze transit service improves the mobility of low income, senior, and disabled residents of Rio Vista. Rio Vista has a significant population of older residents, with more than 32 percent of the population age 65 or over.

The Rio Vista Delta Breeze transit service addresses many of the identified priorities for Solano County and gaps between services and needs that are listed in MTC's Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). Examples of how the Rio Vista Delta Breeze meets these priorities and fills these gaps include:

- Priority: Trips to obtain health care are the biggest challenge for the County's senior and disabled residents. *Rio Vista's Strategy: Delta Breeze Route 50 serves numerous medical offices. Agreement with Sutter Health to provide additional deviated fixed route service from Rio Vista to Sutter's Low Court campus in Fairfield (see Appendices O and P).*

- Priority: Rio Vista's senior and disabled residents would like additional transit service to Fairfield (on a day other than just Friday) and to the Pittsburg/Bay Point BART station. *Rio Vista's Strategy: Routes 50 and 52 operate Monday through Friday to Fairfield and the Pittsburg/Bay Point BART station.*
- Priority: A shopping shuttle is a high priority for senior and disabled county residents. *Rio Vista's Strategy: Route 54 provides a weekly door-to-door Dial-A-Ride shopper shuttle.*
- Priority: Lack of good transportation for elderly. *Rio Vista's Strategy: The Delta Breeze transit service provides door-to-door transportation to the general public, but the service features such as accessible vehicles, door-to-door transportation, specialized shopper shuttles, and routes serving medical facilities are designed for the senior and disabled population. Approximately 90% of Delta Breeze riders are seniors or persons with disabilities.*
- Priority: Lack of bus stops on bus lines, bus stops too far apart. *Rio Vista's Strategy: Rio Vista Delta Breeze's transit services provide door-to-door rides for all passengers, including those with disabilities. Courtesy stops are available anywhere along the route.*
- Gap: Human service transportation coordination (e.g. cost sharing arrangements, joint procurements, joint maintenance, vehicle sharing). *Rio Vista's Strategy: Cost sharing agreement with Sutter Health to provide additional deviated fixed route service from Rio Vista to Sutter's Low Court campus in Fairfield.*
- Gap: Non-emergency medical transportation for Medi-Cal patients and non-ADA eligible seniors and people with disabilities. *Rio Vista's Strategy: Agreement with Sutter Health to provide additional deviated fixed route service from Rio Vista to Sutter's Low Court campus in Fairfield.*
- Gap: Senior-friendly shuttles, jitneys, or circulators. *Rio Vista's Strategy: Delta Breeze Route 51 Dial-A-Ride provides door-to-door service within Rio Vista and nearby Isleton to seniors and disabled passengers.*
- Gap: Courtesy or flag stops for people with disabilities. *Rio Vista's Strategy: Rio Vista Delta Breeze's transit services provide door-to-door rides for all passengers, including those with disabilities. Courtesy stops are available anywhere along the route.*
- Gap: Demand-responsive group shopping service. *Rio Vista's Strategy: Weekly door-to-door Dial-A-Ride shopper shuttle (Delta Breeze Route 54 Wednesday service).*

Thank you for the opportunity to request Prop 1B funds for this critical project for Rio Vista. Should you have any questions or require any additional information, please contact me at (530) 680-7742 or [jharrisconsults@gmail.com](mailto:jharrisconsults@gmail.com).

Sincerely,



John Harris  
Transit Manager

Recommended Lifeline Prop 1 B Projects for Funding

<b>Agency</b>	<b>Project Description</b>	<b>Request</b>
SolTrans	3 replacement buses for local fixed route service	\$890,796
Dixon	1 replacement bus for dial a ride	<u>\$8,421</u>
		\$899,217

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DATE: January 28, 2015  
TO: STA Board  
FROM: Robert Guerrero, Project Manager  
RE: Fiscal Year (FY) 2015-16 3-Year Project Initiation Document (PID) Work Plan

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**Background:**

A Project Initiation Document (PID) is a preliminary engineering report that is required for Caltrans and local agency relinquishment projects. In summary, the PID defines the scope, schedule, and estimated cost of a project (in addition to other Caltrans required information). Caltrans requests the STA develop a 3-year PID work plan for all Solano County Projects to assist in prioritizing their work plan and budgets for working with local agencies. This list is updated annually.

**Discussion:**

The current 3-year PID work plan covers Fiscal Years (FY) 2014-15 through FY 2016-17 and includes the following two projects:

1. City of Vacaville's Lagoon Valley Blvd Interchange on I-80
2. City of Vallejo's Hiddenbrook Parkway Interchange Modification at American Canyon

In consultation with project sponsors, STA staff is recommending that the list be updated to include both projects for the new 3-Year PID work plan as specified in Attachment A. Both projects are currently working with Caltrans to complete their projects. No other project sponsor has requested to be included at this time. The project sponsors will continue to work directly with Caltrans upon approval by the STA Board. Project sponsors requesting a PID will be responsible for reimbursing Caltrans for their oversight, if applicable.

This item was reviewed and approved by the STA Technical Advisory Committee (TAC) at their January 28, 2015 meeting.

**Fiscal Impact:**

None to the STA. City of Vallejo and City of Vacaville will be responsible for financing the PID development with Caltrans.

**Recommendation:**

Approve the FY 2015-16 3-Year PID Work Plan as specified in Attachment A.

Attachment:

- A. FY 2015-16 3-Year PID Work Plan

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Number	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/QA	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	K-Phase EA	Project ID Number	PPNO	Status at Beginning of FY	% Complete at Beginning of FY	1st Qtr PID Status	1st Qtr % Complete	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Dist Dir Approval Date (MM/DD/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	STIP Programming Cycle(s)	PAVED Programming Cycle(s)	Federal Funding (Y/N)	Local Funding (Measure/Other/Bot h/NA)	Other State Funding (Bond, CMAQ, TCRP, ABRA, Other, NA)	Type of PID	Project Manager	Project Sponsor	Implementing Agency	District/OPSC Comments	File Location of Completed PID
1	Reim	Y	04-2482-A1	IQA	SOL	80	23.1	23.2	Interchange Modifications at Lagoon Valley	At Lagoon Valley in Vacaville	3A790	0400020061	NA	Proposed	0	Active	5	08/2014	12/2015		6.0	1.3	NA	NA	N	Other	NA	PSR-PR	Osama Elhamshary	City of Vacaville	City of Vacaville	Not on RTP: no Fed fund, no significant regional impact	

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DATE: January 29, 2015  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Napa-Solano Travel Demand Model Update

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**Background:**

The Napa-Solano Travel Demand Model (Model) is a 'trip-based' traffic model that allows for prediction of future traffic patterns based upon current traffic patterns and predicted land use changes (growth in population and employment, and changes in travel behavior) outside traffic and improvements to the roadway network. In 2014, STA initiated an update to the Model to: A) Make it consistent with the new regional land use projections from Plan Bay Area and B) Convert it to a more modern 'activity-based' modeling system. STA has contracted with Cambridge Systematics (CS) for the update work.

**Discussion:**

In late December, 2014, the consultant delivered updated 2010 household and employment data based upon the 2010 federal Census, with further refinements prepared by the Association of Bay Area Governments (based on California Department of Finance - Demographics Research Unit population studies). This update is important because the Plan Bay Area growth projections use the ABAG-adjusted 2010 federal Census as a base year from which future growth is calculated.

The Model TAC met on January 12, 2015, to review the updated household and employment data. The City of Vacaville asked the consultant to clarify how group home residents are counted (they are inmates at the state prison, and therefore not counted as potential drivers), and Solano County has asked for clarifications on differences between 2000 and 2010 federal Census numbers. The Model TAC members also noted that Plan Bay Area population and employment figures are often lower than those found in locally-adopted General Plans. Because the Plan Bay Area household and employment data are policy-based numbers generated by the Association of Bay Area Governments, they often do not accurately reflect the development aspirations of local governments in suburban counties such as Solano. This is an on-going issue faced every time the Model is updated.

The STA TAC discussed the updated household and employment data at its meeting of January 28, 2015. The STA TAC recommended using the updated household and employment data, and asked that the fact that ABAG adjustments are unused be acknowledged.

**Fiscal Impact:**

None.

**Recommendation:**

Approve use of the updated household and employment data for the Napa-Solano Travel Demand Model Update as shown in Attachment A.

**Attachment:**

- A. Updated household and employment data

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# POPULATION

## NAPA County

Yellow highlighted cells are new values

Jurisdiction	2010 Orig	2010 Census	2010 Difference	2040_MTAC Review	2040_Plan Bay Area	2040 Difference	2010-2040 Change	2010-2040 % Change
City of Napa	85,107	79,551	-5,556	102,362	92,798	-9,564	13,247	17%
St. Helena	6,471	5,814	-657	7,550	6,315	-1,235	501	9%
American Canyon	11,305	19,357	8,052	15,088	26,086	10,998	6,728	35%
Calistoga	7,044	5,120	-1,924	8,502	5,569	-2,933	449	9%
Yountville	3,303	2,005	-1,298	4,052	2,181	-1,871	176	9%
Napa County	27,132	21,781	-5,350	32,522	25,843	-6,679	4,062	19%
<b>Napa (Total)</b>	<b>140,361</b>	<b>133,629</b>	<b>-6,732</b>	<b>170,076</b>	<b>158,792</b>	<b>-11,284</b>	<b>25,163</b>	<b>19%</b>

## SOLANO County

Jurisdiction	2010 Orig	2010 Census	2010 Difference	2040_MTAC Review	2040_Plan Bay Area	2040 Difference	2010-2040 Change	2010-2040 % Change
City of Benicia	28,429	26,091	-2,339	29,461	29,714	253	3,623	14%
City of Dixon	18,594	18,510	-84	36,368	20,930	-15,438	2,420	13%
City of Fairfield	121,365	107,132	-14,234	136,780	147,678	10,898	40,546	38%
City of Rio Vista	9,920	7,551	-2,369	31,885	9,424	-22,461	1,874	25%
City of Vacaville	103,037	86,558	-16,479	122,989	104,647	-18,342	18,089	21%
City of Vallejo	132,601	118,193	-14,408	154,871	134,930	-19,941	16,737	14%
Suisun City	24,562	27,789	3,227	33,296	34,011	715	6,222	22%
Solano County	13,429	11,594	-1,834	14,627	13,029	-1,598	1,435	12%
<b>Solano (Total)</b>	<b>451,937</b>	<b>403,417</b>	<b>-48,520</b>	<b>560,278</b>	<b>494,363</b>	<b>-65,915</b>	<b>90,946</b>	<b>23%</b>

# HOUSEHOLDS

## NAPA County

Yellow highlighted cells are new values

### Jurisdiction

	2010 Orig	2010 Census	2010 Difference	2040_MTAC Review	2040_Plan Bay Area	2040 Difference	2010-2040 Change	2010-2040 % Change
City of Napa	31,758	29,186	-2,572	38,631	33,094	-5,537	3,908	13%
St. Helena	2,614	2,401	-213	3,067	2,525	-542	124	5%
American Canyon	4,036	5,689	1,653	5,444	7,648	2,204	1,959	34%
Calistoga	2,792	2,019	-773	3,370	2,133	-1,237	114	6%
Yountville	1,172	1,050	-122	1,367	1,110	-257	60	6%
Napa County	10,349	8,531	-1,818	12,347	9,802	-2,545	1,271	15%
<b>Napa (Total)</b>	<b>52,720</b>	<b>48,876</b>	<b>-3,844</b>	<b>64,227</b>	<b>56,312</b>	<b>-7,915</b>	<b>7,436</b>	<b>15%</b>

## SOLANO County

### Jurisdiction

City of Benicia	10,750	10,407	-342	11,556	11,735	180	1,328	13%
City of Dixon	5,857	5,917	60	12,426	6,506	-5,920	589	10%
City of Fairfield	38,956	35,637	-3,319	47,182	47,512	330	11,876	33%
City of Rio Vista	3,869	3,437	-432	11,994	4,124	-7,870	687	20%
City of Vacaville	33,542	31,834	-1,707	43,671	37,514	-6,157	5,679	18%
City of Vallejo	44,686	41,422	-3,264	57,658	46,117	-11,541	4,695	11%
Suisun City	7,486	8,927	1,441	11,974	10,739	-1,234	1,812	20%
Solano County	4,548	4,176	-372	5,292	4,459	-833	283	7%
<b>Solano (Total)</b>	<b>149,692</b>	<b>141,758</b>	<b>-7,934</b>	<b>201,752</b>	<b>168,706</b>	<b>-33,046</b>	<b>26,948</b>	<b>19%</b>

# EMPLOYMENT

## NAPA County

Yellow highlighted cells are new values

### Jurisdiction

	2010 Orig	2010 Census	2010 Difference	2040 After MTAC Review	2040_Plan Bay Area	2040 Difference	2010-2040 Change	2010-2040 % Change
City of Napa	29,881	34,238	4,357	37,208	43,205	5,997	8,967	26%
St. Helena	4,554	5,339	785	5,497	6,275	778	936	18%
American Canyon	5,555	11,659	6,105	8,613	14,824	6,211	3,165	27%
Calistoga	2,642	2,218	-424	3,457	2,639	-818	421	19%
Yountville	1,956	1,602	-354	2,308	1,983	-325	381	24%
Napa County	33,847	15,594	-18,253	48,697	20,624	-28,073	5,030	32%
<b>Napa (Total)</b>	<b>78,435</b>	<b>70,651</b>	<b>-7,784</b>	<b>105,779</b>	<b>89,550</b>	<b>-16,229</b>	<b>18,899</b>	<b>27%</b>

## SOLANO County

### Jurisdiction

City of Benicia	11,611	14,260	2,649	14,881	18,671	3,790	4,411	31%
City of Dixon	6,280	4,712	-1,568	5,684	6,222	538	1,510	32%
City of Fairfield	50,895	42,271	-8,625	62,389	56,876	-5,513	14,605	35%
City of Rio Vista	1,619	2,180	561	5,647	2,750	-2,897	570	26%
City of Vacaville	32,701	28,246	-4,454	39,312	41,160	1,847	12,913	46%
City of Vallejo	35,605	31,685	-3,920	50,635	43,614	-7,022	11,928	38%
Suisun City	2,287	3,391	1,104	5,278	5,278	0	1,887	56%
Solano County	2,229	5,601	3,372	4,250	5,988	1,737	387	7%
<b>Solano (Total)</b>	<b>143,227</b>	<b>132,345</b>	<b>-10,882</b>	<b>188,077</b>	<b>180,557</b>	<b>-7,519</b>	<b>48,212</b>	<b>36%</b>

	2010 Orig	2010 Census	2010 Difference	2040 After MTAC Review	2040 Plan Bay Area	2040 Difference	2010-2040 Change	2010-2040 % Change
Suisun City	2,287	3,391	1,104	5,278	4,654	(624)	1,263	0

Suisun City Expressed interest in having increased employment. Previous round set employment at 5,278. That total will be retained for the new round.

13% Amount of increase to Suisun City employment



DATE: January 28, 2015  
TO: STA Board  
FROM: Kristina Holden, Transit Mobility Coordinator  
RE: Paratransit Coordinating Council (PCC) Membership Status and Appointments

---

**Background/Discussion:**

The Solano Transportation Authority's (STA) Paratransit Coordination Council (PCC) By-Laws stipulate that there are eleven members on the PCC. Members of the PCC include up to three (3) transit users, two (2) members-at-large, two (2) public agency representatives, and four (4) social service providers. At the January 25, 2015 meeting, there was (1) vacancy for Transit User.

In November 2014 STA staff received a PCC interest form from Cynthia Tanksley (Attachment A). Cynthia is a resident of Vallejo and is a current transit user. Cynthia utilizes paratransit service up to five days a week. She is eager to be a voice for her community as a member of the PCC in order to improve current transit service and programs.

At the January 15, 2015 meeting, the PCC unanimously approved to forward a recommendation to the STA Board to appoint Cynthia Tanksley to the PCC for a three (3) year term. If appointed by the STA Board, Cynthia Tanksley will fill the vacancy of Transit User.

In addition, PCC Member Edith Thomas' term as Social Service Provider will expire in March 2015. Edith is interested in serving another three year term. The PCC unanimously approved to forward a recommendation to the STA Board to reappoint Edit Thomas to another three year term, expiring March 2018.

**Recommendation:**

Approve the following:

1. Appoint Cynthia Tanksley to the PCC for a three (3) year term as a Transit User; and
2. Reappoint Edith Thomas to the PCC for a three (3) year term as a Social Service Provider.

Attachments:

- A. Cynthia Tanksley's PCC Interest Form (December 2014)
- B. PCC Membership (February 2015)

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### What is the Paratransit Coordinating Council (PCC)

The PCC provides input and guidance on the development and implementation of transportation programs to serve seniors, people with disabilities and low income residents.

The members of the PCC are volunteers from the local community and local social service agencies.

The PCC also makes funding recommendations to the Solano Transportation Authority (STA) and the Metropolitan Transportation Commission (MTC).

#### Some specific functions may include:

- Advising policy-makers about the allocation of resources, services, and funding necessary to meet demand for paratransit services.
- Reviewing applications for paratransit funding and making recommendations on funding guidelines and amounts.
- Participating in the development of plans to increase and improve paratransit and other mobility services and programs for seniors, people with disabilities and low income residents.
- Educating the community, people with disabilities and seniors, Solano County transit agencies, the STA, and PCC members about paratransit needs, fixed route accessibility, and other mobility services and needs of seniors, people with disabilities and low income individuals.

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### Paratransit Coordinating Council interest



#### CONTACT INFORMATION

Name: Cynthia Tanksley  
 Street address: 1423 Granada Court  
 City, state, zip: Vallejo, CA 94591  
 Home phone: 707.392.4954  
 Work phone: \_\_\_\_\_  
 Email address: ctanks143@gmail.com

#### I WOULD LIKE TO FILL THE FOLLOWING POSITION

- Transit user (3)    Member-at-large (2)    Public agency (2)    Social service provider (4)

#### LETTER OF INTEREST TO SERVE ON THE STA'S PARATRANSIT COORDINATING COUNCIL

Summarize the reason you would like to participate in the STA's Paratransit Coordinating Council. Include what experience (paid or volunteer) qualifies you:

I am a current transit user that utilizes paratransit service 4-5 days a week. As I travel, I've noticed a number of clients and drivers have concerns that would become beneficial to our current service. I would like to advocate and educate our community as the voice of the people.

#### AGREEMENT AND SIGNATURE

By submitting this application, I affirm that the facts set forth in it are true and complete. I understand if I am accepted as a volunteer, any false statements, omissions, or other misrepresentations made by me on this application may result in my immediate dismissal.

Name (printed): Cynthia Tanksley  
 Signature: [Handwritten Signature]  
 Date: December 8, 2014

**Solano County**  
**Paratransit Coordinating Council**  
**Membership Status**  
**February 2015**

Member	Jurisdiction	Agency	Appointed	Term Expires
Edith Thomas	Social Service Provider	Connections 4 Life	March 2015 <i>(Pending STA Board Approval)</i>	March 2018
James Williams	Member at Large	Member at Large	December 2012	December 2015
Judy Nash	Public Agency - Education	Solano Community College	April 2013	April 2016
Cynthia Tanksley	Transit User		February 2015 <i>(Pending STA Board Approval)</i>	February 2018
Richard Burnett	MTC PAC Representative		December 2012	December 2015
Anne Payne	Social Service Provider	Area Agency on Aging	June 2013	June 2016
Curtis Cole	Public Agency – Health and Social Services	Solano County Mental Health	September 2013	September 2016
Emily Flynn	Social Service Provider	Independent Living Resource Center	June 2014	June 2017
Ernest Rodgers	Transit User		June 2014	June 2017
Kenneth Grover	Transit User		June 2014	June 2017
Lyall Abbott	Member at Large		July 2014	July 2017



DATE: January 30, 2015  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange Project – Construction Package 2

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**Background:**

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, four separate projects were identified for delivery including the I-80 High Occupancy Vehicle (HOV) Lanes Project, the North Connector Project, the I-80 Eastbound Cordelia Truck Scales Relocation Project and the I-80/I-680/SR 12 Interchange Project. The I-80 HOV Lanes Project has been completed, the North Connector (east portion) Project has been completed (with the exception of the mitigation monitoring), the I-80 Eastbound Cordelia Truck Scales Relocation Project is essentially complete and the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange was approved in December 2012, with Construction Package 1 under construction and Construction Packages 2 & 3 now in design.

**Discussion:**

As mentioned above, the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange – Phase 1 Project was approved in December 2012. The I-80/I-680/SR 12 Interchange – Phase 1 Project is currently planned to be implemented through 7 individual construction packages. Construction Package 2, which consists of constructing an interchange at I-680/Red Top Road and realigning Lopes Road, is currently in the final design phase and the subject of this staff report.

BKF Engineers was retained by STA to provide design services for Construction Package 2, and over the past two years, has been developing and designing this project. The geometrics for the I-680/Red Top Interchange have gone through several iterations to address the following items: 1) Avoid impacts to the secondary marsh which is under San Francisco Bay Conservation and Development Commission (BCDC) jurisdiction; 2) FHWA and Caltrans concerns to avoid weaving issues at the northbound on-ramp; and 3) Coordination with City of Fairfield and local development in the southwest quadrant of the Interchange. Based on these efforts, the Red Top Interchange has been reconfigured to consist of a partial interchange with only a northbound off-ramp and a southbound on-ramp. These revisions address the issues and concerns that have been raised.

Now that the I-680/Red Top Interchange geometrics have been finalized and agreed to by all stakeholders, it is an appropriate time to amend the BKF contract. As such, staff is recommending the Board approve a contract amendment in the amount of \$1,220,300 which would be funded with Bridge Toll funds programmed for the project. The additional services provided by BKF are discussed in more detail in the attached letter dated December 23, 2014 (Attachment A).

**Fiscal Impact:**

The additional design services for the I-80/I-680/SR12 Interchange – Construction Package 2 will be funded with bridge toll funds.

**Recommendation:**

Approve a contract amendment for BKF Engineers in the amount of \$1,220,300, to cover design engineering services for the I-80/I-680/SR 12 Interchange – Construction Package 2.

Attachment:

- A. Letter from BKF Engineers dated December 23, 2014.



December 23, 2014

Mr. Dale Dennis  
 Solano Transportation Authority  
 One Harbor Center, Suite 130  
 Suisun City, CA 94585

**Subject: I-80/I-680/SR 12 Interchange: I-680/Red Top Road Interchange and Lopes Road Realignment Project (Package 2)**

Dear Mr. Dennis,

BKF Engineers (BKF) has cooperatively worked with Solano Transportation Authority (STA) in designing and providing supporting contract documents for the I-80/I-680/SR12 Interchange: I-680/Red Top Road Interchange and Lopes Road Realignment Project- Package 2 (Project). Through the course of the design development process, significant additional effort was expended to address changes and modifications to the original approved conceptual design and scope. Understanding the importance in maintaining the Project schedule, BKF continued to work towards obtaining consensus and approval of the out of scope items with STA's acknowledgment. The additional effort and Project revisions to the design and scope and schedule have exceeded our ability to perform the required work within the contracted fee. BKF is therefore requesting that STA authorize an extra work request for the additional scope required for the Project and cited below.

Additional Scope:

The Project interchange geometrics were modified in multiple iterations to avoid impacts to the secondary marsh which is under BCDC's jurisdiction and also to incorporate comments by FHWA to avoid potential weaving at the northbound on-ramp.

BKF processed geometric options for review and approval including:

- An option considered but discarded included a new bridge structure parallel to existing northbound I-680 at the future Red Top Road Interchange. The revised geometry replaced the project report configuration with at-grade ramp facilities with bridge structures and retaining walls. In consideration of the BCDC restrictions, the local frontage road was nestled along and under the proposed ramps. The bridge was a multi-span structure approximately 1,200 feet in length. At the approaches of the ramp structure, it was proposed to use embankment supported by MSE wall or concrete CIP walls dependent on the geotechnical limitations and settlement issues. This option was approved by Caltrans and BCDC and work proceeded until which time FHWA and Caltrans Headquarters wanted to explore additional alternatives that did not reduced the weaving distance between I-680/Red Top Road and I-680/I-80 interchanges.
- A revised option for a partial interchange with a single NB off-ramp and a single SB on-ramp with no proposed realignment of Ramsey Road was developed to address FHWA and Caltrans concerns about the weaving. The NB off-ramp includes a bridge on a 300' radius which will be a multi-span structure approximately 800 feet in length. At the



Mr. Dale Dennis  
Solano Transportation Authority  
December 23, 2014  
Page 2

approaches of the ramp structure, it is proposed to use embankment supported by four non-standard earth retaining structures. It should be noted that several geometric design alternatives were developed and presented to the PDT members including FHWA in order for options to be assessed and a preferred alternative selected.

In addition to the work related to the BCDC restriction, other out of scope items of work arose and has been previously discussed with STA for concurrence and approval. These work scopes have been included in this extra work letter and include survey support for wetland delineation and verification; additional geotechnical drilling costs associated with delays by a local business supplier; and additional structural design for modified drainage inlets.

In support of the extra work request, the following offers a summary of the additional effort required for the Project:

**Task 1 – Project Management - \$95,000**

- ❖ BKF worked with Caltrans, STA, and FHWA to provide an interchange design acceptable to BCDC and FHWA. The revised design has created the need for additional time, additional processing and required significant changes into both Segment 2A and 2B design plans. The additional project management effort was due to the following:
  - Performed additional administration and management due to extended schedule from the original 35% submittal of package 2B made on 10/19/13 until the revised 35% submittal scheduled for 12/24/14
  - Attended additional focus meetings and coordination meeting with Caltrans, STA, BCDC and FHWA
  - Performed additional utility coordination with utility owners for the design of the various interchange configurations

**Task 2 – Geometric Design – \$495,000**

(This represents a partial of the total amount associated with this effort as the balance of the cost has been absorbed in consideration that some roadway design has been eliminated with the additional structural work.)

- ❖ BKF worked with Caltrans, STA, and FHWA to provide an interchange design acceptable to BCDC and FHWA. The revised design has created the need for additional processing for various interchange geometrics which required significant changes to both Segment 2A and Segment 2B design plans. A summary of the required additional work is provided below:
  - Developed several alternatives to address new restrictions by BCDC and FHWA
  - Attended meetings with Caltrans, STA, BCDC and FHWA
  - Prepared exhibits for BCDC, Caltrans and FHWA
  - Developed and processed revised GADs
  - Identified new design exceptions for revised GADs
  - Revised and processed the updated mandatory, advisory, and ramp metering fact sheets
  - Performed revision to storm water treatment and drainage concept and associated reports including Storm Water Data Report and Preliminary Drainage Report

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Mr. Dale Dennis  
Solano Transportation Authority  
December 23, 2014  
Page 3

- Prepared LUEE utility variances
- Revised 35% Segment 2B and 100% Segment 2A design plans per new geometrics
- Performed quantity takeoffs and preparation of cost estimates for the various interchange configurations developed
- Prepared revised Transportation Management Plan

**Task 2 – 35% PS&E - Supplemental Project Report - \$30,000 Additional Work**

- ❖ A Supplemental Project Report is required to document the changes from the approved Project Report dated 10/25/12, associated with the revised interchange geometrics. The Supplemental Project Report will summarize the changes, will be processed through Caltrans for approval and will be used as the FHWA approval of the revised interchange access at Red Top Road.
- ❖ The Supplemental Project Report will include the environmental revalidation and traffic analysis described below.

**Subconsultant Fehr & Peers - Revised Traffic Analysis - \$41,910 Additional Work**

- ❖ Construction Package 2 of the I-80/I-680/SR 12 Interchange Project involves the construction of a new interchange at I-680/Red Top Road. The design of the I-680/Red Top Road interchange has recently been modified to be a partial interchange with only two ramps, a northbound off-ramp and a southbound on-ramp. As required by Caltrans, a traffic operations analysis will be needed to support the revised design and the Supplemental Project Report.

Previously, Fehr & Peers prepared a traffic operations analysis for the first three construction packages, “I-80/I-680/SR 12 Interchange Project: Construction Package Traffic Evaluation,” dated March 29, 2013. The intent is to use the information in the March 2013 report to the greatest extent possible, while focusing this new evaluation on the effects of the revised Package 2 design. The proposed modifications to Package 2 will have an effect both in the immediate vicinity of I-680/Red Top Road and also on other nearby facilities, such as I-80 and Red Top Road. This will be accounted for in the traffic analysis.

**Prepare Methodology and Assumptions Memo**

The first task will be to document the methodology and assumptions that will be used in this evaluation of the revised Package 2, and obtain Caltrans concurrence. This step is important to ensure that the subsequent technical analysis can be done efficiently and in accordance with the expectations of the reviewing agency. The approach that will be documented in the memo will include the following:



**ENGINEERS  
SURVEYORS  
PLANNERS**

Mr. Dale Dennis  
Solano Transportation Authority  
December 23, 2014  
Page 4

### Study Locations

The operations analysis will address the following locations:

- Basic freeway and merge/diverge segments along
  - I-680 between Gold Hill Rd and I-80
  - I-80 between Red Top Rd and Green Valley Rd
- Ramp terminal intersections at I-680/Red Top Rd and I-80/Red Top Rd
- Local street intersections along Red Top Rd between I-680 and I-80

### Analysis Scenarios

The operations analysis will address the following scenarios:

- Year 2015 No Build (assumes completion of Construction Package 1)
- Year 2015 with Original Package 2
- Year 2015 with Revised Package 2
- Year 2035 No Build (assumes completion of Construction Package 1)
- Year 2035 with Original Package 2
- Year 2035 with Revised Package 2

The two analysis years, 2015 and 2035, are the same years that were addressed in the original Project Report. The comparison of the original Package 2 against the revised Package 2 will allow for conclusions to be drawn about the relative effects of the modified design as compared to the design that was previously approved.

### Traffic Forecasts

This analysis will use the traffic forecasts that were approved by Caltrans for the original Project Report. Volumes will be taken from the final VISSIM micro-simulation model that was applied for the Project Report, in order to reflect the constrained volumes on each of the freeway mainline links entering this study area. The forecasted volumes on the two ramps that have now been deleted from the I-680/Red Top Road interchange (i.e., the southbound off-ramp and the northbound on-ramp) will be re-distributed to other facilities that serve the same origins and destinations. For example, the volumes on the southbound off-ramp will be shifted to the westbound off-ramp at I-80/Red Top Road, because that is the most logical option for those travelers to reach their desired destinations. This process will be documented graphically to show how the volumes on the deleted ramps have been accounted for.

### Analysis Methods

The freeway segments, both basic segments and merge/diverge segments, will be analyzed using the 2010 HCM methodology to generate a Level of Service rating under each scenario. The intersections will be analyzed using Synchro to also generate a Level of Service rating for each scenario.

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Mr. Dale Dennis  
Solano Transportation Authority  
December 23, 2014  
Page 5

### **Prepare Traffic Volumes**

After receiving concurrence from Caltrans on the technical approach and assumptions, the traffic volumes to be used in the analysis will be developed and documented. The results will be documented graphically for review and concurrence by Caltrans before proceeding with the operational analysis.

### **Conduct Operational Analysis**

The analysis will address the operational effects, both on the freeway segments and on the affected intersections of the revised Package 2 configuration. The results will be presented as AM and PM peak hour levels of service for the study locations described above.

The analytical procedures and results will be documented in a technical memorandum describing the analysis procedures and results obtained through this work effort. For those elements that are the same as in the original Project Report TOR (such as the discussion of existing conditions, model calibration, and traffic forecasting procedures), the relevant sections of the Project Report TOR will be referred to. The elements of the new analysis will be presented in detail, including a discussion of the individual scenarios analyzed, operations analysis methodology, and level of service results. It is anticipated that a maximum of two rounds of comments from Caltrans on the technical documentation and that the final document will be suitable for use as an attachment to the Supplemental Project Report.

- ❖ It is assumed that an Intersection Control Evaluation (ICE) report and/or evaluation is not necessary. A geometric concept design for a roundabout was developed and presented to Caltrans to provide justification for the signalized intersection and no further intersection evaluation process. This geometric effort has been considered under Task 2 – Geometric Design.

#### **Task 2 – 35% PS&E - Environmental Re-Validation - \$9,500**

- ❖ BKF will assist Circlepoint in the preparation of environmental re-validation for the Project EIR/EIS due to the revised interchange at the I-680/Red Top Road Interchange. BKF will provide back-up drawings and support to Circlepoint to determine the differences between the current design and what was evaluated in the original EIR/EIS as it relates to the I-680/Red Top Road Interchange design. Circlepoint's effort is excluded from this scope and is assumed to be under a separate contract.

#### **Task 2 – 35% PS&E - Wetland Delineation Survey - \$2,500 Additional Work**

- ❖ In order to address permit requirements, a survey of the work limits was conducted to confirm the location of the wetlands within the Project limits. This survey work was performed under the guidance of CirclePoint and HT Harvey who required the information to advance the submission of the corridor-wide permits.

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Mr. Dale Dennis  
Solano Transportation Authority  
December 23, 2014  
Page 6

**Subconsultant Fehr & Peers - Traffic Analysis - \$825 Additional Work**

- ❖ Supplemental traffic analysis was performed for the northbound ramp to support the design alternative proposed for the BCDC restriction. Fehr and Peers performed analysis for both the all stop-control and signal control scenarios at the northbound ramps intersection. Determination of intersection LOS and the 95<sup>th</sup> percentile queue lengths was also provided.

**Subconsultant Biggs Cardosa - Structural Design - \$747,230 Cost to Complete**

- ❖ The structural design of the I-680 NB off-ramp bridge structure, approximately 800-foot long; the Red Top Overcrossing and retaining walls based on the new interchange layout will need to be developed. A summary of the required work/revisions is provided below:
  - Revision to and provide a more robust Type Selection report due to the new geometrics and bridge
  - Incorporation of new bridge and retaining walls into the 65% Unchecked Details, 1<sup>st</sup> PS&E (90%) PS&E, 2<sup>nd</sup> PS&E (91%), 3<sup>rd</sup> PS&E (92%), and Final Design
- ❖ Assumptions associated with the structural work include the following:
  - No other retaining wall and/or sound wall included besides those listed above
  - All earth retaining structures will be non-standard design (e.g. MSE walls, concrete walls with lightweight fill/ concrete wall on pile footing...etc. subject to OSFP review and approval)
  - Follow Caltrans "OSFP Information and Procedures Guide"
  - Follow Caltrans RTL Guide
  - Project RTL Date after December 31, 2015, therefore design is per AASHTO LRFD Bridge Design Specifications (6th Edition) with California Amendments
  - Seismic design per Caltrans Seismic Design Criteria (SDC) version 1.7 April 2013
  - No unusual geotechnical conditions will be discovered that would require special analyses including fault rupture and lateral spreading:
    - Structures do not cross faults ( to be confirmed after Fault Rupture Study by geotech designer)
    - No lateral spreading (to be confirmed by geotechnical engineer)
  - If fault rupture and/or lateral spreading is found to be an issue at the site, extra design fee will apply.
  - No custom aesthetic features will be required on the structures ( simple form liner texture, standard column flares is included in the proposed fee)
  - Project based on 2010 Caltrans Standard Specifications and Standard Plan, including 2010 Revised Standard Specs and Revised Standard Plans
  - Design scope cover Type Selection and Final Design (up to RTL)

**Subconsultant Parikh Consultants - Geotechnical Design \$194,290 Cost to Complete**

- ❖ Cost overruns were incurred by local business drilling contractor Woodward Drilling Company, Inc. and Exploration Geoservices. Cost overruns were discussed with STA and it was decided to retain the local business contractor Woodward Drilling Company, Inc. The cost incurred by Exploration Geoservices was necessary to replace the work by Woodward Drilling because Woodward drilling did not have the 4 wheel equipment to access muddy areas. The extra cost to for local business contractor overruns was \$18,039.

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Mr. Dale Dennis  
 Solano Transportation Authority  
 December 23, 2014  
 Page 7

- ❖ Based on the proposed bridge alignment and general plan, it is planned to spread out the number of explorations along the proposed 800-foot long structure. There are also previously drilled relevant borings that will be used for the proposed investigations. For cost effectiveness, it is planned to combine drilled borings and Cone Penetrometer Tests (CPT) to cover the length of the structure and the ramp approaches. One of the CPT may be converted to a Seismic CPT to further address Caltrans revised ARS curve guidelines that were updated in December 2012. Geotechnical studies will be prepared based on Caltrans guidelines for the preparation of Bridge Foundation Reports and Geotechnical Design and Materials Reports (GDMR).

Due to the limitation of work window (6 hours) within Caltrans ROW and the need to drill deep borings, it is proposed to drill the one boring along Ramsey Road and close one travel lane. This should allow for the boring to be conducted in a given 8-9 hour window. Rest of the locations should be either within the 6 hour window or within the open fields with no limitations.

Bridge Foundation Report Scope

A summary of the required scope is provided below:

- Research and Data Collection: Previously drilled borings will be reviewed as necessary to plan the work.
- Permits/USA Clearances: Work will be in compliance with County/City and Caltrans and other Permit requirements. An application for the Solano County Environmental permit for the field explorations will be prepared.
- Field Exploration: For the bridge structure, four borings will be drilled. In addition 4 to 5 CPT will be performed. The depths of these explorations will range from 50' to 100'. Large foundations and relatively heavier loads are expected. These explorations will provide to evaluate subsurface conditions for the proposed structure.

<i>Project Element</i>	<i>Number of Borings/CPT</i>	<i>Approximate Depths</i>
NB I- 680 Ramp Connector structure to Red Top Road	2 Borings + 2 CPTs	140'
Retaining walls - South End	1 Boring	80'
Retaining walls - West End	1 Boring	60'
Red Top Road at I- 680 Ramp embankments (GDMR)	2 Borings	40'
Overhead Sign Structure (GDMR)	1 Boring	40'
Roadway ramps – pavement (GDMR)	4	10'

4670 Willow Road,  
 Suite 250  
 Pleasanton, CA  
 94588  
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 fax 925.396.7799

- The boring and CPT locations will depend upon the available access and the permit restrictions. The use of an auger/rotary wash drill rig is



Mr. Dale Dennis  
Solano Transportation Authority  
December 23, 2014  
Page 8

- anticipated for the work. Traffic control is assumed for the proposed lane closures along Ramsey Road and the median work on I-680.
- At the time of drilling, the soil conditions encountered at each test boring will be classified and continuously logged. "Relatively undisturbed" and bulk samples of substrata from the test borings will be obtained. The borings will be drilled and capped in accordance with the permit requirements.
- Laboratory Testing: Perform laboratory tests on representative soil samples such as moisture density, consolidation, unconfined compression, gradation analyses, corrosion tests and Plasticity Index test, as necessary.
- Soils Analysis/Evaluation: Perform engineering analyses and develop design recommendations for the proposed foundations. The structures will be designed using LRFD requirements. Therefore, special L-pile analyses, and large shaft design analyses are included. Settlement analyses will be required at the embankment construction at the approaches, MSE wall and/or CIP wall construction.
- Prepare Draft Foundation Memo (Type Selection Letter): Prepare preliminary recommendations for foundations and provide a Type Selection Memo with the LOTB. Participate in a Type Selection meeting with Caltrans to discuss the structure and Draft Foundation Memo.
- Prepare Final Foundation Report and Updated Geotechnical Design & Materials Report (GDMR):
  - Prepare a detailed report including design recommendations for foundation types and footing elevations lateral design capacities, pile foundation recommendations or spread footings. The wall limits could change if the settlements are excessive and require a structure instead. The settlement magnitude may affect the existing utilities and also the time duration of construction. This could lead to a longer structure and a short retaining wall at the ends.
  - Discuss seismic considerations, evaluate the liquefaction potential and comment on the site soil conditions from this standpoint. The seismic design criteria will be based on Caltrans 2010 Seismic Design Criteria considering both deterministic and probabilistic approaches. This criteria has been updated as of December 2012.
  - One Foundation Report will be prepared for the bridge structures
  - Boring Logs will be provided based on the base mapping.
- Design Review Consultation through Final Design.

GDMR Scope:

New roadway work is planned therefore the embankments, standard retaining walls, one overhead sign structure and the pavement design will be included in the GDMR for the Project. An interim GDMR will be prepared to accompany the 35% plans and subsequently a Draft GDMR and Final GDMR will be submitted once the design layouts are updated and finalized.

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Mr. Dale Dennis  
 Solano Transportation Authority  
 December 23, 2014  
 Page 9

In consideration of the effort required to complete the above tasks, BKF is requesting an extra work amendment not to exceed fee of \$1,220,309. Below is detailed a summary of the costs related to each task. As noted in the color highlight, the blue highlighted cost is described above as a cost to complete. The green highlighted cost is described above as an additional cost to the base budget.

Should any additional services be requested or required which are not included in our scope of additional services or the original agreement, these services will be considered extra work and will require an amendment for approval and processing prior to executing any additional work task.

TASK		Contract Budgets	Budget Spent	Cost to Complete	Revised Budget	Extra Request
1	Project Mgmt	\$493,844	\$294,321	\$294,523	\$588,844	\$95,000
2	35% PS&E	\$694,820	\$1,166,296	\$65,524	\$1,231,820	\$537,000
3	65% PS&E	\$638,414	\$102,012	\$536,402	\$638,414	
4	95% PS&E	\$475,206	\$214,313	\$260,893	\$475,206	
5	100% PS&E	\$269,949	\$64,467	\$205,482	\$269,949	
6	Final PS&E	\$449,806		\$449,806	\$449,806	
7	ROW	\$353,554	\$160,203	\$193,351	\$353,554	
8	Permitting	\$29,548		\$29,548	\$29,548	
	Biggs Cardosa	\$485,010	\$125,742	\$747,230	\$872,972	\$387,962
	Fehr & Peers	\$154,662	\$27,568	\$169,829	\$197,397	\$42,735
	Parikh	\$184,533	\$147,855	\$194,290	\$342,145	\$157,612
	Geocon	\$54,234	\$41,064	\$13,170	\$54,234	
	HT Harvey	\$101,855		\$101,855	\$101,855	
	Callander	\$52,508	\$32,609	\$19,899	\$52,508	
	Villalobos	\$55,000	\$2,054	\$52,946	\$55,000	
	ODCs	\$235,341	\$37,882	\$197,459	\$235,341	
	<b>Grand Total</b>	<b>\$4,728,284</b>	<b>\$2,416,386</b>	<b>\$3,532,207</b>	<b>\$5,948,593</b>	<b>\$1,220,309</b>

We look forward to continuing to move forward on the additional work described above and would like to address any questions concerning the additional work that you may have. Please feel free to contact me concerning questions and approval of the requested extra work amendment.

Very truly yours,  
 BKF Engineers

Natalina V. Bernardi, P.E.  
 Principal/Vice President

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DATE: January 19, 2015  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project

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**Background:**

STA is taking the lead with Final Design [Plans, Specifications and Estimate (PS&E)] and R/W engineering for the I-80 Eastbound Cordelia Truck Scales Relocation project and a portion of the construction phase is being funded with Regional Measure 2 funds. The construction on this Project has been completed and Caltrans is in the process of closing out this phase. With the construction phase being closed out, the remaining tasks will be related to the two-year maintenance and technical assistance relating to the technology being used on the project.

**Discussion:**

As mentioned above, a portion of the construction phase of the I-80 Eastbound Cordelia Truck Scales Relocation project is being funded with Regional Measure 2 funds. There is a need for additional funding to close out the construction phase of the project and there is an excess of funding in the Right-of-Way (R/W) phase of the project. As such, staff is recommending \$775,000 in funding be transferred from the R/W phase to the construction phase of the project. As part of the standard process, STA is required to approve the attached resolution, the Initial Project Report (IPR) for RM2 Project 7 and cash flow plan (Attachment A).

**Fiscal Impact:**

The R/W phase and a portion of the construction phase is being funded with Regional Measure 2 funds.

**Recommendation:**

Approve the attached STA Resolution No. 2015-02 requesting that Metropolitan Transportation Commission (MTC) transfer \$775,000 in Regional Measure 2 funds from the R/W Phase to the Construction Phase for the I-80 EB Cordelia Truck Scales Relocation Project.

Attachment:

- A. STA Resolution No. 2015-02

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**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION No. 2015-02**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING A REQUEST TO THE METROPOLITAN TRANSPORTATION  
COMMISSION TO TRANSFER BRIDGE TOLL FUNDING FROM THE R/W PHASE  
TO THE CONSTRUCTION PHASE FOR THE I-80 EASTBOUND TRUCK SCALES  
RELOCATION PROJECT**

**WHEREAS**, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

**WHEREAS**, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

**WHEREAS**, Solano Transportation Authority is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

**WHEREAS**, the Solano I-80/I-680 Corridor Improvements is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

**WHEREAS**, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate Regional Measure 2 funds; and

**RESOLVED**, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

**RESOLVED**, that Solano Transportation Authority certifies that the project is consistent with the Regional Transportation Plan (RTP).

**RESOLVED**, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project.

**RESOLVED**, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and be it further

**RESOLVED**, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

**RESOLVED**, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

**RESOLVED**, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

**RESOLVED**, that Solano Transportation Authority is authorized to submit an application for Regional Measure 2 funds for Solano I-80/I-680 Corridor Improvements in accordance with California Streets and Highways Code 30914(c); and be it further

**RESOLVED**, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 2 (RM 2) funds; and be it further

**RESOLVED**, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

**RESOLVED** that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM 2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM 2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

**RESOLVED**, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

**RESOLVED**, that assets purchased with RM 2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased,

which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

**RESOLVED**, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

**RESOLVED**, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC to transfer \$775,000 in Regional Measure 2 or AB1171 funds from the R/W Phase to the Construction Phase for the I-80 Eastbound Truck Scales Relocation Project; and be it further

**RESOLVED**, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

---

Elizabeth Patterson, Chair  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11<sup>th</sup> day of February, 2015 by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
Johanna Masielat  
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of February 11, 2015.

---

Daryl K. Halls, Executive Director  
Solano Transportation Authority

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## Regional Measure 2 Initial Project Report (IPR) January 2015

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**Project Title:**

Solano County Corridor Improvements near Interstate  
80/Interstate 680 Interchange

**RM2 Project No.**

7

**Allocation History:**

	MTC Approval Date	Amount	Phase
#6	October 2008	\$5,200,000	PA/ED for I-80 EB Cordelia Truck Scales Relocation
#8	April 2009	\$15,200,000	Design and ROW Acquisition for the I-80 Eastbound Truck Scales Project (\$16.7 million for Design and \$3.0 million for ROW Acquisition) - (Allocation was modified between Design and ROW per Allocation #16, so this allocation is reduced by \$4.5M to ensure no double counting)
#16	March 2011	\$ 4,500,000	Design and ROW Acquisition for the <u>I-80 Eastbound Truck Scales Project</u> – Transfer of allocation between Design and ROW Acquisition [Previously it was \$16.7 million for Design and \$3.0 million for ROW Acquisition (See Allocation #8 above); now it will be \$12.2 million for Design and \$7.5 million for ROW Acquisition]
#17	April 2011	\$26,400,000	Construction for the I-80 Eastbound Truck Scales Project
#17A		<\$3,817,000>	Rescission - Reduction in Allocation #17
#24	May 2013	<\$4,100,000>	Transfer of Funding Allocation of \$4.1 M (\$2.1M from PS&E and \$2.0M from R/W) to R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package

#29	August 2013	\$360,200	Transfer from PS&E Phase to Construction Phase – Revised PS&E allocation to \$8.87M.
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**Total: \$43,383,000**

**Current Allocation Request:**

IPR Revision Date	Amount Being Requested	Phase Requested
January 2015	<\$775,000>	Transfer of funding from Right-of-Way Phase to Construction Phase – Revised Right-of-Way allocation to \$5.5 M.

**I. OVERALL PROJECT INFORMATION**

**Project Sponsor / Co-sponsor(s) / Implementing Agency**

Solano Transportation Authority is the project sponsor and implementing agency.

**Project Purpose**

The I-80/I-680/SR-12 Interchange experiences traffic congestion due to San Francisco Bay Area commuter traffic, regional traffic using the interstate system, and recreational traffic traveling between the San Francisco Bay Area and Lake Tahoe. The objectives of the proposed project are to alleviate congestion, improve safety, and provide for existing and proposed traffic demand by upgrading the capacity of the freeway (including Express Lanes and the relocation of the I-80 Cordelia Truck Scales) and completing a local roadway system that will provide local travelers alternatives to using the freeways for local trips.

**Project Description (please provide details, expand box as necessary)**

The I-80/I-680/State Route (SR) 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex, which is located in Solano County. One of the projects included within the overall I-80/I-680/SR12 Interchange is the relocation of the I-80 EB Truck Scales, approximately ½ mile to the east of the existing facility.

Project Graphics to be sent electronically with This Application

**Impediments to Project Completion**

The major impediment to accomplish the project completion will be securing necessary funds to complete the interchange improvements. However, there are deliverable phases of this project that are serviceable, provide independent utility and have logical termini. Some of these phases (as discussed below) can be and are being delivered by currently identified fund sources.

The STA has expended TCRP funds and RM2/AB1171 funds for the preparation of five environmental documents for the I-80/I-680/SR 12 Interchange (I/C) improvements, one of which is for the I-80 Eastbound Truck Scales Relocation Project.

**Operability**

Caltrans will be responsible for owning and operating the I-80 EB Truck Scale improvements.

**II. PROJECT PHASE DESCRIPTION and STATUS****Environmental –**Does NEPA Apply:  Yes  No

**I-80 Eastbound (EB) Truck Scales Relocation Project** - The environmental document for the I-80 Eastbound Truck Scales Relocation is an EIR/EA. The final EIR/EA was approved in October 2009 (COMPLETED).

**Design –**

Final Design for the I-80 EB Truck Scales was completed in May 2011.

**Right-of-Way Activities / Acquisition –**

Right-of-way phase for the I-80 EB Truck Scales is being closed out. A R/W Cert #2 was completed in May 2011.

**Construction / Vehicle Acquisition -**

Construction of the I-80 EB Truck Scales started in Spring 2012 and is expected to be completed by the February 2015.

**III. PROJECT BUDGET****Project Budget** (Escalated to year of expenditure)

<b>Phase: I-80 Eastbound Truck Scales Relocation</b>	<b>Total Amount - Escalated (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$ 6,800
Design - Plans, Specifications and Estimates (PS&E)	8,870
Right-of-Way Activities /Acquisition (R/W)	4,725
Construction / Rolling Stock Acquisition (CON)	61,880
<b>Total Project Budget (in thousands)</b>	<b>\$82,275</b>

**IV. OVERALL PROJECT SCHEDULE**

<b>I-80 Eastbound Truck Scales Relocation</b>	<b>Planned (Update as Needed)</b>	
	<b>Start Date</b>	<b>Completion Date</b>
<b>Phase-Milestone</b>		
Environmental Document	05/03	09/09
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	05/03	10/09

Final Design - Plans, Specs. & Estimates (PS&E)	10/09	05/11
Right-of-Way Activities /Acquisition (R/W)	10/09	12/13
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT	09/11	2/15

**V. ALLOCATION REQUEST INFORMATION**

**Detailed Description of Allocation Request**

FY 2013-14: Construction Phase for the I-80 EB Truck Scales Relocation Project

Amount being requested (in escalated dollars)	\$ 775,000
Project Phase being requested	Construction
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	February 2015
Month/year being requested for MTC Commission approval of allocation	February 2015

**Status of Previous Allocations (if any)**

Work is progressing well with the previous allocations.

**Workplan**

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	I-80 EB Truck Scales	Draft ED	01/09 (A)
2	I-80 EB Truck Scales	Final ED	10/09 (A)
3	I-80 EB Truck Scales	Final Design	05/11 (A)
4	I-80 EB Truck Scales	Construction	2/15

(A) = Actual Date

**Impediments to Allocation Implementation**

No impediments. Caltrans is moving forward with the completion of construction.

**VI. RM-2 FUNDING INFORMATION**

**RM-2 Funding Expenditures for funds being allocated**

X The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

**Next Anticipated RM-2 Funding Allocation Request**

None at this point.

**VII. GOVERNING BOARD ACTION**

Check the box that applies:

X Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

**VIII. CONTACT / PREPARATION INFORMATION**

**Contact for Applicant's Agency**

Name: Janet Adams  
Phone: (707) 424-6010  
Title: Director of Projects  
E-mail: jadams@sta-snci.com

**Information on Person Preparing IPR**

Name: Dale Dennis  
Phone: (925) 595-4587  
Title: STA Project Management Consultant  
E-mail: dodennis@dataclonemail.com

**Applicant Agency's Accounting Contact**

Name: Susan Furtado  
Phone: (707) 424-6075  
Title: Accounting Manager  
E-mail: SFurtado@STA.local

Revised IPR 09.28.07.doc

# Instruction Sheet

## Cover Page

**Project Title and Number** - Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding/planning documents. Provide RM2 project number for the individual project(s).

**Allocation History and Current Allocation Request**- Include information on past allocations and current allocation request. Add additional entries as necessary.

## I. Overall Project Information

**Project Title**- Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding documents. If this project is subset of a larger RM2 project, please state and summarize overall project but fill out this report for the individual project(s).

**Project Sponsor/ Co-sponsor(s)/Implementing Agency**- Identify Project Sponsor and any co-sponsor(s) as specified in statute. Identify a Lead Sponsor responsible for ensuring the delivery of the RM-2 project and responsible for addressing any funding shortfalls. If different from the sponsor, identify the Implementing Agency responsible for delivering the project. If multiple agencies identify agency responsibilities for delivering the project or project elements, and if necessary, specify the agency responsible for seeking and processing the RM2 allocation(s).

**Project Purpose**- Describe the project purpose, including the problem being addressed and specific accomplishment to be achieved and resulting benefits, as well as the value of the project to the region or corridor, and an explanation of the project as a worthy transportation investment.

**Project Description**- Highlight any differences or variations from the RM-2 legislated project description, or changes in project scope since the previous IPR. If the RM-2 funding is for a deliverable phase or useable segment of the larger project, the RM-2 segment should be described separately as a subset of the overall project description. It must be demonstrated that the RM-2 funded component or phase will result in an operable or useable segment. Include a summary of any prior completed phases and/or future phases or segments associated with the RM-2 segment. Check off whether project graphics information is included in the application.

**Impediments to Project Completion** - Discussion should include, but not be limited to, the following potential issues that may adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects:

- Any uncommitted future funding needs
- Significant foreseeable environmental impacts/issues
- Community or political opposition
- Relevant prior project funding and implementation experience of sponsor/implementing agency
- Required public or private partnerships
- Right of way constraints
- Timeliness of delivery of related transportation projects
- Availability and timeliness of other required funding
- Ability to use/access other funding within required deadlines
- Legal impediments and any pending or threatened litigation.

**Operability-** Discuss ability to operate and maintain the transportation investment once completed, including timeframe and expected fund source and amount needed to support the continued operations and maintenance of the delivered project.

## **II. Project Phase and Status**

Describe the status of each phase of the RM-2 funded phase or operable/useable segment.

- **Environmental** – Discuss status and type of environmental document (indicate if NEPA applies by checking the correct box), scheduled date of circulation of draft document and expected final document date. Explanation of environmental issues requiring special attention. Identification of Lead Agency under CEQA.
- **Design** – Discuss status of project design, including identification of special design considerations, such as design-build or design sequencing, and any special circumstances for the design of the RM-2 funded operable/useable segment.
- **Right-of-Way Activities / Acquisition** – Discuss status of right of way acquisition including any right of way constraints for the RM-2 funded operable/useable segment.
- **Construction / Vehicle Acquisition / Operating Service** - Discuss status or special circumstances for project construction, equipment / vehicle acquisition or service operations for the RM-2 funded operable/useable segment.

## **III. Total Project Budget Information**

Provide the total cost estimates for the four phases (ENV, PS&E, R/W and CON / Operating). The estimate shall be in both escalated (to the year of expenditure including prior expenditures) and current (at time of the preparation of the IPR) dollars. If the project is for planning activities, include the amount in environmental phase.

## **IV. Project Schedule**

Provide planned start and end dates for key milestones of project phases (as applicable). The RM-2 funded phase or component must result in a useable or operable segment. Information shall be provided by month and year.

## **V. Allocation Request Information**

Provide a description of the phase; include an expanded description outlining the detailed scope of work, status of work, work products. Include any prior completed phases and/or future phases or segments associated with the RM-2 segment. Indicate whether there are non-RM2 funds in the phase by checking the correct box. It must be demonstrated that the RM-2 funded component or phase will be fully funded and result in an operable or useable segment. Include details such as when the board of the Implementing Agency will approve the allocation request and the month/year being requested for the MTC to approve the request noting that this will normally take sixty days from the submission of the request.

**Status of Previous Allocations** - Please provide an update of the previous allocations for this project or subproject, referencing the outcome, approval dates of important actions, and pertinent completed documents.

**Workplan** - Either populate the table below or attach a workplan in a comparable format. If a consultant is being hired to complete the workplan, please indicate such and enclose a copy of that plan to MTC. If the workplan is to be detailed out by the Regional Measure 2 allocation, please fill out the work plan to the best of your knowledge and indicate when a more detailed workplan will be submitted.

**Impediments to Allocation Implementation** - Include a summary of any impediments to complete the phase. Summary should include, but not be limited to, discussion of any potential cost increases, significant environmental impacts/issues, community or political opposition, viability of the project sponsor or implementing agency, relevant prior project funding and implementation experience, required public or private partnerships, potential project implementation issues including right of way constraints, timeliness of delivery of related transportation projects, availability and timeliness of other required funding, ability to use/access other funding within required deadlines, legal impediments, and any pending or threatened litigation which might in any way adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects.

## **VI. RM-2 FUNDING INFORMATION**

**RM-2 Funding Spreadsheet** - To capture the funding data for your project, you will need to refer to the Microsoft Excel spreadsheet that is part of this IPR. The spreadsheet comprises of five tabs that needs to be completed or updated. Instructions are included on the accompanying Excel file to the IPR. Confirm that the required fundingspreadsheet (Microsoft Excel) is completed and enclosed by checking the box.

**Next Anticipated RM-2 Funding Allocation Request** - Summarize the approximate timing of the RM-2 funding need. If previously allocated RM-2 funds were not fully expended in the year for which an allocation was made, or there is a balance of unexpended RM-2 allocations, provide a status of the non-expenditure of RM-2 allocations, and the expected expenditure date(s). Explain any impacts to RM-2 funding needs as a result of any project delays or advances.

## **VII. GOVERNING BOARD ACTION**

The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR prior to MTC approval of the IPR and allocation of funds. Check the box on whether verification of the governing board action is attached. If not, indicate when the verification will be available

## **VIII. CONTACT / PREPARATION INFORMATION**

Provide applicable contact information including agency, contact/project manager names, phone numbers, e-mail, and mailing addresses. Also provide the date the report was prepared, agency and name of person preparing this report.

**TOTAL PROJECT FUNDING PLAN**

(Amounts Escalated in Thousands)

Project Title: <b>Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange</b>															Project ID: <b>7</b>
Agency: <b>Solano Transportation Agency</b>															Plan Date: <b>19-Jan-15</b>
<b>TOTAL PROJECT: COMMITTED + UNCOMMITTED</b>															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
<b>COMMITTED FUNDING PLAN</b>															
TCRP - I-80/I-680/SR12 Interchange - Overall	ENV	8,400													8,400
STIP - I-80/I-680/SR12 Interchange - Overall	ENV	400													400
TCRP - N. Conn	ENV		3,000												3,000
Local - N. Conn	PS&E			2,300											2,300
Local - N. Conn	R/W			1,000											1,000
Local - N. Conn	CON					18,900									18,900
RM2 - N. Conn	ENV			2,500											2,500
RM2 - N. Conn	PS&E					1,000									1,000
RM2 - N. Conn	R/W					7,000									7,000
RM2 - N. Conn	CON					2,300	15,200				(4,000)				13,500
RM2 - HOV Lanes	ENV			3,475	1,000										4,475
RM2 - HOV Lanes	PS&E				4,525							(600)			3,925
RM2 - HOV Lanes	CON				2,000		(78)								1,922
CMIA - HOV Lanes	CON					24,324		8,226							32,550
Federal - HOV Lanes	CON						15,377								15,377
RM2 - I-80/I-680/SR12 Interchange - Overall	ENV					8,300		5,200							13,500
AB1171 - Interchange (ICP, CP2, CP3)	ENV								7,000	7,000	1,500				15,500
AB1171 - Interchange (ICP, CP2, CP3)	PS&E										78				78
AB1171 - Interchange (ICP, CP2, CP3)	PS&E									822	5,513				6,335
RM2 - Interchange (ICP)	R/W							2,900				(591)			2,309
RM2 - Interchange (ICP)	R/W											12,791			12,791
AB1171 - Interchange (ICP)	R/W								14,280						26,134
AB1171 - Interchange (ICP)	CON											29,448			29,448
AB1171 - Interchange (ICP)	CON											(1,000)			(1,000)
CMAQ	CON											1,000			1,000
STIP (ICP)	CON											11,412			11,412
TCIF (ICP)	CON											24,000			24,000
TCRP - EB Truck Scales	ENV					600									600
RM2 - I-80 EB Truck Scales	ENV				5,200			1,000							6,200
RM2 - I-80 EB Truck Scales	PS&E							16,700	(4,500)	(870)	(2,100)	(360)			8,870
RM2 - I-80 EB Truck Scales	R/W							7,500			(2,000)		(775)		4,725
RM2 - I-80 EB Truck Scales	CON									870		360	775		2,005
AB1171 - I-80 EB Truck Scales	CON									22,583					22,583
TCIF/SHOPP	CON									37,292					37,292
RM2 - FF-Vac Express Lanes	ENV							1,100	15,300			(1,200)			15,200
CMAQ - I-80 FPI Project	ENV						1,493								1,493
CMAQ - I-80 FPI Project	PS&E							2,478							2,478
CMAQ - I-80 FPI Project	R/W									118					118
CMIA, SHOPP - I-80 FPI Project	CON										18,371				18,371
AB1171 - I-80 FPI Project	CON											1,000			1,000
														100,000	100,000
<b>UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)</b>															
Br Tolls/Fed/STIP/Local ( CP 2)	R/W											6,696			6,696
Br Tolls/Fed/STIP/Local ( CP 2,3)	R/W												46,785		46,785
Br Tolls/Fed/STIP/Local ( CP 2, 3)	CON											37,354	87,390		124,744
<b>FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)</b>															
Local, Federal or STIP	ENV													14,168	14,168
Local, Federal or STIP	PS&E													122,085	122,085
Local, Federal or STIP	R/W													79,485	79,485
Local, Federal or STIP	CON													1,416,806	1,416,806
<b>TOTAL PROJECT: COMMITTED + UNCOMMITTED</b>															
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
		8,800	3,000	9,275	7,525	83,001	16,615	45,104	17,800	81,273	12,671	137,677	46,785	1,719,934	2,189,460
Comments:															

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding.  
 Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

**RM-2 Initial Project Report**

**RM-2 FUNDING CASH FLOW PLAN For Allocation  
(RM-2 Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title: <b>Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange</b>											Project ID:			
Agency: Solano Transportation Authority											Plan Date: 19-Jan-15			
<b>BRIDGE TOLLS - CASH FLOW PLAN</b>														
RM-2 Expenditures	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL	
ENV/PA&ED		5,975	1,000	13,500		7,300	15,300			(1,200)			41,875	
ENV/PA&ED							7,000	7,000	1,500				15,500	
PS&E			4,525	1,000		16,700	(4,500)	(870)	(2,022)	(960)			13,873	
PS&E									822	5,513			6,335	
R/W				7,000		10,400			(2,000)	12,200	(775)		26,825	
R/W								14,280		11,854			26,134	
CON			2,000	2,300	15,122			870	(4,000)	360	775		17,427	
CON								22,583		30,448			53,031	
CON										(1,000)			(1,000)	
	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
			5,975	7,525	23,800	15,122	34,400	17,800	43,863	(5,700)	57,215			200,000

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).

Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

**RM-2 Initial Project Report**

**DELIVERABLE SEGMENT FUNDING PLAN AND CASH FLOW  
I-80\_I-680\_SR12 Interchange**

(Amounts Escalated in Thousands)

Project Title: <b>I-80 FPI Project</b>														Project ID: <b>7</b>	
Agency: Solano Transportation Agency														Plan Date: 19-Jan-15	
<b>RM-2 DELIVERABLE SEGMENT - Fully Funded Phase or Segment of Total Project</b>															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
CMAQ - I-80 FPI Project	ENV						1,493								1,493
CMAQ - I-80 FPI Project	PS&E							2,478							2,478
CMAQ - I-80 FPI Project	R/W									118					118
CMIA, SHOPP - I-80 FPI Project	CON										18,371				18,371
AB1171 - I-80 FPI Project	CON											1,000			1,000
<b>RM-2 SEGMENT FUNDING TOTAL</b>															
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
							1,493	2,478		118	18,371	1,000			23,460

Comments:

**(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)**

Enter funds on the RM-2 Deliverable Phase or Segment, ONLY if the RM-2 Phase or Segment is different from the overall total project. The RM-2 Segment must be Fully Funded and result in a operable or useable segment.

Enter only funds **Committed** to the RM-2 Funded Segment and only if different from Total Project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - The RM-2 Phase or Segment must be fully funded.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).











**RM-2 Initial Project Report**

**EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES**

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED	TCRP	4/30/2008	12,000	-
	STIP	8/31/2005	400	-
	RM2 (I-80 HOV Lanes)	12/31/2008	4,475	-
	RM2 (I-80/I-680 Interchange)	12/31/2014	37,295	505
	RM2 (I-80 EB Truck Scales)	12/31/2011	6,200	-
	RM2 (North Connector)	12/31/2010	2,500	-
	RM2 (I-80 Express Lanes)	12/31/2014	10,243	4,957
PS&E	RM2 (I-80 HOV Lanes)	12/31/2012	4,525	-
	Local (North Connector)	12/31/2010	2,300	-
	RM2 (North Connector)	12/31/2011	1,000	-
	RM2 (I-80 EB Truck Scales)	12/31/2014	8,499	371
	RM2 (I-80/I-680 Interchange)	12/31/2014	822	5,590
R/W	RM2 (North Connector)	6/30/2013	6,850	150
	Local (North Connector)	12/31/2010	1,000	-
	RM2 (I-80 EB Truck Scales)	12/31/2014	4,610	890
	RM2 (I-80/I-680 Interchange)	12/31/2014	39,231	1,925
CON / Operating	RM2 (I-80 HOV Lanes - GVB)	12/31/2010	1,922	
	Local (North Connector)	12/31/2010	18,900	-
	RM2 (North Connector)	6/30/2013	17,359	141
	RM2 (I-80 EB Truck Scales)	12/31/2014	22,612	1,201
Total to date (in thousands)			202,743	15,730

Comments:

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 7  
Date: 1/19/2015

TITLE OF PROJECT <b>Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange</b>	RM2 Legislation ID (and project subelements if any) 7
NAME AND ADDRESS OF IMPLEMENTING AGENCY  STA <b>One Harbor Center, Ste 130 Suisun City CA 94585</b>	

Phases: <i>Construction</i>			
DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
<b>1. DIRECT LABOR of Implementing Agency (Specify by task)</b>			
Construction Phase	0	\$ 64.83	\$0
	0	\$ 64.83	\$0
	0	\$ 64.83	\$0
	0	\$ 64.83	\$0
			\$0
			\$0
TOTAL DIRECT LABOR			\$0
<b>2. DIRECT BENEFITS (Specify)</b>			
	Benefit Rate	X BASE	
STA Overhead (103% OH Rate)	50%	0	
TOTAL BENEFIT			\$0
<b>3. DIRECT CAPITAL COSTS (include construction, right-of-way, or vehicle acquisition)</b>			
	Unit (if applicable)	Cost per Unit (\$)	
TOTAL DIRECT CAPITAL COSTS			0
<b>4. CONSULTANTS/CONTRACTORS (Identify - purpose - rate)</b>			
		RATE	
Construction Phase for I-80 EB Truck Scales		\$775,000	
Project Management			
TOTAL CONSULTANTS			\$775,000
<b>5. OTHER DIRECT COSTS (Specify - explain costs, if any)</b>			
TOTAL OTHER DIRECT COSTS			\$0
<b>6. TOTAL ESTIMATED COST</b>			\$775,000

<b>CERTIFICATE</b>	
<p>The labor rates and the overhead costs are current and other estimated costs have been determined by generally accepted accounting principles. Bidder represents: (a) that he__has, __has not, employed or retained any company or person (other than a full-time bona fide employee working solely for the bidder) to solicit or secure his contract, and (b) that he__has, __has not, paid or agreed to pay to any company or person (other than a full-time bona fide employee working solely for the bidder) any fee, commission, percentage or brokerage fee, contingent upon or resulting from the award of this contract, and agrees to furnish information relating to (a) and (b) above, as requested by the Contracting Officer.</p> <p><i>For interpretation of the representation including the term "bona fide employee," see Code of Federal Regulations, Title 44, Part 150.</i></p>	
SIGNATURE AND TITLE OF AUTHORIZED REPRESENTATIVE OF IMPLEMENTING AGENCY	DATE  January 19, 2015



DATE: February 3, 2014  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Comprehensive Transportation Plan (CTP) Update –  
Transit and Rideshare Element - Consultant Services

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**Background:**

The Solano Comprehensive Transportation Plan (CTP) is one of the foundational documents for STA and provides the basis for STA's projects and programs priorities and for input to the Metropolitan Transportation Commission (MTC) /Association of Bay Area Government's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) for the 9-county Bay Area). The current SCS was adopted in 2013, and is known as Plan Bay Area. The current Solano CTP was adopted in 2005 and needs to be updated prior to the next RTP/SCS being developed in 2017.

The Solano CTP consists of three primary elements: Active Transportation; Arterials Highways and Freeways; and, Transit and Ridesharing. There are additional supporting chapters, such as the Introduction, Past Achievements and Land Use.

In 2008 and 2009, the STA Board adopted preliminary Goals for the Solano CTP and requested and received a comprehensive project list from the eight (8) STA member agencies. The Goals and project list have been used by STA staff to identify key projects for inclusion in the 2009 Regional Transportation Plan and 2013 SCS.

**Discussion:**

Writing the intercity bus portion of the Transit and Ridesharing Element of the Solano CTP requires specialized knowledge of transit and rideshare service. STA has a current contract with Elizabeth Richards to provide consulting services related to Mobility Management, and she is available to perform the work needed to research issues, integrate existing transit studies, and develop policies related to this element. She has extensive experience in transit planning and rideshare services.

In response to a request from STA staff, Ms. Richards has prepared a scope of work, budget and schedule for CTP Transit and Rideshare Element Support Consultant Services (see Attachment A). STA can modify her current scope of services to accommodate the work identified in Attachment A.

**Fiscal Impact:**

The proposed scope for Transit and Rideshare Element Support Consultant Services proposes a budget of \$17,000. The mid-year budget revision has State Transit Assistance Fund (STAF) money assigned to the CTP update for these services.

**Recommendation:**

Authorize the Executive Director to modify the existing agreement between STA and Elizabeth Richards consulting for an amount not-to-exceed \$17,000 for the performance of the Transit and Rideshare Element tasks set out in Attachment A.

Attachment:

- A. Scope of Work, Budget and Schedule for Transit and Rideshare Element Support Consultant Services

## Comprehensive Transportation Plan – Transit Element Update

### Preliminary Scope of Work

(January 23, 2015)

#### Task 1: Review supporting documents

The STA has completed or is in the process of completing numerous transit planning studies. These studies will be reviewed to update the current draft of the CTP-Transit Element. These include the Transit Facilities of Regional Significance, I-80/I-680/I-780/SR-12 Transit Corridor Study, Intercity Transit Capital Plan, Transit ridership data and Performance Standards, Solano Rail Study, Mobility Management Plan, and other documents as directed.

Hours: 15

#### Task 2: Develop preliminary draft of CTP-Transit Element

Analyze, integrate, and incorporate supporting document data and findings into the October 2014 draft CTP-Transit Element update. This will include but not be limited to preparing outlines, strategizing with STA staff, drafting four chapters and updating four chapters as well as coordinating with STA staff to incorporate images, tables and graphics into the document.

Hours: 40

#### Task 3: Support community and committee review of the CTP-Transit Element

The CTP-Transit Element will undergo review from multiple entities including a community outreach process and STA committees. This task is to support the process through the development of summary documents and materials as needed. In addition, revisions will be made to the Transit Element to incorporate and respond to comments received at various stages of the process. Community and committee meeting attendance is not anticipated to be needed and is not included. The production of the final draft of the CTP-Transit Element will be incorporated into the overall CTP and handled by the STA.

Hours: 30

#### Task 4: Stakeholder Interviews

In coordination with STA staff, develop a list of key stakeholders to meet to review the draft Transit Element and gather their input. This task would involve preparing for the interviews, conducting the interviews, summarizing the comments and incorporating the comments into the Transit Element. The time allocated to this task assumes 10 interviews. *(involving an average of 4 hours/interview for the interview as well as prep and post tasks, plus a few hours for overall prep w/ STA staff).*

Hours: 45

#### Task 5: Project Management

To meet the six month project schedule and to stay coordinated with the other elements of the CTP, communication with STA staff will be critical. This can be accomplished through regular phone calls, meetings, email and other communication with the STA Project Manager and other staff as needed.

Hours: 25

#### Task 6: Other Tasks

As the CTP-Transit Element develops, unforeseen tasks not listed above may be needed to facilitate this and related processes. This task is to allow flexibility to offer support if needed as directed by STA staff.

Hours: 15

Draft Project Schedule

2015	Project Milestones	Key Tasks
February		<ul style="list-style-type: none"> <li>• Review supporting documents</li> <li>• Begin outlining, updating and drafting CTP-Transit Element chapters</li> </ul>
March	Community Outreach – Receive comments	<ul style="list-style-type: none"> <li>• Continue outlining, updating and drafting CTP-Transit Element</li> <li>• Review supporting documents as they are being finalized.</li> <li>• Prepare documents for community outreach</li> <li>• Conduct stakeholder interviews</li> </ul>
April	Community Outreach – Receive comments	<ul style="list-style-type: none"> <li>• Work with STA staff to address comments from Community Outreach</li> <li>• Revise CTP-Transit Element</li> <li>• Prepare documents for community outreach</li> <li>• Conduct stakeholder interviews</li> </ul>
May	Community Outreach – Present revised Transit Element (responding to comments received)	<ul style="list-style-type: none"> <li>• Revise CTP-Transit Element</li> <li>• Prepare documents for community outreach and/or committee review</li> </ul>
June-August	Committee Review	<ul style="list-style-type: none"> <li>• CTP-Transit Element Revisions</li> <li>• Prepare documents for committee review</li> </ul>
September	Board Action	

Proposed Consulting Services Budget: \$17,000

Total Hours: 170

Rate: \$100/hour

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DATE: January 28, 2015  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Susan Furtado, Accounting & Administrative Services Manager  
RE: STA's Fiscal Year (FY) 2014-15 Proposed Mid-Year Budget Revision

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**Background:**

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. The budget is usually revised mid-year and finalized at the end of the fiscal year. In July 2014, the STA Board adopted the two-year budget for FY 2014-15 and FY 2015-16. This budget provides STA the basis for appropriate budgetary control of its financial operations for the fiscal year and for funding multi-year funded projects.

**Discussion:**

Attachment A is the Proposed Mid-Year Budget Revision for FY 2014-15. The FY 2014-15 Proposed Mid-Year Budget Revision is balanced, with the proposed changes to the approved budget modified from \$35.25 million to \$37.57 million, an increase of \$2.32 million. The increase in the budget amount is primarily due to the amount of funds carryover from FY 2013-14, the transfer of a new program to STA, Solano Intercity Taxi Scrip/Paratransit Program, and final phase of construction activities of the City of Dixon B Street Undercrossing Project.

Budget changes are summarized as follows:

1. Members Contribution funds is reduced by \$31,059 due to overall cost saving due to staff changes and health benefits.
2. Transportation Development Act (TDA) Funds from a combination of the County and Cities' local TDA funds, (City of Dixon, FAST, City Rio Vista, Soltrans, City of Vacaville) as outlined in the Countywide taxi based Solano Intercity Taxi Scrip/Paratransit Program Memorandum of Understanding (MOU) agreement, in the amount of \$456,420.
3. The FY 2014-15 State Transit Assistance Funds (STAF) allocations in the amount of \$700,353 (Population-Based/Solano) and the amount of \$174,285 (Regional Paratransit) is reprogrammed for the continuation of transit coordination, such as the Suisun/Fairfield Amtrak Depot Rehabilitation and the Benicia Intermodal Project, and for the continuation of the Solano Express Marketing, Transit Corridor Study/Short Range Transit Plan (SRTP), Transit Coordination/Implementation (Rio Vista, Clipper, Vine), CTSA/Mobility Management Program Administration, and the Solano Intercity Taxi Scrip/Paratransit Program.
4. The One Bay Area Grant (OBAG) fund for the Safe Route to School (SR2S) Program is reduced by \$75,371 and the Congestion Mitigation Air Quality (CMAQ) fund is increased by \$92,242 to reflect the anticipated expenditures for the fiscal year and in compliance with the funding terms.
5. The Yolo Solano Air Quality Management District (YSAQMD) Clean Air Program Funds is increased by \$21,080 to reflect the anticipated expenditures funding for the SR2S Program activities, such as the safety education events and activities from the City of Vacaville and City of Rio Vista Police Departments enforcement grant.

6. Caltrans funding from the Job Access and Reverse Commute (JARC) is adjusted to reflect the funds carried over from FY 2013-14 in the amount of \$100,000 for the continuation of the Countywide Travel Training/Ambassador Program and the One Stop Transportation Call Center Program.
7. The Federal Section 5304 Transit Planning for Rural Communities funding in the amount of \$120,000 is added for the Coordinated Short Range Transit Plan (SRTP) study.
8. Project Contingency Reserve Fund (PCRF) interfund loan is added in the amount of \$43,000 to fully fund the Benicia Intermodal Project as approved by the STA Board at the September 2014 Board meeting.
9. Estimated Fare box revenue in the amount of \$78,469 is added for the Solano Intercity Taxi Scrip/Paratransit Program.
10. The Regional Measure (RM) 2 fund for the I-80 High Occupancy Vehicle (HOV) Lanes Project is reduced by \$7,009 due to the completion of the project.
11. The City of Dixon West B Street Undercrossing Project budget is increased by \$1,029,564 to reflect the construction funds available for the project. Completion of this construction project is anticipated in March 2015.

Other revenue changes are made to reflect the anticipated expenditures and activities for the fiscal year.

#### FY 2014-15 Expenditure Changes

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

1. The ***Operation and Management*** budget is increased by \$13,645. The STA Operation & Administration budget expenditures were reviewed and adjusted to reflect the expenditures and activities for the fiscal year. The STA's current phone system was purchased in 2007. This system is being phased out and no upgrade is available. With STA's designation as the Consolidated Transportation Service Agency (CTSA) in September 2014 and the opening of the One Stop Transportation Call Center Program, the current phone system and email system needs to be changed and upgraded to accommodate the number of STA staff and the new Transportation Info Depot office at the Suisun Train Depot. The phone system will be upgraded from the standard Primary Rate Interface (PRI) to a technology for the delivery of voice communication over Internet Protocol (Voice over IP) network from Shoretel Systems. This system will enable STA to connect the phone system directly to the new office at the Suisun Train Depot. The cost of this upgrade is estimated in the amount of \$37,191. Subsequently, STA is changing its email address from @sta-snci.com to @sta.ca.gov for marketing identity of STA's various programs, including the new Solano Intercity Taxi Scrip/Paratransit Program. With this email address change, improvements and reconfigurations of the email system; STA needs to purchase software upgrades, including antivirus protection software for internet viruses and security. The software upgrade and reconfiguration cost are estimated in the amount of approximately \$9,268. The costs of these upgrades are paid by Members Contribution and STAF funds used for Mobility Management.
2. The ***Transit and Rideshare Services/Solano Napa Commuter Information (SNCI)*** budget is increased by \$1,079,111. The increase to the budget is primarily due to the transfer of services for the Solano Intercity Taxi Scrip/Paratransit Program from the County to STA. This program is funded from a combination of the County and Cities' local TDA funds as outlined in the countywide taxi based Intercity Paratransit MOU and Regional Paratransit STAF funding. In FY 2014-15 this program is estimated to receive a total local TDA funds of approximately in the amount \$456,420, New Freedom funds of \$150,000, STAF funds of \$100,000, and estimated farebox in the amount of \$78,469.

The SR2S Program budget is increased by the amount of \$81,980 to reflect the anticipated program activities to include the safety education events and enforcement activities from the City of Vacaville and City of Rio Vista Police Departments.

3. The ***Project Development*** budget is increased by \$1,125,896 to reflect the final phase of the construction project for the City of Dixon B Street Undercrossing Project. Completion of this construction project is anticipated in March 2015. Carryover funds for projects such as the final phase of the Regional Impact Feasibility Study (\$12,165), the continuation of the Public Private Partnership (P3) (\$38,936), and the Benicia Intermodal Project (\$57,684). The I-80 HOV Lanes Project budget is taken out due to the completion of the project and all funds from the RM 2 are fully expended.
4. The ***Strategic Planning*** budget is increased by \$98,192. The planning activities and studies are adjusted to reflect anticipated budget cost for the fiscal year and the carryover of funds for the Model Development validation, continuation of the Comprehensive Transportation Plan (CTP) follow up, Rail Facilities Plan, and the Bike/Ped Planning.

STA's Credit Card:

STA has a credit card with Bank of America (B of A) to use for purchase of incidental expenditures. This credit card currently has a limit of \$10,000 and has an annual fee of \$50. Last year, the STA opened an account with Bank of the West to account for the new RTIF program funds. This provides access to credit card with a lower annual fee. Staff recommends transferring its credit card from the STA's current bank to Bank of the West.

New Staff Positions:

With the transfer of services for the Solano Intercity Taxi Scrip/Paratransit Program from the County to STA, one of the follow-up tasks to be addressed is to authorize the STA to fund a Transit Program Manager to manage the program once it is established. The program is anticipated to be transferred to STA effective February 1, 2015. Therefore, the staff recommends funding one (1) full time Transit Program Manager for the new Solano Intercity Taxi Scrip/Paratransit Program. The FY 2014-15 estimated budget cost of this position is approximately \$45,173, which is included in the Program's budget for the fiscal year.

The STA has Project Assistant and Project Manager Job Classifications within the Project Development Department. Based on the analysis of STA management and HR consultant, it is recommended 2 additional classifications be established by the STA Board to provide an opportunity for advancements within the department. The two new positions are Senior Project Manager and Assistant Project Manager. The recommendation is to allow for promotion, not to hire additional staff. The FY 2014-15 budget impacts for both positions is estimated to be approximately \$3,594 for salary and benefits, and is included in the proposed budget revision with an offset of current salary savings.

The total FY 2014-15 revenue and expenditure is \$37.57 million. The FY 2014-15 Proposed Budget Revision is balanced for the continued delivery of STA's priority projects.

To ensure conformance with the Office of Management and Budget (OMB) Circular A-87 (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the FY 2014-15 is presented with revision to the approved budget for FY 2014-15 to reflect changes in the budget revenue and expenditures.

**Fiscal Impact:**

The STA's overall FY 2014-15 budget is \$37.57 million, an increase of \$2.32 million. The increase in the revenues and expenditures is due to the transfer of services for the Solano Intercity Taxi Scrip/Paratransit Program from the County to STA, and project construction activities and transit programs. The staff recommends the telephone system upgrade to a Voice over IP system for an estimated amount of \$37,191. The staff recommends changing the STA's credit card from Bank of America to Bank of the West with saving on the annual fee of \$50. Staff recommends hiring one (1) full time Transit Program Manager and adding the Assistant Project Manager and the Senior Project Manager Job Classifications at the total additional cost for FY 2014-15 of approximately \$48,767.

**Recommendation:**

Approve the following:

1. Adopt the STA's FY 2014-15 Proposed Budget Revision as shown in Attachment A;
2. Authorize the Executive Director to upgrade the STA's telephone system to ShoreTel Voice over IP system for an amount not-to-exceed \$38,000;
3. Authorize the Executive Director to change STA's credit card to Bank of the West; and
4. Approve a modification to the STA's Staff Organizational Chart establishing the full time Transit Program Manager to manage transit services and establishment of Assistant Project Manager and Senior Project Manager position classifications.

Attachments (Provided to the STA Board Members under separate enclosure):

- A. STA FY 2014-15 Proposed Budget Revision dated February 11, 2015
- B. STA's Proposed Revised Staff Organization Chart dated February 11, 2015

REVENUES			EXPENDITURES		
<i>STA Fund</i>	Adopted FY 14-15	Proposed FY 14-15	<i>Operations &amp; Administration</i>	Adopted FY 14-15	Proposed FY 14-15
Members Contribution/Gas Tax (Reserve Accounts)	100,000	100,000	Operations Management	1,618,990	1,632,635
Members Contribution/Gas Tax	241,621	210,562	STA Board of Directors/Administration	45,000	45,000
Transportation Dev. Act (TDA) Art. 4/8	397,585	397,585	Expenditure Plan	75,000	75,000
TDA Art. 3/Other	78,763	589,212	Contributions to STA Reserve Account	100,000	100,000
State Transit Assistance Fund (STAF)	2,481,207	3,005,143	<b>Subtotal</b>	<b>\$1,838,990</b>	<b>\$1,852,635</b>
One Bay Area Grant (OBAG)/(STP)	698,541	764,912	<b>Transit and Rideshare Services/SNCI/SR2S</b>		
OBAG - SNCI/SR2S	616,306	540,935	SNCI/SR2S Management/Administration	477,769	457,076
STIP Planning, Programming and Monitoring (PPM)	188,557	182,901	Employer Van Pool Outreach	16,200	23,700
MTC Grant	1,623,442	1,614,000	SNCI General Marketing	53,500	53,500
Regional Measure (RM) 2 - North Connector - Design	3,786	3,786	Commute Challenge	31,800	31,800
RM 2 - I-80 Express Lanes	42,484	42,484	Bike to Work Campaign	20,000	20,000
RM 2 - I-80 HOV Lanes/SOHIP	3,505	0	Bike Links	15,000	15,000
RM 2 - I-80 Interchange Project	51,316	51,316	Emergency Ride Home (ERH) Program	5,000	6,000
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	6,309	6,309	Rideshare Services - Napa	20,000	23,958
Transportation for Clean Air (TFCA)	276,992	264,799	Safe Route to School Program (SR2S)	654,686	736,666
TFCA - NCTPA	20,000	23,958	Transit Management Administration	132,642	137,958
Yolo/Solano Air Quality Management District (YSAQMD)	77,343	98,423	Solano Express Marketing	150,000	157,500
Congestion Mitigation Air Quality (CMAQ)	263,253	355,495	Lifeline Program	17,000	17,000
Congestion Mitigation Air Quality (CMAQ) - Transit	46,556	40,693	Paratransit Coordinating Council (PCC)	40,000	40,000
Regional Rideshare Program (RRP)	240,000	240,000	Transit Corridor Study/SRTP	250,000	370,000
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	10,000	Solano Senior & People with Disabilities Plan Implementation/Committee	30,000	30,000
New Freedom Funds	134,824	265,645	CTSA/Mobility Management Plan/Program	266,000	314,446
JARC Funds	279,200	179,200	ADA in Person Eligibility Program	200,776	200,776
FTA 5304	99,950	219,950	Countywide Travel Training/Ambassador Program	390,316	417,531
Project Contingency Reserve Fund (PCRF) - Loan	0	43,000	One Stop Transportation Call Center Program	166,339	166,339
Local Funds - Cities/County	429,168	382,168	Transit Coordination/Implementation (Rio Vista/Clipper/Vine)	307,890	369,890
Fare Box Revenue	0	78,469	Ridership Survey	50,000	0
Sponsors	18,000	17,100	Solano Intercity Taxi Scrip/Paratransit Program	0	784,889
<b>Subtotal</b>	<b>\$8,428,708</b>	<b>\$9,728,045</b>	<b>Subtotal</b>	<b>\$3,294,918</b>	<b>\$4,374,029</b>
<b>TFCA Program</b>			<b>Project Development</b>		
Transportation for Clean Air (TFCA)	310,063	310,063	Project Management/Administration	94,461	98,288
<b>Subtotal</b>	<b>\$310,063</b>	<b>\$310,063</b>	Local Streets & Roads Annual Report	10,612	10,836
<b>Abandoned Vehicle Abatement Program</b>			Regional Impact Fee (Feasibility Study/AB 1600)	5,000	17,165
Department of Motor Vehicle (DMV)	320,000	320,000	Solano Projects Online Tracker (SPOT)	35,000	35,000
<b>Subtotal</b>	<b>\$320,000</b>	<b>\$320,000</b>	Public Private Partnership (P3) Feasibility Study	139,081	178,017
<b>Jepson Parkway Project</b>			Alternative Fuel Implementatoin	64,016	57,521
Federal Earmark	200,000	200,000	Suisun Amtrak Rehabilitation	200,000	200,000
County of Solano	50,000	50,000	Benicia Intermodal Project	450,000	507,684
Contingency Fund Loan	500,000	500,000	Local Project Delivery (SR 12/Church)	212,618	212,618
<b>Subtotal</b>	<b>\$750,000</b>	<b>\$750,000</b>	Jepson Parkway Project	750,000	750,000
<b>I-80/I-680/SR 12 Interchange Project</b>			Jameson Canyon Project	100,000	100,000
RM 2 Funds	21,000,000	21,000,000	I-80/I-680/SR 12 Interchange Project	21,000,000	21,000,000
<b>Subtotal</b>	<b>\$21,000,000</b>	<b>\$21,000,000</b>	North Connector-East Project Closeout/Mitigation	200,000	200,000
<b>Jameson Canyon Project</b>			I-80/HOV Lanes Project/SOHIP	7,009	0
STIP/TCRP	100,000	100,000	I-80 East Bound (EB) Truck Scales Relocation Project	212,618	212,618
<b>Subtotal</b>	<b>\$100,000</b>	<b>\$100,000</b>	I-80 Express Lanes Project	3,094,399	3,094,399
<b>I-80 High Occupancy Vehicle (HOV) Lanes Project/SOHIP</b>			Redwood Parkway Drive/Fairgrounds Improvement Project	16,000	16,000
PA/ED Design RM-2	7,009	0	Dixon B Street Undercrossing Project	260,281	1,289,845
<b>Subtotal</b>	<b>\$7,009</b>	<b>\$0</b>	Regional Impact Fee Program	550,000	550,000
<b>North Connector East Project Closeout/Mitigation</b>			DMV Abandoned Vehicle Abatement (AVA) Program	320,000	320,000
RM 2 Funds	200,000	200,000	<b>Subtotal</b>	<b>\$27,721,095</b>	<b>\$28,849,991</b>
<b>Subtotal</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>Strategic Planning</b>		
<b>I-80 East Bound (EB) Truck Scales Relocation Project</b>			Planning Management/Administration	119,605	119,605
RM 2 Funds	212,618	212,618	Events	11,000	9,100
<b>Subtotal</b>	<b>\$212,618</b>	<b>\$212,618</b>	Model Development/Maintenance	39,695	109,743
<b>I-80 Express Lanes Project</b>			Solano County PDA Program	1,588,430	1,500,988
RM 2 Funds	3,094,399	3,094,399	Comprehensive Transportation Plan (CTP) Follow Up	143,000	226,543
<b>Subtotal</b>	<b>\$3,094,399</b>	<b>\$3,094,399</b>	Rail Facilities Plan	47,442	73,433
<b>Redwood Parkway Drive/Fairgrounds Improvement Project</b>			Water Transportation Plan	0	0
STIP Planning, Programming and Monitoring (PPM)	16,000	16,000	Priority Conservation Area (PCA)	74,840	74,840
<b>Subtotal</b>	<b>\$16,000</b>	<b>\$16,000</b>	Bike/Ped Planning	60,000	70,000
<b>Regional Impact Fee Implementation program</b>			TFCA Programs	310,063	310,063
Regional Impact Fee	550,000	550,000	<b>Subtotal</b>	<b>\$2,394,075</b>	<b>\$2,494,315</b>
<b>Subtotal</b>	<b>\$550,000</b>	<b>\$550,000</b>	<b>TOTAL, ALL REVENUE</b>		
<b>Dixon B Street Undercrossing Project</b>			<b>TOTAL, ALL EXPENDITURES</b>		
STIP	200,000	55,791	<b>\$35,249,078</b>		
City of Dixon/TDA	60,281	1,234,054	<b>\$37,570,970</b>		
<b>Subtotal</b>	<b>\$260,281</b>	<b>\$1,289,845</b>	<b>\$35,249,078</b>		
<b>TOTAL, ALL REVENUE</b>			<b>\$37,570,970</b>		

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Solano Transportation Authority

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Suisun City, CA 94585

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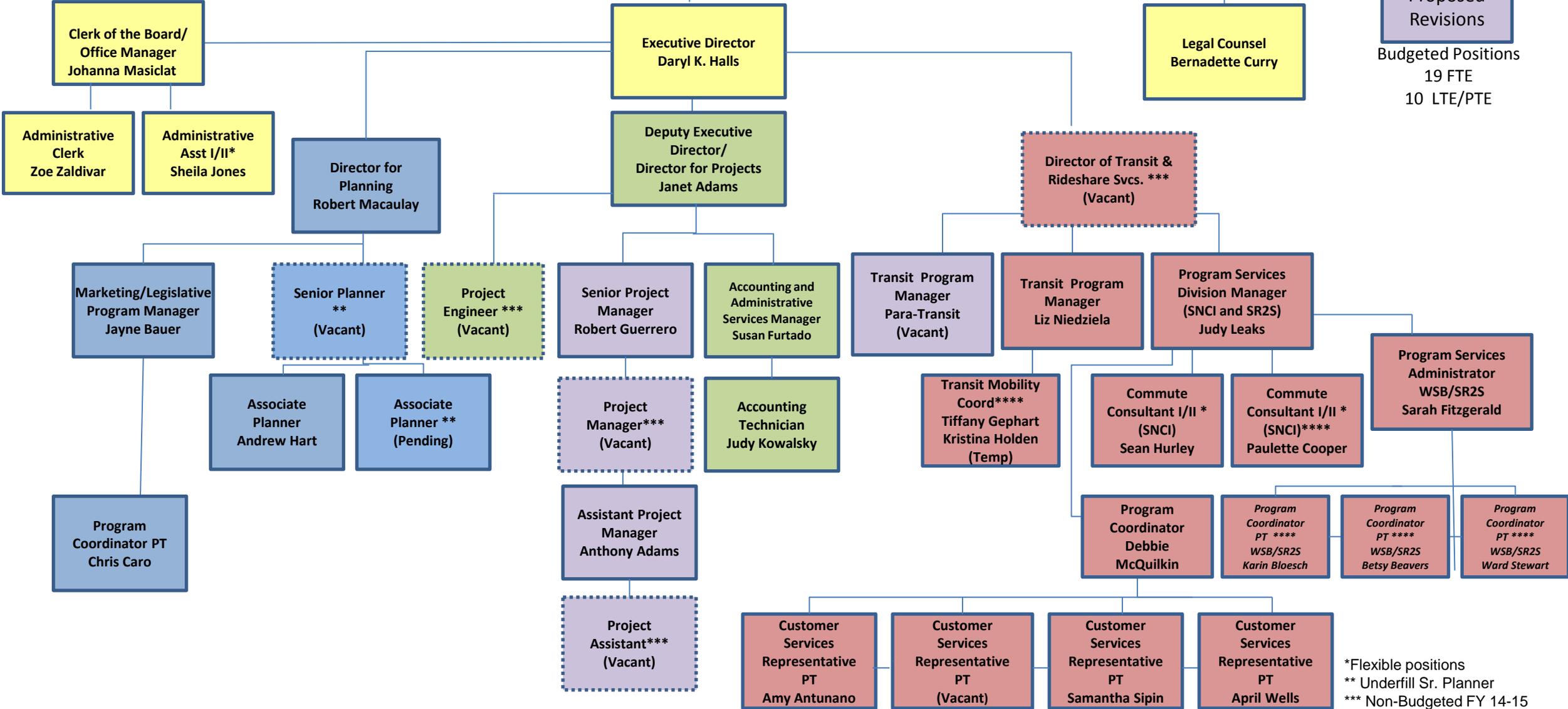
**Proposed Feb 2015  
Organizational Chart  
FY 2014-15**



*Top Row Left to Right:* City of Dixon Mayor Jack Batchelor, Jr.; City of Vacaville Mayor Len Augustine; City of Suisun City Mayor Pete Sanchez; City of Fairfield Mayor Harry Price; County of Solano Supervisor Jim Spering,  
*Bottom Row Left to Right:* City of Rio Vista Mayor Norman Richardson (2015 STA Board Vice Chair), City of Benicia Mayor Elizabeth Patterson (2015 STA Board Chair), City of Vallejo Mayor Osby Davis

Proposed Revisions

Budgeted Positions  
19 FTE  
10 LTE/PTE



\*Flexible positions  
\*\* Underfill Sr. Planner  
\*\*\* Non-Budgeted FY 14-15  
\*\*\*\* Limited Term  
PT - Part Time

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DATE: January 28, 2015  
TO: STA Board  
FROM: Robert Guerrero, Project Manager  
Re: Benicia Transit Bus Hub Project Funding Request

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**Background:**

In response to a request by the STA Board of Directors, the County Board of Supervisors established the Regional Transportation Impact Fee (RTIF) as part of the Solano County Public Facility Fee (PFF). The County of Solano then began collecting the RTIF on February 3, 2013. The total RTIF revenue reported as of September 30, 2014 for RTIF approved transportation projects is \$500,635.

For RTIF revenue disbursements, the county is divided into five geographical RTIF districts, with a Working Group identified for each district. In addition, there is a 6<sup>th</sup> RTIF working group focused on the 5% set aside for regional transit projects. The Working Groups are made up of staff from the local agencies included in that district. Each Working Group prioritizes eligible projects for RTIF expenditure. On May 8, 2014, the STA Board approved the RTIF Working Groups implementation project priorities based on direct input from the Working Groups.

**Discussion:**

The Benicia Bus Hub Project is ready to begin construction in late spring 2015. However, the project does have a funding shortfall that is the subject of this staff report.

*RTIF Funding Plan Request*

*Working Group 6:* Express Bus Transit Centers and Train Stations has an extensive list of eligible projects as shown in Attachment A. In 2014, the Working Group selected the Benicia Transit Bus Hub for initial funding followed by the Fairfield Transportation Center (FTC) as the first and second priority for the first 5 years of RTIF funding.

The current 5-year estimate for this Express Bus Transit Centers and Train Stations Working Group is \$498,171. The Benicia Transit Bus Hub was approved to receive the first \$100,000 of RTIF with the FTC designated to collect \$400,000 after Benicia's project is funded. In the fall of 2014, the City of Benicia indicated that there was an unanticipated project cost increase of \$260,000 to complete the Benicia Transit Bus Hub project. Subsequently, Benicia met with STA and SolTrans staff to develop a funding and financing plan to cover this additional project cost. In order to cover the unanticipated cost, the City of Benicia is requesting an additional \$176,000 of RTIF for a total \$276,000 from Working Group 6.

The RTIF Implementation Policy includes a provision that allows Working Groups to consider funding changes; however, a recommendation from the affiliated Working Group is needed for a change to be considered by the STA Board. Reference to this provision is included in Attachment B, Section B on page 2. If approved, the Benicia Bus Hub Project will receive the first \$276,000 in RTIF collected for this Working Group and will fully fund the project for construction this year. The FTC project is still eligible for the remaining RTIF collected. The total RTIF

funding collected as of September 30, 2014 for Working Group 6 is \$25,031. STA staff is supportive of this project as it will help support SolanoExpress Route 40, fully fund the project, and is a focal point for Benicia's Priority Development Plans for this area.

RTIF Working Group 6 met and unanimously approved the City of Benicia's funding request with the following caveats: 1) ensure the RTIF funds repaid to the STAF be used for transit capital replacement and 2) the remaining RTIF balance of Working Group 6 will be allocated to the FTC project.

*Working Group 3:* Working Group 3 includes the cities of Benicia, Vallejo and the County. Both SolTrans and RTIF Working Group 3 has supported their component of Benicia's funding request. Working Group 3 met on November 14, 2014 and unanimously agreed to recommend allocating \$60,000 from RTIF District 3 towards the Benicia Bus Hub Project in lieu of the Columbus Drive Project, which is to be fully funded by the City of Benicia.

*State Transit Assistance Fund (STAF) Finance Plan Request*

Given that the RTIF is subject to building permit activity, STA staff is recommending \$125,000 from STAF to finance the Benicia Bus Hub Project. The \$125,000 will be re-paid to the Solano Express Transit Capital once an equal amount is collected in RTIF revenues.

Attachment C provides a detailed funding and finance plan for the Benicia Bus Hub Project. STA staff is supportive of this request.

The SolanoExpress Consortium and STA TAC reviewed this item and unanimously approved STA staff's recommendation at their January 28th and 27th meetings.

**Fiscal Impact:**

None to the STA Budget. The proposed funding plan is to increase RTIF revenue allocation to the Benicia Bus Hub Project from a total of \$100,000 to \$336,000 with RTIF funds provided by Working Group 3 (\$60,000) and Working Group 6 (\$176,000). The City of Fairfield's FTC project would receive the remaining balance of the RTIF 5-year program after the first \$276,000 of RTIF is provided to the City of Benicia to construct the Project. The STAF funding recommended to finance the Benicia project would be paid back to STA as RTIF funding is collected.

**Recommendation:**

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

1. Set aside \$125,000 from State Transit Assistance Funds (STAF) in FY 2015-16 to help finance the construction of Benicia Transit Bus Hub Project which will be paid back as Regional Transportation Impact Fee (RTIF) funding is collected;
2. Eliminate the Columbus Drive Project (\$60,000) from the RTIF Working Group 3 Projects as this project is fully funded; and
3. Allocate an additional \$236,000 from RTIF funds collected by Working Groups 3 (\$60,000) and 6 (\$176,000) towards the Benicia Bus Hub Transit Project.

Attachments:

- A. RTIF Working Group Project Selection
- B. RTIF Implementation Policy Guidelines
- C. Benicia Bus Hub Funding and Finance Plan

Regional Transportation Impact Fee (RTIF) Working Group Project Selection

Working Group District	Coordinating Agencies	Eligible Projects	Selected Project in Priority Order	Project Sponsor	RTIF Amount Recommended	Special Instructions
1	City of Fairfield City of Vacaville Solano County	1. Remaining Segments of Jepson Parkway 2. Unincorporated segment of Peabody Road	1. Remaining Segments of Jepson Parkway	TBD	TBD	The Working Group unanimously agreed to continue to collect RTIF for the next year and reconvene to evaluate the total revenue received and select a project based on available funding. The Working Group also agreed to dedicate the RTIF revenue, if needed, to the FF/VV Train Station in the short term to backfill funding for Vacaville's bus replacement (which is the primary funding source for the City's impact fee loan for the Train Station).
2	City of Suisun City City of Fairfield City of Rio Vista County of Solano	1. SR 12/Pennsylvania Ave Interchange 2. SR 12/Church Rd Intersection	1. Church Road Environmental Documents	City of Rio Vista	\$ 300,000	City of Rio Vista indicated that they have local impact fees of approximately \$600,000 to assist in fully funding the EIR when combined with RTIF funds.
3	City of Vallejo City of Benicia Solano County	1. SR 37/Redwood St/Fairgrounds Drive 2. I-680 Industrial Park Access Improvements 3. Columbus Parkway Improvements Near I-780	1. SR 37/Redwood St/Fairgrounds Drive 2. Columbus Parkway	County of Solano City of Benicia	\$ 40,000 \$ 60,000	\$40,000 of the 1st year of funds to be applied toward the County's current federal earmark as a local match contribution to roadway improvements at Fairgrounds Drive. City of Benicia will utilize 2nd year of funding for Columbus Parkway.
4	City of Fairfield Solano County	1. North Connector West 2. Green Valley Overcrossing	1. Green Valley Overcrossing	City of Fairfield	\$ 1,305,970	The RTIF will be dedicated to the construction of the Green Valley Overcrossing project as a local contribution.
5	City of Dixon Solano County	1. SR113 Corridor/County Unincorporated Road Projects	1. Pitt School Rd/ Parkway Blvd Intersection Right of Way Phase	City of Dixon	\$ 200,000	The Working Group agreed to utilize the RTIF funds for the Right of Way acquisition phase of the project area.
6	City of Benicia  City of Dixon  City of Fairfield City of Suisun City of Vacaville Soltrans Solano County	1. Benicia Industrial Park Multi-modal Transit Center  2. Dixon Multimodal Transportation Center  3. Fairfield Transportation Center 4. Fairfield Vacaville Train Station 5. Suisun City Train Station Improvements 6. Vallejo Station or Curtola Park and Ride 7. 360 Project Area Transit Center	1. Benicia Industrial Park Transit Center Construction  2. Fairfield Transportation Center Design/Build Documents	City of Benicia  City of Fairfield	\$ 100,000  \$ 400,000	City of Benicia to receive \$100,000 to assist in construction of the Transit Hub project. The City of Fairfield would then receive \$400,000 to complete design phase of the Fairfield Transportation Center as the next priority.
7	Solano County	1. Abernathy Rd 2. Azevedo Rd 3. Canright Rd 4. Cherry Glen Rd 5. Cordelia Rd 6. Fry Rd 7. Foothill Rd 8. Lewis Rd 9. Lopes Rd 10. Lyon Rd 11. Mankas Corner Rd 12. McCloskey Rd 13. Midway Rd 14. Pedrick Rd 15. Pitt School Rd 16. Pleasants Valley Rd 17. Porter Road 18. Rockville Rd 19. Suisun Valley Rd 20. Vacavalley Rd	1. Cordelia Rd* 2. Lake Herman Rd* 3. Mankas Corner Rd* 4. Midway Road* 5. Pleasants Valley Rd* 6. Rockville Rd* 7. Suisun Valley Rd* 8. Vaca Valley Rd*	County of Solano	\$ 498,171	*County projects are not in priority order.

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## **Solano Transportation Authority Regional Transportation Impact Fee (RTIF) Implementation Policy Guidelines**

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### **BACKGROUND**

The Regional Transportation Impact Fee (RTIF) program is currently being implemented and the fees are being charged as part of the Solano County Public Facilities Fee (PFF). The nexus study prepared to support the RTIF defined a list of capital improvement projects that the RTIF funds could be used to support. The nexus study identified the maximum fee that could be charged based on the nexus determinations presented in that report; the actual fee amount is considerably less than the maximum (i.e., the actual fee is about \$1500 per dwelling unit, whereas the maximum nexus fee was roughly \$8300 per unit). RTIF revenues are being collected by Solano County as part of its PFF process and are transmitted to STA on a quarterly basis.

The county is divided into five districts, and a Working Group has been identified for each district made up of staff from the local agencies included in that district. Most (90%) of the RTIF revenues are returned to the district in which they were generated. The remaining RTIF revenues are divided equally between transit projects (5%) and County unincorporated roadway projects (5%). The Working Groups have recently selected the project(s) within each district that are the highest priority to receive RTIF funding; these selections were approved by the STA Board at the July meeting. This is therefore an opportune time to explore the details that will be critical to the effective administration of the RTIF program.

This memo presents a set of draft policy guidelines for RTIF program administration, for review and discussion by the RTIF Policy Committee and the STA Board. The intent of these guidelines is to ensure that the program is administered equitably and that it is successful in achieving its goal of delivering important transportation improvements throughout the county.

### **POLICY GUIDELINES FOR RTIF PROGRAM**

#### **A. Project Selection/Implementation Plans**

1. To be eligible to receive Regional Transportation Impact Fee (RTIF) funds, a project must be included in the RTIF Nexus Study and be included in the relevant local agency's Capital Improvement Plan (CIP). To receive RTIF funds, a project must be selected by the relevant Working Group and be included in the STA Board-approved RTIF Strategic Implementation Plan (SIP) and Solano County Public Facility Fee.
2. Each selected project shall have a project-specific Implementation Plan that defines the project, provides a cost estimate and an anticipated milestone schedule, and explains the other funding sources expected to be used to complete the project (or project phase).

**B. Amending the RTIF SIP**

1. The RTIF SIP may be amended upon a recommendation from a Working Group, subject to approval by the STA Board. SIP amendments may involve adding or removing a project, changing the definition of a project, and/or changing the amount of RTIF funds dedicated to a project.
2. If a SIP amendment adds a project that is not included in the RTIF Nexus Study, the Nexus Study must be amended by the STA Board to add that project. This would also trigger the process of County Board of Supervisor's amending the County PFF.
3. RTIF SIP amendments shall be considered no more frequently than annually and must be considered and approved by STA Board prior to the annual review of the Board of Supervisors for inclusion in the coming year.

**C. Eligible RTIF Costs**

1. RTIF funds may be used only to reimburse sponsoring agencies for direct expenses that are required for project delivery such as environmental, right of way, design or construction.
2. RTIF funds may not be used retroactively; that is, they may not be used to reimburse a sponsoring agency for costs incurred prior to the execution of a RTIF funding agreement (see next section for further details on funding agreements).
3. The STA Board has set a limit of 2% of RTIF revenues as the amount that will be retained by STA to reimburse them for the program's ongoing administration.

**D. Releasing RTIF Funds**

1. STA will report to the Board, TAC, and Working Groups on a quarterly basis the amount of RTIF revenues that have been collected for each district.
2. Each Working Group will recommend programming of RTIF funds for a specific project in a specific year. When the STA Board approves these recommendations, that constitutes the RTIF SIP.
3. When a project contained in the RTIF SIP is ready to start using RTIF funds, STA and the sponsoring agency will enter into an RTIF funding agreement, specifying the amount of RTIF funding and the anticipated timing of its use relative to the project's milestone schedule.

**E. Project Delivery and Reporting Requirements**

1. Project sponsors who receive RTIF funds must make an annual report to their Working Group and to STA by July 15 of each year, documenting how the funds were used during the previous 12-month period.
2. Project (or project phase) completion must be achieved within five years of initial receipt of RTIF funds. Project delivery status will be evaluated by STA staff and the project's Working Group annually. The project sponsor has the option to request a modification to the RTIF funding agreement in order to accommodate changes in project circumstances. If, during the annual review process, the Working Group determines that the project is not meeting the milestones laid out in the RTIF funding agreement, the project sponsor may be deemed ineligible for future RTIF funds until the milestones are met.
3. STA will prepare an annual report, consistent with the requirements of the Mitigation Fee Act, which will be submitted to the STA Board for review. This report will document the amount of RTIF revenue collected that year, the amount released to project sponsors, and the uses of the funds released.

**F. RTIF Loans**

1. Loans of RTIF funds are permitted. Loan amounts may be for up to 75% of the projected 5-year RTIF revenue estimate for the relevant district.
2. For loans between two Working Groups, the two affected Groups must agree to make the loan and reach consensus on the loan terms. If consensus is not reached, the matter will be elevated to the relevant city managers and CAO; if agreement still cannot be reached then the loan negotiations will cease. When agreement is reached on the terms of the loan, the RTIF funding agreement for that project will be amended to reflect the status of the loan and its terms.
3. As part of the loan terms, the “lending” Working Group has the option to establish an incentive for repayment, subject to negotiations with the “borrowing” Group.
4. The loan terms must include a guarantee that the loan will be repaid within a specified period of time, and must identify the source of the funds that will be used to repay the loan if the actual RTIF revenues fall short of projections.
5. Another form of a loan is the situation in which a project sponsor chooses to use their own local funds to advance a project with the expectation of receiving reimbursement from their Working Group’s future RTIF revenues. This is permitted, subject to the same rules as described above for loans between two Working Groups.
6. All parties to RTIF loans should be aware that the rate of RTIF collections is inherently uncertain, and should negotiate loan terms with that risk in mind.

**G. Working Group Dispute Resolution**

1. Working Groups that cannot reach a consensus for prioritizing and selecting eligible projects to receive RTIF revenue from their district will have the matter elevated to the

relevant city managers and CAO; if agreement still cannot be reached, the matter will be elevated to the RTIF Policy Committee, and finally to the STA Board.

## City of Benicia Intermodal Transit Hub

### Estimated Expenditures (in thousands)

		Estimated Expenditures (September 2012)
	Preliminary Design	\$ 135
	Final Design	\$ 175
	Property Acquisition	\$ 600
	Construction	\$ 1,200
	Total	\$ 2,110
		<u>Current Budget</u>
	Regional Measure 2 (RM2)	\$ 1,250
1	Regional Traffic Impact Fee (RTIF)	\$ 100
2	Solano Transportation Authority State Transit Assistance Fund (STAF)	\$ 500
3	SolTrans Contribution	-
4	City of Benicia	-
	Total	\$ 1,850
BUDGET BALANCE SHORTFALL		\$ (260)

### Funding Plan (in thousands)

		Commitment
	Regional Measure 2 (RM2)	\$ 1,250
	Regional Traffic Impact Fee (RTIF)	\$ 336
	Solano Transportation Authority State Transit Assistance Fund (STAF)	\$ 525
	SolTrans Contribution	-
	City of Benicia	-
	Total	\$ 2,111
BUDGET SHORTFALL		NONE
Funding Plan Details		
1	from RTIF Working Group 3 (Previously dedicated to Columbus Drive)	\$60,000
2	from additional RTIF contributions from Working Group 6 (Transit)	\$176,000
3	from additional STA STAF Program	\$25,000
	Total new funds	\$261,000

### Financing Plan (in thousands)

Recognizing the RTIF commitment is long term, the City of Benicia, Soltrans and STA offer the following finance plan to bridge the funding gap. Recommended funding contributions will be repaid as RTIF revenue collects from each Working Group District.	
RTIF committed in Funding Plan	\$336
Benicia City Council October Action for Property Acquisition Financing	(\$86)
Remaining balance in need of financing	\$250
Finance contributions:	
1 Solano Transportation Authority State Transit Assistance Fund (STAF)	\$ 125
2 Soltrans Contribution	\$ 85
3 City of Benicia	\$ 40
Finance contributions:	\$ 250

### Financed Amounts (in thousands)

Solano Transportation Authority State Transit Assistance Fund (STAF)	\$ 125
Soltrans Contribution	\$ 85
City of Benicia	\$ 40
City of Benicia 50%	\$43
City of STAF 50%	\$43
	\$ 336

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### RTIF Revenue Payback Plan

	Working Group 6 (\$ 100)		Working Group 6 (new \$176)		Working Group 3 (\$60)		
Financed Amounts	First \$86 collected pays the following 50/50:	Remaining \$14	First \$85 collected pays:	Remaining \$91	First \$26	Remaining \$34	Total Payback
City of Benicia	\$40		\$14		\$26		\$ 40.00
City of Benicia 50%	\$43	\$43					\$ 43.00
Soltrans Contribution	\$85		\$85				\$ 85.00
STA STAF	\$125			\$91		\$34	\$ 125.00
STA STAF 50%	\$43	\$43					\$ 43.00

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DATE: January 30, 2015  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Richard Weiner, Project Manager for Intercity Taxi Scrip/Paratransit Program  
RE: Intercity Taxi Scrip/Paratransit Program Update and Recommendation

---

**Background:**

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

The potential for this service to grow in the future and the workload impact on the engineering staff prompted Solano County to consider whether the Solano County Department of Resource Management - Engineering Division is 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 June 2014, the STA Board accepted the County of Solano's request to manage the Intercity Paratransit Service and authorize the Executive Director to work with the Solano County Department of Resource Management to transfer management of the Intercity Taxi Scrip Program.

**Discussion:**

Nelson and Nygaard Consulting was contracted by STA to be the Project Manager for the Intercity Taxi Scrip/Paratransit program and to assist in the transition of the program from the County to STA. This assignment will include the following steps:

- Confirm program goals and review program history (completed)
- Meet with the County to identify protocols under the current program (completed)
- Transition the program from the County to STA, including voucher distributions; agreements/memoranda of understanding between the County, STA, transit operators and taxi providers; invoice reconciliation; handling complaints
- Administer the program with possible minor enhancements to improve efficiencies until new program model is adopted
- Analyze three different program models with the objective of ensuring long-term program sustainability and ensuring access to wheelchair users
- Select and develop a new program model

- Develop a job description and help train new STA employee to oversee management of the program
- Secure STA Board approval for new program model
- Adopt steps to implement new program model
- Develop and implement solicitation process if model requires new vendor

It is anticipated that the transition of the program from the County to STA will occur during the month of February 2015. The program in its current form will be administered by Nelson\Nygaard with assistance from NWC Partners (Mary Pryor) until a new model has been analyzed and approved by the Board, which is expected to occur by mid-2015. Implementation of the new program and training of the STA Project Manager responsible for program oversight will be completed before the end of Fiscal Year 2014-15.

**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:**

Approve the following:

1. Authorize the Executive Director to amend the Memorandum of Understanding (MOU) with the Solano Transportation Authority (STA), the five local transit agencies, and Solano County for the Countywide taxi-based intercity paratransit service;
2. Authorize the Executive Director to enter into an agreement with the Taxi Providers as part of the transition from Solano County to STA; and
3. Authorize the Executive Director to enter into an agreement with the City of Fairfield to pass through to STA the \$200,000 of Federal Transit Administration (FTA) New Freedom Funds awarded to the Solano County Intercity Taxi Scrip Program/Paratransit Program.



DATE: January 29, 2015  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Solano Comprehensive Transportation Plan (CTP) Update - Public Outreach

---

**Background:**

The Solano Comprehensive Transportation Plan (CTP) is one of the foundational documents for STA, provides the basis for STA's funding of projects and programs priorities and for input to the Metropolitan Transportation Commission (MTC) /Association of Bay Area Government (ABAG)'s Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) for the 9-county Bay Area). The current SCS was adopted in 2013, and is known as Plan Bay Area. The current Solano CTP was adopted ten years ago in 2005 and needs to be updated prior to the next RTP/SCS being developed in 2017.

The Solano CTP consists of three primary elements: Active Transportation; Arterials Highways and Freeways; and, Transit and Ridesharing. There are additional supporting chapters, such as the Introduction, Past Achievements and Land Use.

In 2008 and 2009, the STA Board adopted preliminary Goals for the Solano CTP and requested and received a comprehensive project list from the eight (8) STA member agencies. The Goals and project list have been used by STA staff to identify key projects for inclusion in the 2009 Regional Transportation Plan and 2013 SCS. In 2011 and 2012, STA's planning efforts were focused on MTC/ABAG's SCS process.

In 2012 and 2013, STA updated the Countywide Bicycle and Pedestrian Plans, the Safe Routes to Schools Plan, and adopted first-time Safe Routes to Transit and Alternative Fuels plans. Each of these plans were developed or updated with the assistance of locally-based citizen or citizen- and staff-based advisory committees, making it a grass-roots effort with extensive local input. In early 2014, these plans were combined together into the first Solano CTP Element: the Active Transportation Element (adopted on April 9, 2014).

With the recent release of the Solano Pothole Report at the end of 2014, the completion of the first phase of the Solano Intercity Transit Corridor Study, and the Mobility Management Plan the two remaining Solano CTP Elements (Arterials, Highways and Freeways, and Transit and Ridesharing) are now ready to move forward towards adoption. However, neither CTP Element has the sort of public engagement or advisory committee structure as exists for the components of the Active Transportation Element. Concurrently, MTC has extensive public outreach requirements for 2017 update of Plan Bay Area that can be met by a Solano CTP outreach program.

For these reasons, STA staff is proposing a CTP public outreach program as discussed below.

**Discussion:**

STA staff is proposing a two-phased public outreach program, with efforts to contact both traditional groups (such as City Council/Planning Commissions and service clubs) with traditional and new media. STA staff will make at least one presentation in each of the 7 cities, but has a goal of two or more. Presentations will occur both during the work day and evening hours in order to maximize the cross section of the public that can participate.

**Phase 1 – “What are Your Transportation Priorities?”** The first phase will request input on the priority of transportation issues faced by members of the Solano community, and ideas they have for addressing those issues. While some of this will include a description of constraints faced by STA and its member agencies (such as funding availability and rules, existing commitments and regional plans), the main purpose of this phase is to elicit input from the public. This will include initial meeting with staff from all seven cities and the County to review each community’s priority projects. Existing resources, such as the ridership surveys taken for intercity transit uses in the past several years will be a part of the public input, as will recent discussion of the Intercity Transit Corridor Study.

At a recent presentation in Rio Vista, STA staff was advised to “spend few hours in front of the local market.” STA will do this, and look for similar community focal spots in other cities during this phase. This may also be the most appropriate time to make presentations to Policy Board and Planning Commissions. Finally, STA will use new media and existing interest groups to attempt to identify community members who want to become and remain engaged in the Solano CTP update.

**Phase 2 – “Here is What We Heard”** STA staff will develop a matrix of comments received and how they are addressed, similar to the format used in soliciting, organizing and responding to comments to Environmental Impact Reports. Staff will also develop the draft Arterials Highways and Freeways and Transit and Ridesharing Elements. Then, during the second round of public input, STA staff will go back to the community - sometimes to the same groups contacted before, and sometimes to new groups - to present the two draft Elements, and to show where public comments were incorporated into policies and project prioritization.

The final Elements will be provided to the STA Board following the completion of the two phases of public outreach, depending upon the level of public participation and the number of comments received. This is targeted for the September/October 2015 STA Board meeting. Once the two Elements are adopted, STA staff will develop a final Solano CTP that integrates all of the chapters and elements into a single document.

At their meetings of January 26 and 27, 2015, the Solano Express Intercity Transit Consortium and the STA TAC discussed the outreach plan. Both committees recommended to the STA Board that staff proceed with the plan as presented.

**Fiscal Impact:**

Unknown. Staff is developing specific proposals for on-line activities to receive community input, as well as potential traditional media outreach.

**Recommendation:**

Approve the following:

1. The Solano CTP public outreach campaign as outlined above; and

2. Request MTC to enable STA to coordinate Solano CTP outreach with MTC's Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS).

## Memorandum

DATE: December 19, 2014

TO: Interested Stakeholders

FROM: Strategic Growth Council

RE: Summary of Proposed Revisions and Updates to the 2014-15 SGC Affordable Housing and Sustainable Communities Program Guidelines

---

Thank you for your robust feedback on the SGC Affordable Housing and Sustainable Communities Program. Comments from hundreds of diverse stakeholders have provided valuable information to inform the guidelines for this new interdisciplinary program. Due to the volume and quality of the comments we received, the Council decided to reschedule the December 2014 SGC meeting to January 20, 2015 in order to allow more time to incorporate and consider revisions to the 2014-15 program guidelines.

The intent of this memo is to share proposed revisions based on feedback, and to provide an update on two key issues not addressed in the September 23, 2014 Preliminary Draft Guidelines: 1) California Air Resources Board Guidance on Greenhouse Gas Reduction Quantification, and 2) the role of Metropolitan Planning Organizations. The pages following this memo provide more information on the areas mentioned above.

SGC is not holding a formal comment period following the release of this memo. We respectfully request that any comments submitted informally focus on the proposed revisions and updates. Comments may be sent to: [ahsc@sgc.ca.gov](mailto:ahsc@sgc.ca.gov).

We anticipate the following timeframes for the 2014-15 AHSC Program:

January 9, 2015	Public Posting of Draft Final Guidelines
January 20, 2015	Final Draft Guidelines to Council for Approval
Late January 2015	Funding Solicitation and Application Released
Mid-February 2015	Concept Applications Due
Mid-April 2015	Full Applications Due
June 2015	Recommended Awards Announced for Council Approval

Again, thank you for your participation and interest in this process, and for your patience as we continue to refine the guidelines to reflect the goals and objectives of this exciting, dynamic program.

## Staff Recommended List of Proposed Revisions to the Affordable Housing and Sustainable Communities Program Guidelines

Note: All revisions below are preliminary, in progress, and will be evaluated for their cumulative impact on Program goals and requirements prior to incorporation in the final draft Program Guidelines for Strategic Growth Council review and approval.

Issue Description	Guideline Reference	Current Requirement	Proposed Revision
Allowable Modes of Transit	Page 10 §102(a)(3) & (b)(4)	<p><u>TOD</u> Project Areas must: Be served by at least one (1) Qualifying Transit Station meeting the criteria of a Major Transit Stop with service by at least one of the following modes of Publicly-Sponsored Transit: (A) High Speed Rail, (B) Commuter Rail, (C) Light Rail, (D) Bus Rapid Transit, (E) Express Bus</p> <p><u>ICP</u> Project Areas must: Be Served by at least one (1) of the following modes of Publicly-Sponsored Transit: (A) High Speed Rail, (B) Commuter or Light Rail, (C) Bus Rapid Transit, (D) Bus with a qualifying Major Transit Stop, (E) Vanpool/Shuttle</p>	Add Intercity Rail to list of applicable modes of transit
Minimum Unit Requirements	Page 11 §103(a)(1)(D)(i)	A Housing Development must: (j) consist of new construction, Substantial Rehabilitation of residential dwelling units, the conversion of one or more nonresidential structures to residential dwelling units, or preservation of at-risk affordable housing with a total of not less than 100 such units in a Metropolitan Area, or 50 such units in a Non-Metropolitan Area.	Removal of the minimum unit requirements (metro and non-metropolitan areas) for housing developments.
Minimum Density Requirements	Page 12 §103(a)(1)(D)(iv)	A Housing Development must: (iv) have a minimum Net Density, upon completion of the Housing Development, not less than that shown on the following table:	Proposed revision to Program Guidelines will include lowering of the minimum base density requirements to reflect “default density standards” deemed appropriate to accommodate housing for lower-income households in State housing element law as follows:

Affordable Housing and Sustainable Communities Program  
Summary of Staff Proposed Revisions to Draft 2014-15 Guidelines and Updates

		<b>Location</b>	<b>Density</b>	<b>FAR</b>													
		Large City Downtown	60 u/a	>3.0	<table border="1"> <thead> <tr> <th><b>Location</b></th> <th><b>Density</b></th> <th><b>FAR</b></th> </tr> </thead> <tbody> <tr> <td>Urban</td> <td>30 u/a</td> <td>&gt;2.0</td> </tr> <tr> <td>Suburban</td> <td>20 u/a</td> <td>&gt;1.5</td> </tr> <tr> <td>Rural</td> <td>15 u/a</td> <td>&gt;1.0</td> </tr> </tbody> </table> <p>Additional information on definitions of Urban, Suburban and Rural are available on HCD's website at - <a href="http://www.hcd.ca.gov/hpd/Default_2010census_update.pdf">http://www.hcd.ca.gov/hpd/Default_2010census_update.pdf</a></p>	<b>Location</b>	<b>Density</b>	<b>FAR</b>	Urban	30 u/a	>2.0	Suburban	20 u/a	>1.5	Rural	15 u/a	>1.0
<b>Location</b>	<b>Density</b>	<b>FAR</b>															
Urban	30 u/a	>2.0															
Suburban	20 u/a	>1.5															
Rural	15 u/a	>1.0															
		Urban Center	40 u/a	>2.0													
		All other Areas	20 u/a	>1.0													
Funds of Program Operations	Page 14 §103(b)	Eligible costs for Program uses include start-up costs associated with program creation, expansion of existing programs to serve new populations or offer new program service and implementation. Eligible Costs do not include ongoing operational costs.			Allow ongoing operational costs for up to three years as an eligible cost.												
Maximum Awards Developer	Page 20 §104(c)	A single developer may receive no more than \$15 million per Notice of Funding Available (NOFA) funding cycle.			The \$15 million maximum for a single developer may be waived, if necessary, to meet statutory affordable housing and Disadvantaged Community set asides.												
Cap on Requested Funds for Program Activities	Page 20 §104(f)(2)	The total grant amount for Program Uses within a Project Area shall not exceed 10 percent of the funding request for the overall Project.			Increase cap on grant funds for program uses to 30 percent of total award but not to exceed \$500,000.												
Match Requirements	Page 21 §104(g)	The total transportation or transit-related and/or green infrastructure grant amount shall not exceed fifty (50) percent of the total Capital Use Project budget.			Remove 50 percent match requirement for transit-related and/or green infrastructure-related capital use activities. Applications will be scored based on funds leveraged.												
Required Applicants	Page 22 §105(a)(1)(A)	A Public Agency that has jurisdiction over the Project Area is a required applicant, either by itself or jointly with any of the following entities as co-applicant(s): joint powers authority, where the authority encompasses the activities necessary to comply with the requirements of the Program, public housing authority, transit agency and/or operator, school district, facilities district, or any other special district or			A Public Agency with jurisdiction over the Project Area will not be a required co-applicant except where a Public Agency has an interest or stake in the proposed Project. For example, cases involving right-of-way or publicly-owned land, the application will be required to either include the Public Agency as a co-applicant or otherwise include a commitment to enter into a contractual agreement regarding the proposed project if it is awarded funds.												

December 19, 2014  
Affordable Housing and Sustainable Communities Program  
Summary of Staff Proposed Revisions to Draft 2014-15 Guidelines and Updates

		political subdivision of the State of California, corporation, limited liability company, limited partnership, general partnership, business trust, or joint venture.	
No Net Loss of Affordable Housing Units	Page 27 §106(a)(11)(D)	If the application involves the demolition or rehabilitation of existing units affordable to lower income households, the Housing Development must include units with equal or greater affordability, equal to or greater than the number of the existing affordable units, except in cases where the rehabilitated units provide amenities such as bathrooms and kitchens not present in existing units in which case, the reduction may not result in more than twenty five (25) percent fewer units upon project completion.	Requirements of this section will be applicable to all capital projects, not just Housing Development and Housing-Related Infrastructure projects.
Anti-Displacement Strategies	Page 49-50 §107(o)	For projects located within or benefitting a Disadvantaged Community XX points will be provided for demonstration of policies, strategies and programs designed to avoid displacement of low-income residents and businesses of the Project Area and community.	Requirements for this section will apply to all projects.
Disadvantaged Community Requirements	Page 23 §106(b)	If requesting Program Funds to meet the requirements of Section 105(b)(9)(A) to benefit a Disadvantaged Community, the Applicant must evaluate the following criteria detailed in Table 6 to demonstrate how the Project provides benefit to a Disadvantaged Community or Communities pursuant to Interim Guidance approved and revised pursuant to ARB on September 18, 2014.	Program Guidelines will include the most recent guidance available from California Air Resources Board on Investments to Benefit Disadvantaged Communities per SB 535 and information on the top 25 percent of census tracts per CalEnviroScreen as determined by the California Environmental Protection Agency at the time of the NOFA release
Role of Metropolitan Planning Organizations and Other Regional Agencies pursuant to SB 862	Page 22; §105 (b) (3) and Page 25 Chart 1	Page 22: The intent of the concept proposal process is three-fold: 1) coordinate with MPOs on SCS implementation; 2) focus expenditures of local resources on the most competitive applications given limited Program funding; and 3) provide targeted	Section 105(b) will revised to include information on the MPO/Regional Entity role in the application review process as follows: -Concept applications for the respective region will be provided to each MPO

		<p>technical assistance to potential applicants, with a priority to Disadvantaged Community applicants.</p> <p>Page 25: Note accompanying Chart 1: AHSC Program Application Submittal Process: The Council is soliciting input and advice from MPOs and other regional agencies and developing a framework for thorough, meaningful consultation with these institutions throughout project proposal evaluation. It is expected that these institutions will provide insight and recommendations to support effective implementation of the Program.</p>	<p>-MPO may review concept applications for projects and inform the SGC of their view of the project’s support of the implementation of the applicable SCS.</p> <p>-Upon receipt of full applications, each MPO will be provided copies of applications for their respective region for their review</p> <p>- If they choose, MPOs may provide project recommendations for SGC consideration for their respective region.</p> <p>All MPO recommendations are advisory only.</p> <p>Note: MPO participation in this process is voluntary and not subject to reimbursement.</p>
<p>Definition of Public Agency</p>	<p>Page 73 Appendix A (kkk)</p>	<p>"Public Agency" means a California city, county, city and county, council of governments, transit agency, redevelopment successor agencies, or a joint powers authority comprised of any of the preceding.</p>	<p>Councils of governments were erroneously included in the definition of "Public Agency" as it pertains to eligible applicants to the AHSC Program. Councils of government are not eligible applicants for the AHSC Program.</p>

## **Update on California Air Resources Board Interim Guidance on Greenhouse Gas Reduction Quantification**

The California Air Resources Board (ARB) is responsible for providing guidance to estimate greenhouse gas (GHG) emissions reductions from all projects funded by the Greenhouse Gas Reduction Fund. As part of this responsibility, ARB staff is developing interim guidance for Affordable Housing and Sustainable Communities (AHSC) grant applicants to estimate the potential GHG emissions reductions attributable to AHSC project proposals for the first year of the Strategic Growth Council's AHSC program. Additional detail about the interim guidance will be available with the Final Draft Program Guidelines to be released on January 9, 2015.

ARB's interim guidance will employ currently available tools and methodologies to estimate the changes in vehicle miles traveled (VMT) and VMT-related GHG emissions reductions based on the proposed AHSC project's land use and transportation characteristics. Using the interim guidance, the applicant will estimate VMT-related GHG emissions reductions for a proposed project measured against an initial case. The initial case represents the GHG emissions that would have occurred prior to implementing any VMT-reducing project features or reduction measures.

ARB's interim guidance will use components of the California Emissions Estimator Model (CalEEMod)<sup>1</sup>, a land use emissions calculator tool designed to quantify GHG emissions and criteria air pollutants associated with land use development projects. The interim guidance will focus on the operational and mitigation components of CalEEMod to address VMT and VMT-related GHG emissions for proposed projects.

For projects that serve a larger area or population outside of a defined project site, or contain features not included in CalEEMod, the interim guidance will rely on methodologies to quantify VMT reductions originally developed for Congestion Mitigation and Air Quality Improvement (CMAQ) projects. Examples of these types of projects include transit lines, bicycle paths, and vanpools. These methods are detailed in the document "[Methods to Find the Cost-Effectiveness of Funding Air Quality Projects](#)"<sup>2</sup> published by ARB and Caltrans. The interim guidance will provide applicants with directions on how to use the VMT quantification methodologies in the CMAQ guidance document, combined with GHG emission factors.

Evaluating a project's GHG emissions reductions may require the use of the CalEEMod or CMAQ methodology individually, or in combination, depending on the specific features of the proposed project. To estimate GHG emissions reductions from changes in VMT, both CalEEMod and CMAQ use on-road vehicle GHG emission factors from ARB's Mobile-Source Emission Factor model (EMFAC2011).

ARB staff will be available to answer applicant questions and provide technical assistance in using the quantification methodology for Transit Oriented Development and Integrated Connectivity Project applications. In addition, ARB staff will review the quantification portions of the project applications to ensure that the tools and methodologies defined by the interim guidance were properly applied in the applicant's estimate of the GHG emissions reductions for the project.

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<sup>1</sup><http://www.caleemod.com/>

<sup>2</sup>[http://www.arb.ca.gov/planning/tsaq/eval/mv\\_fees\\_cost-effectiveness\\_methods\\_may05.doc](http://www.arb.ca.gov/planning/tsaq/eval/mv_fees_cost-effectiveness_methods_may05.doc)

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DATE: January 29, 2015  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Cap and Trade Program Project Support - Fairfield/Vacaville Train Station

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**Background:**

The State of California has identified reduction of the emission of Greenhouse Gases (GHGs) as a major policy focus, and has approved legislation such as Assembly Bill (AB) 32 and Senate Bills (SB) 375 (regional transportation plans) and SB 753 (environmental thresholds of significance) to help achieve GHG emission reductions. One of the programs that is an outgrowth of this effort - the Cap and Trade Program - was introduced with draft funding regulations in 2014.

State legislation assigned the primary responsibility for allocating Cap and Trade funds related to land use and transit projects to the state Strategic Growth Council (SGC). The SGC released draft guidelines for the Affordable Housing and Sustainable Communities (AHSC) program on September 23, 2014. STA submitted a comment letter on October 31, 2014. STA's letter was similar to those of most other Bay Area Congestion Management Agencies and that of MTC.

On December 19, 2014, the SGC released a memo summarizing changes to the AHSC program guidelines (Attachment A). Several of these changes were in response to comments received from agencies such as STA and MTC. Final AHSC regulations are scheduled to be adopted on January 20, 2015.

**Discussion:**

In accordance with direction from the STA Board, STA will work with local project sponsors to identify the best possible candidates for AHSC funds. Because the first round of funding is relatively small with only \$130 million available statewide, and the competition is expected to be intense, it may be difficult for Solano projects (and other suburban and rural counties) to meet all of the AHSC criteria. For example, AHSC projects must a) reduce GHG emissions (based on a state formula that has yet to be released), and b) provide for new affordable housing units at a specified minimum density. For Solano jurisdictions with a population of over 100,000, the minimum density is 30 dwelling units per acre, with a floor: area ratio of 2.0 or above. These are standards more easily met in core urban areas than in even the densest portions of suburban communities such as those found in Solano County.

STA staff does not believe that there are any Solano County projects that would be competitive for the AHSC - Transit Oriented Development program at this time. However, staff has identified one Solano County project that could be competitive for the AHSC - Integrated Connectivity Project (ICP) fund category, this is for elements of the Fairfield-Vacaville Train Station Project. Therefore, STA staff is recommending that the STA Board formally support this Project as the AHSC countywide priority. Currently, STA staff is

working with the City of Fairfield to flesh out the details of a possible application. A preliminary application is due to the SGC in February. Those projects deemed worthy will be asked to prepare detailed applications, due in May.

At its meeting of January 28, 2015, the STA TAC discussed supporting the Fairfield-Vacaville Train Station Project for AHSC - ICP funding, and voted to forward a recommendation to the STA Board to support the Fairfield-Vacaville Train Station as the priority project in the county for the State Cap and Trade Affordable Housing and Sustainable Communities program for 2015.

**Fiscal Impact:**

None at this time.

**Recommendation:**

Designate the Fairfield-Vacaville Train Station as the priority project in the county for the State Cap and Trade Affordable Housing and Sustainable Communities program for 2015.

Attachment:

- A. AHSC Guideline Memo dated December 19, 2014

## Memorandum

DATE: December 19, 2014

TO: Interested Stakeholders

FROM: Strategic Growth Council

RE: Summary of Proposed Revisions and Updates to the 2014-15 SGC Affordable Housing and Sustainable Communities Program Guidelines

---

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SGC is not holding a formal comment period following the release of this memo. We respectfully request that any comments submitted informally focus on the proposed revisions and updates. Comments may be sent to: [ahsc@sgc.ca.gov](mailto:ahsc@sgc.ca.gov).

We anticipate the following timeframes for the 2014-15 AHSC Program:

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## Staff Recommended List of Proposed Revisions to the Affordable Housing and Sustainable Communities Program Guidelines

Note: All revisions below are preliminary, in progress, and will be evaluated for their cumulative impact on Program goals and requirements prior to incorporation in the final draft Program Guidelines for Strategic Growth Council review and approval.

Issue Description	Guideline Reference	Current Requirement	Proposed Revision
Allowable Modes of Transit	Page 10 §102(a)(3) & (b)(4)	<p><u>TOD</u> Project Areas must: Be served by at least one (1) Qualifying Transit Station meeting the criteria of a Major Transit Stop with service by at least one of the following modes of Publicly-Sponsored Transit: (A) High Speed Rail, (B) Commuter Rail, (C) Light Rail, (D) Bus Rapid Transit, (E) Express Bus</p> <p><u>ICP</u> Project Areas must: Be Served by at least one (1) of the following modes of Publicly-Sponsored Transit: (A) High Speed Rail, (B) Commuter or Light Rail, (C) Bus Rapid Transit, (D) Bus with a qualifying Major Transit Stop, (E) Vanpool/Shuttle</p>	Add Intercity Rail to list of applicable modes of transit
Minimum Unit Requirements	Page 11 §103(a)(1)(D)(i)	A Housing Development must: (j) consist of new construction, Substantial Rehabilitation of residential dwelling units, the conversion of one or more nonresidential structures to residential dwelling units, or preservation of at-risk affordable housing with a total of not less than 100 such units in a Metropolitan Area, or 50 such units in a Non-Metropolitan Area.	Removal of the minimum unit requirements (metro and non-metropolitan areas) for housing developments.
Minimum Density Requirements	Page 12 §103(a)(1)(D)(iv)	A Housing Development must: (iv) have a minimum Net Density, upon completion of the Housing Development, not less than that shown on the following table:	Proposed revision to Program Guidelines will include lowering of the minimum base density requirements to reflect “default density standards” deemed appropriate to accommodate housing for lower-income households in State housing element law as follows:

Affordable Housing and Sustainable Communities Program  
Summary of Staff Proposed Revisions to Draft 2014-15 Guidelines and Updates

		<b>Location</b>	<b>Density</b>	<b>FAR</b>													
		Large City Downtown	60 u/a	>3.0	<table border="1"> <thead> <tr> <th><b>Location</b></th> <th><b>Density</b></th> <th><b>FAR</b></th> </tr> </thead> <tbody> <tr> <td>Urban</td> <td>30 u/a</td> <td>&gt;2.0</td> </tr> <tr> <td>Suburban</td> <td>20 u/a</td> <td>&gt;1.5</td> </tr> <tr> <td>Rural</td> <td>15 u/a</td> <td>&gt;1.0</td> </tr> </tbody> </table> <p>Additional information on definitions of Urban, Suburban and Rural are available on HCD's website at - <a href="http://www.hcd.ca.gov/hpd/Default_2010census_update.pdf">http://www.hcd.ca.gov/hpd/Default_2010census_update.pdf</a></p>	<b>Location</b>	<b>Density</b>	<b>FAR</b>	Urban	30 u/a	>2.0	Suburban	20 u/a	>1.5	Rural	15 u/a	>1.0
<b>Location</b>	<b>Density</b>	<b>FAR</b>															
Urban	30 u/a	>2.0															
Suburban	20 u/a	>1.5															
Rural	15 u/a	>1.0															
		Urban Center	40 u/a	>2.0													
		All other Areas	20 u/a	>1.0													
Funds of Program Operations	Page 14 §103(b)	Eligible costs for Program uses include start-up costs associated with program creation, expansion of existing programs to serve new populations or offer new program service and implementation. Eligible Costs do not include ongoing operational costs.			Allow ongoing operational costs for up to three years as an eligible cost.												
Maximum Awards Developer	Page 20 §104(c)	A single developer may receive no more than \$15 million per Notice of Funding Available (NOFA) funding cycle.			The \$15 million maximum for a single developer may be waived, if necessary, to meet statutory affordable housing and Disadvantaged Community set asides.												
Cap on Requested Funds for Program Activities	Page 20 §104(f)(2)	The total grant amount for Program Uses within a Project Area shall not exceed 10 percent of the funding request for the overall Project.			Increase cap on grant funds for program uses to 30 percent of total award but not to exceed \$500,000.												
Match Requirements	Page 21 §104(g)	The total transportation or transit-related and/or green infrastructure grant amount shall not exceed fifty (50) percent of the total Capital Use Project budget.			Remove 50 percent match requirement for transit-related and/or green infrastructure-related capital use activities. Applications will be scored based on funds leveraged.												
Required Applicants	Page 22 §105(a)(1)(A)	A Public Agency that has jurisdiction over the Project Area is a required applicant, either by itself or jointly with any of the following entities as co-applicant(s): joint powers authority, where the authority encompasses the activities necessary to comply with the requirements of the Program, public housing authority, transit agency and/or operator, school district, facilities district, or any other special district or			A Public Agency with jurisdiction over the Project Area will not be a required co-applicant except where a Public Agency has an interest or stake in the proposed Project. For example, cases involving right-of-way or publicly-owned land, the application will be required to either include the Public Agency as a co-applicant or otherwise include a commitment to enter into a contractual agreement regarding the proposed project if it is awarded funds.												

December 19, 2014  
Affordable Housing and Sustainable Communities Program  
Summary of Staff Proposed Revisions to Draft 2014-15 Guidelines and Updates

		political subdivision of the State of California, corporation, limited liability company, limited partnership, general partnership, business trust, or joint venture.	
No Net Loss of Affordable Housing Units	Page 27 §106(a)(11)(D)	If the application involves the demolition or rehabilitation of existing units affordable to lower income households, the Housing Development must include units with equal or greater affordability, equal to or greater than the number of the existing affordable units, except in cases where the rehabilitated units provide amenities such as bathrooms and kitchens not present in existing units in which case, the reduction may not result in more than twenty five (25) percent fewer units upon project completion.	Requirements of this section will be applicable to all capital projects, not just Housing Development and Housing-Related Infrastructure projects.
Anti-Displacement Strategies	Page 49-50 §107(o)	For projects located within or benefitting a Disadvantaged Community XX points will be provided for demonstration of policies, strategies and programs designed to avoid displacement of low-income residents and businesses of the Project Area and community.	Requirements for this section will apply to all projects.
Disadvantaged Community Requirements	Page 23 §106(b)	If requesting Program Funds to meet the requirements of Section 105(b)(9)(A) to benefit a Disadvantaged Community, the Applicant must evaluate the following criteria detailed in Table 6 to demonstrate how the Project provides benefit to a Disadvantaged Community or Communities pursuant to Interim Guidance approved and revised pursuant to ARB on September 18, 2014.	Program Guidelines will include the most recent guidance available from California Air Resources Board on Investments to Benefit Disadvantaged Communities per SB 535 and information on the top 25 percent of census tracts per CalEnviroScreen as determined by the California Environmental Protection Agency at the time of the NOFA release
Role of Metropolitan Planning Organizations and Other Regional Agencies pursuant to SB 862	Page 22; §105 (b) (3) and Page 25 Chart 1	Page 22: The intent of the concept proposal process is three-fold: 1) coordinate with MPOs on SCS implementation; 2) focus expenditures of local resources on the most competitive applications given limited Program funding; and 3) provide targeted	Section 105(b) will revised to include information on the MPO/Regional Entity role in the application review process as follows: -Concept applications for the respective region will be provided to each MPO

		<p>technical assistance to potential applicants, with a priority to Disadvantaged Community applicants.</p> <p>Page 25: Note accompanying Chart 1: AHSC Program Application Submittal Process: The Council is soliciting input and advice from MPOs and other regional agencies and developing a framework for thorough, meaningful consultation with these institutions throughout project proposal evaluation. It is expected that these institutions will provide insight and recommendations to support effective implementation of the Program.</p>	<p>-MPO may review concept applications for projects and inform the SGC of their view of the project’s support of the implementation of the applicable SCS.</p> <p>-Upon receipt of full applications, each MPO will be provided copies of applications for their respective region for their review</p> <p>- If they choose, MPOs may provide project recommendations for SGC consideration for their respective region.</p> <p>All MPO recommendations are advisory only.</p> <p>Note: MPO participation in this process is voluntary and not subject to reimbursement.</p>
<p>Definition of Public Agency</p>	<p>Page 73 Appendix A (kkk)</p>	<p>"Public Agency" means a California city, county, city and county, council of governments, transit agency, redevelopment successor agencies, or a joint powers authority comprised of any of the preceding.</p>	<p>Councils of governments were erroneously included in the definition of "Public Agency" as it pertains to eligible applicants to the AHSC Program. Councils of government are not eligible applicants for the AHSC Program.</p>

## **Update on California Air Resources Board Interim Guidance on Greenhouse Gas Reduction Quantification**

The California Air Resources Board (ARB) is responsible for providing guidance to estimate greenhouse gas (GHG) emissions reductions from all projects funded by the Greenhouse Gas Reduction Fund. As part of this responsibility, ARB staff is developing interim guidance for Affordable Housing and Sustainable Communities (AHSC) grant applicants to estimate the potential GHG emissions reductions attributable to AHSC project proposals for the first year of the Strategic Growth Council's AHSC program. Additional detail about the interim guidance will be available with the Final Draft Program Guidelines to be released on January 9, 2015.

ARB's interim guidance will employ currently available tools and methodologies to estimate the changes in vehicle miles traveled (VMT) and VMT-related GHG emissions reductions based on the proposed AHSC project's land use and transportation characteristics. Using the interim guidance, the applicant will estimate VMT-related GHG emissions reductions for a proposed project measured against an initial case. The initial case represents the GHG emissions that would have occurred prior to implementing any VMT-reducing project features or reduction measures.

ARB's interim guidance will use components of the California Emissions Estimator Model (CalEEMod)<sup>1</sup>, a land use emissions calculator tool designed to quantify GHG emissions and criteria air pollutants associated with land use development projects. The interim guidance will focus on the operational and mitigation components of CalEEMod to address VMT and VMT-related GHG emissions for proposed projects.

For projects that serve a larger area or population outside of a defined project site, or contain features not included in CalEEMod, the interim guidance will rely on methodologies to quantify VMT reductions originally developed for Congestion Mitigation and Air Quality Improvement (CMAQ) projects. Examples of these types of projects include transit lines, bicycle paths, and vanpools. These methods are detailed in the document "[Methods to Find the Cost-Effectiveness of Funding Air Quality Projects](#)"<sup>2</sup> published by ARB and Caltrans. The interim guidance will provide applicants with directions on how to use the VMT quantification methodologies in the CMAQ guidance document, combined with GHG emission factors.

Evaluating a project's GHG emissions reductions may require the use of the CalEEMod or CMAQ methodology individually, or in combination, depending on the specific features of the proposed project. To estimate GHG emissions reductions from changes in VMT, both CalEEMod and CMAQ use on-road vehicle GHG emission factors from ARB's Mobile-Source Emission Factor model (EMFAC2011).

ARB staff will be available to answer applicant questions and provide technical assistance in using the quantification methodology for Transit Oriented Development and Integrated Connectivity Project applications. In addition, ARB staff will review the quantification portions of the project applications to ensure that the tools and methodologies defined by the interim guidance were properly applied in the applicant's estimate of the GHG emissions reductions for the project.

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<sup>1</sup><http://www.caleemod.com/>

<sup>2</sup>[http://www.arb.ca.gov/planning/tsaq/eval/mv\\_fees\\_cost-effectiveness\\_methods\\_may05.doc](http://www.arb.ca.gov/planning/tsaq/eval/mv_fees_cost-effectiveness_methods_may05.doc)

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DATE: January 14, 2015  
 TO: STA Board  
 FROM: Kristina Holden, Transit Mobility Coordinator  
 RE: Consolidated Transportation Services Agency (CTSA) Advisory Committee –  
 Appointment of Three (3) Consortium Members

**Background**

Solano Transportation Authority (STA) was designated by the Metropolitan Transportation Commission (MTC) as a Consolidated Transportation Services Agency (CTSA) on October 1, 2014 for a three year timeframe. STA sought CTSA designation to pursue Mobility Management funding and identify and facilitate implementation of various Mobility Management Programs and Services to support Mobility for Solano County Seniors, People with Disabilities, and Low Income. CTSA Designation will enhance and expand Solano County’s ability to identify and obtain future federal, state, and Mobility Management at the regional level.

**Discussion:**

CTSAs are a mechanism for promoting the concept of mobility management. By law, CTSAs in the San Francisco Bay Area are designated by MTC to identify and consolidate all funding sources and maximize the services of public and private transportation providers within their geographic area. STA has been acting as a CTSA through the implementation of coordinated mobility management programs.

As part of the formation of the CTSA, the STA Board approved the formation of a CTSA Advisory Committee. Members from each of the following committees and agencies are specified along with the status of their appointments.

<b>Members from Committee and Agencies</b>	<b>Status</b>
Seniors and People with Disabilities Transportation Advisory Committee (1)	Pending
Paratransit Coordinating Council (1)	Ernest Rogers, Transit User
Lifeline Advisory Committee (1)	Richard Burnett, MTC PAC
SolanoExpress Intercity Transit Consortium (3)	Brian McLean, Vacaville City Coach Mona Babauta, SolTrans Nathan Atherstone, FAST
Solano County Department of Health and Social Services (1)	Stephen Betz, Assistant Director of Solano County Health and Social Services
Area Agency on Aging (1)	Meeting scheduled Feb.10th
STA Board Members (3)	STA Board Meeting Feb 11th

Currently, Board Members Batchelor, Price, Richardson, and Spring serve on the Seniors and People with Disabilities Transportation Advisory Committee. STA staff is asking the STA Board to elect three (3) STA Board members to serve on the CTSA Advisory Committee. Adding additional Board members would be at the discretion of the STA Board.

**Recommendation:**

Appoint three (3) STA Board Members to the CTSA Advisory Committee.

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DATE: January 16, 2015  
TO: STA Board  
FROM: Andrew Hart, Associate Planner  
RE: Active Transportation Program (ATP) Update - Discussion of Potential Candidate Projects

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**Background:**

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

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

Cycle 1 of ATP saw over 750 applications statewide with over \$1 billion of funding requested. The state funded 126 projects, totaling over \$350 million. Eighty-nine percent of these projects benefited disadvantaged communities. STA's Safe Routes to School application (\$388,000) was the only project from Solano County to receive statewide funding.

Cycle 1 also saw 127 applications submitted to MTC for the regional pot of funds. This total includes projects that received statewide funding. MTC funded 10 projects, totaling \$30.7 million. STA's SR2S applications were also scored to receive Regional ATP funds, but were already funded through the State ATP program. None of the MTC-funded projects were in Solano County.

**Discussion:**

It is anticipated that \$120M is available annually for Fiscal Years (FYs) 2016-17, 2017-18, and 2018-19 (total \$360M), and distributed via 3 funding programs:

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

The Metropolitan Transportation Commission (MTC) has chosen to make the regional Call for Projects concurrent with the statewide Call for Projects which is March 26, 2015. The deadline for both regional and statewide applications will be May 29, 2015.

Cycle 2 of ATP will differ in some minor ways from Cycle 1, including:

- The funding is eligible for all phases (environmental, design, and construction)
- No local match is required for any projects, though extra points may be awarded if match is available
- Disadvantaged Communities criteria are likely to change. A possible result is to stay consistent with the Disadvantaged Communities threshold used by Cap and Trade.

STA intends to work with potential local project sponsors over the next few months to identify those projects that appear to have the best possibility of qualifying for ATP funds, and supporting those agencies in their development of ATP applications. This will likely include additional SR2S projects, those located in or supporting Priority Development Areas and/or Priority Conservation Areas, and those located in designated areas of disadvantaged communities.

**Fiscal Impact:**

No impact to the STA Budget at this time.

**Recommendation:**

Informational.



DATE: February 2, 2015  
TO: STA Board  
FROM: Anthony Adams, Project Assistant  
RE: Project Delivery Update

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**Background:**

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, a Solano Project Delivery Working Group was formed, which assists in updating the STA's Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and reminds the TAC about project delivery deadlines.

The STA recently changed its project delivery policies to include a quarterly project delivery update. This update is intended to be a more comprehensive update including a breakdown of current projects by member agency and the current project status. A quarterly milestone report for Q1 Fiscal Year (FY) 2014-15 will be provided next month.

**Discussion:**

The final date to send a request for authorization to Caltrans for FY 2014-15 projects is February 28th. Project sponsors who are not able to make this date should request to have their projects pushed back to later fiscal years.

The City of Vallejo requested to move their construction phase obligation date for their SR2S project back to FY 2015-16, as they will not be able to obtain approval by the obligation deadline. Upon discussing with MTC, there are not funds in FY 2015-16, and they were moved to FY 2016-17 to accommodate this request. Project may be available for advancement if funds become available sooner.

A brief summary of projects for the current fiscal year and the next fiscal year can be found below.

There are a total of fourteen (14) projects within Solano County that are scheduled for obligation in **FY 2014-15**, either in PE, ROW, or CON phases.

- Seven (7) OBAG projects, including:
  - Three (3) Local Streets & Roads (LS&R) projects
  - Two (2) Safe Routes to School Projects (SR2S)
- Three (3) HSIP funded projects
- One (1) Active Transportation Program (ATP)
- One (1) RM2 funded project
- One (1) TDA funded project
- One (1) Caltrans funded project (Ramp Meters)

### Project Delivery Working Group (PDWG) Update

At the January PDWG meeting, our group hosted Sui Tan from MTC to present a training on the StreetSaver program. StreetSaver is the program that public works staff uses to track their roadway maintenance history and to get information on In light of the new P-TAP round, the 2014 Pavement Index Summary, and new programs such as Vital Signs, STA believed it was important that our member agencies had a refresher course on the StreetSaver program.

This training focused on the "decision tree" aspect of StreetSaver. The decision tree informs users what is the best type of treatment for a particular roadway condition, and estimates how much money a particular treatment will cost. In essence, the decision tree is the "brain" of the StreetSaver program. Understanding what inputs are required for the decision tree, and what outputs are provided, will help jurisdictions to have a better pavement management system.

### Inactive Obligations

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months. If a project has not been invoiced during the previous 6 months, it is placed on the Caltrans Inactive List. The inactive projects list previously had six (6) listings countywide, currently there are currently 11 inactive projects in the County of Solano on the Caltrans list.

Projects placed on the Inactive Projects list will have all of their funds made unavailable and those funds cannot be re-obligated to another project. It is important to close out projects whenever they are done, so that any remaining funds can be programmed to other projects in need of further funding. Please see Attachment A for Inactive Project list.

More information can be found on Caltrans Local Assistance website:  
<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

### **Fiscal Impact:**

None.

### **Recommendation:**

Informational.

Attachments:

- A. Inactive Projects List

Inactive Obligations  
Local, State Administered/Locally Funded and Rail Projects

Status	Agency/District Action Required	County	Agency	Description	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
Inactive	Invoice under review by Caltrans. Monitor for progress.	SOL	Vallejo	SACRAMENTO STREET OH IN THE CITY OF VALLEJO, SEISMIC RETROFIT - REPLACE BRIDGE	800,000.00	708,240.00	142,642.17	565,597.83
Inactive	Submit invoice to District by 02/20/2015	SOL	Solano Transportation Authority	WITHIN SOLANO COUNTY, PUBLIC TRANSPORTATION SYSTEM, SOLANO TRANSIT AMBASSADOR PROGRAM	282,391.00	250,000.00	0	250,000.00
Future	Submit invoice to District by 05/20/2015	SOL	Benicia	EAST SECOND STREET, BETWEEN LAKE HERMAN AND MILITARY., PAVEMENT REHABILITATION	582,217.00	495,000.00	0	495,000.00
Future	Final Invoice under review by Caltrans. Monitor for progress.	SOL	Benicia	AROUND R SEMPLE E.S., BENICIA MIDDLE S., M. TURNER E.S., SRTS IMPROVEMENTS, SIDEWALKS, BEACONS, CROSSWALKS	112,619.00	99,701.60	0	99,701.60
Future	Submit invoice to District by 05/20/2015	SOL	Suisun City	WALTERS RD. AND PINTAIL DRIVE INTERSECTION, NEW TRAFFIC SIGNAL, ADA RAMPS, PAVEMENT MARKINGS,	79,900.00	71,900.00	0	71,900.00
Future	Submit invoice to District by 05/20/2015	SOL	Suisun City	WALTERS RD: BETWEEN PETERSEN RD AND BELLA VISTA.; ROAD REHABILITATION	408,874.00	356,000.00	0	356,000.00
Future	Records indicate project is in Final Voucher. District to verify.	SOL	Vacaville	ULATIS CREEK FROM ULATIS DR TO LEISURE TOWN ROAD, CLASS 1 BIKE PATH	895,418.00	792,003.00	788,437.13	3,565.87
Future	Submit invoice to District by 05/20/2015	SOL	Caltrans	WB I-80 TO SR12 CONNECTOR, INTERCHANGE RECONSTRUCTION (TC)	52,215,503.00	999,962.00	0	999,962.00
Future	Submit invoice to District by 05/20/2015	SOL	Solano Transportation Authority	VARIOUS CITIES WITHIN SOLANO COUNTY, PLANNING ASSISTANCE - PDAS & PCAS	1,781,318.00	1,577,000.00	0	1,577,000.00
Future	Submit invoice to District by 05/20/2015	SOL	Solano Transportation Authority	VARIOUS LOCATIONS WITHIN SOLANO COUNTY, SAFE RTE TO SCHOOL PLANNING AND EDUCATION (TC)	1,256,000.00	1,256,000.00	0	1,256,000.00
Future	Submit invoice to District by 05/20/2015	SOL	Solano Transportation Authority	VARIOUS LOCAL AGENCIES WITHIN SOLANO COUNTY (NON-INFRASTRUCTURE), PRIORITY CONSERVATION AREAS PROGRAM	84,995.00	75,000.00	0	75,000.00

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DATE: January 29, 2015  
TO: STA Board  
FROM: Jayne Bauer, Marketing & Legislative Program Manager  
RE: SolanoExpress Marketing Plan Update

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**Background:**

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the SolanoExpress Intercity Transit program.

**SolanoExpress:**

With the assistance of Regional Measure 2 (RM2) Marketing funds from MTC, the STA Board authorized the launch of a comprehensive marketing program for the SolanoExpress services in FY 2012-13. STA staff has worked with Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) to develop and implement this program. The goals of the marketing effort for SolanoExpress intercity transit services in Fiscal Year (FY) 2012-13 were to:

1. Promote SolanoExpress services as positive alternatives to driving alone for commuting and other trip purposes
2. Increase awareness of SolanoExpress services
3. Increase ridership on SolanoExpress routes and the farebox recovery rate

**Discussion:**

A Project Team consisting of staff from STA, FAST and SolTrans guided the efforts of the FY 2012-13 SolanoExpress Marketing plan and campaign. The Team coordinated the activities with the consultant and brought updates to Consortium, TAC and STA Board meetings. A SolanoExpress Marketing Subcommittee of the STA Board reviewed and approved the marketing plan. Presentations were made to the STA Board and the SolTrans Board for comments and final approvals. A Scope of Work (Attachment A) outlines the tasks to be completed and products delivered by the consultant.

Additional work was scoped out for FY 2013-14 (design, production and installation of decals on 19 SolanoExpress FAST buses, additional local print ads, promotional items, and upgrade of the SolanoExpress website). An updated table of all the elements completed and in progress (Attachment B) is included for your information. Some items were not completed due to change in scope on other items.

An overview of audience statistics on the SolanoExpress website during the online/print marketing campaign showed an increase of web traffic by approximately fourfold at its peak.

STA staff is preparing for the FY 2014-15 marketing efforts for SolanoExpress, and has developed the following list to finalize and implement:

1. FAST bus decals
2. Include branding of SolanoExpress on SolTrans website (replacing Multi-Zone term) and printed bus schedules
3. Rider appreciation promotions (“Buy One Get One” free)
4. Door hanger promotion for Vine Express Route 21 (Napa to Fairfield/Suisun City) February 2014

Tasks to complete that have been paid for:

5. Installation of bus stop signs
6. Installation of bus schedule frames and schedules
7. SolanoExpress website update

STA staff will coordinate with staff of FAST and SolTrans on the elements of the FY 2014-15 SolanoExpress marketing campaign in order to formulate a plan and a budget going forward.

**Fiscal Impact:**

\$150,000 is available for marketing SolanoExpress in FY 2014-15. Funds come from State Transit Assistance Fund (STAF) dedicated by the STA.

**Recommendation:**

Informational.

Attachments:

- A. SolanoExpress Transit Marketing Scope of Work for FY 2012-13
- B. SolanoExpress Marketing Elements Update

## **Scope of Work**

### **SolanoExpress Transit Marketing Services FY 2012-13**

#### Marketing Objective

The objective of the SolanoExpress Marketing Program is to build upon the past marketing strategies and apply them specifically to promote seven intercity transit services as a system as well as individually:

- SolanoExpress SolTrans Rt. 78
- SolanoExpress SolTrans Rt. 80
- SolanoExpress SolTrans Rt. 85
- SolanoExpress FAST Rt. 20
- SolanoExpress FAST Rt. 30
- SolanoExpress FAST Rt. 40
- SolanoExpress FAST Rt. 90

An approved Marketing Plan will guide the implementation of the SolanoExpress Transit Marketing Campaign for FY 2012-13. In addition to the Plan, the final product will include the design, creation, media placement and printing of various marketing collateral as outlined:

#### Marketing Plan

Develop a marketing plan to include an ongoing campaign that incorporates a wide range of marketing strategies that will effectively promote, increase awareness and ridership, and implement branding of SolanoExpress services to key audiences:

- Existing core riders
- Existing occasional riders
- General public/non-riders

#### Marketing Collateral

Create and produce marketing products that may include the following:

- a) Ad placement for print publications/media
- b) Design/scripting/placement of internet ads
- c) Fare Incentive flyers and electronic media ads
- d) Outline of recommended SolanoExpress Website Updates
- e) Bus shelter posters
- f) SolanoExpress Decals for Bus Stop Signs
- g) Bus Stop Sign Schedules Frames
- h) Printed Brochures/Posters/Promotional Collateral
- i) Ads for internal and external bus placement

## SolanoExpress Marketing Campaign Elements

**Completed items:****I. Online (fall 2013)**

- Google Ad Network
  - 1,020,000 estimated impressions
- Facebook
  - 2,040,000 estimated impressions
- Pandora
  - 1,194,000 estimated impressions
- Bay Area Newsgroup Online
  - 350,500 estimated impressions
- TOTAL impressions 17,719,807
- TOTAL site visits 15,504

**II. Radio**

- KUIC
  - 430,200 impressions

**III. Print**

- *Benicia Herald*
  - ¼ page full-color ad
- *Vacaville Reporter*
  - ¼ page full-color ad
- *Vallejo Times Herald*
  - ¼ page full-color ad
- *UC Davis Aggie*
  - Campaign geared toward UC Davis students, faculty and staff
  - ¼ page full-color ad
- Direct Mail Incentive
  - Postcard mailed to approx. 12,000 households in target neighborhoods for free ride voucher (mailed to online registrants)
  - 67 FAST vouchers mailed
  - 72 SolTrans vouchers mailed
- Bus Tails
  - 23" x 23" displays mounted on FAST and SolTrans Express buses.

**IV. Initial redesign of Website****V. Transit Connections Brochure**

- Final product delivered September 2014

## **Remaining items:**

### **VI. Bus Schedules and Frames**

- Frames and schedule templates provided to FAST and SolTrans – installation of schedules and mounting of frames currently in progress

### **VII. Art Poster**

- Poster is currently undergoing final design – completion anticipated March 2015

### **VIII. Redesigned Web Site**

- Anticipated March 2015

### **IX. Bus Decals**

- FAST decals to apply to sides of bus

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DATE: January 29, 2015  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On December 10, 2014, the STA Board approved its 2015 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2015.

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

**Discussion:**

STA staff and state legislative advocates (Matt Robinson and Josh Shaw of Shaw/Yoder/Antwih, Inc.) met on January 20<sup>th</sup> with staff members of our four state legislators (Senator Lois Wolk, Assembly Member Jim Frazier, Assembly Member Susan Bonilla, and Assembly Member Bill Dodd). Staff provided an overview about STA and our priority transportation projects and funding concerns to lay the foundation for the STA Board to follow up with a meeting with each of the legislative members in their district offices.

The 2015-2016 state legislative has just begun, and a matrix of initial bills includes a short list of proposed legislation that staff and STA's lobbyist will monitor as bills begin going through committees. There are several bills relative to implementation of AB 32, the California Global Warming Solutions Act of 2006, which propose changes to compliance mechanisms, the scoping plan, exemptions and emission limits. Senate Bill (SB) 9 (Beall) was introduced to modify the purpose of the Greenhouse Gas Reduction Fund in the Transit and Intercity Rail Capital Program to make operational investments ineligible, replacing that with large capital improvements exceeding \$100 million. Since this modification would eliminate STA's potential projects from eligibility, staff will monitor developments of SB 9. The language of the bill (Attachment D) and a fact sheet (Attachment E) are included for your reference.

STA's federal legislative advocate (Susan Lent of Akin Gump) is working with STA staff to refine the STA's strategy objectives for advocacy with our federal legislators (Congressman John Garamendi, Congressman Mike Thompson, agency staff and Congressional committee members.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA Legislative Matrix
- D. Senate Bill 9 (Beall)
- E. Senate Bill 9 Fact Sheet

February 11, 2015

TO: Board of Directors, Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – February 2015**

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### ***Legislative Update***

On January 9, Governor Brown released his 2015-16 Proposed Budget, which includes approximately \$17 billion in transportation spending across all programs under the umbrella of the California State Transportation Agency, with approximately \$1.4 billion going to cities and counties. As part of his budget, the Governor alluded to the need to find additional transportation funding, particularly to address the state's funding shortfall in the State Highway Operations and Protection Program (SHOPP), estimated to be around \$59 billion. The Governor also acknowledged the need to continue to explore new funding sources, including a road usage charge and tolling. The Governor's Budget also proposes to streamline the highway relinquishment process to allow roads that serve a local or regional purpose to more easily be transferred to local agencies. We submitted a detailed overview of the Governor's Budget to the Authority last month.

**February 27 marks the final day to introduce bills for consideration in the first year of the 2015-16 Legislative Session.** The Legislature will break for Spring Recess on March 26.

### ***Cap and Trade***

The Governor's Budget proposes \$1 billion in Cap and Trade spending in 2015-16, with 60 percent of that funding earmarked for transportation programs, including the high-speed rail project. The Legislative Analyst's Office, in its review of the Governor's Budget, argues that the above estimate is far too low and that Cap and Trade revenues will likely be in excess of \$2 billion.

The guidelines for the **Affordable Housing and Sustainable Communities (AHSC) Program** were adopted by the Strategic Growth Council (Council) on January 20. The Council received \$130 million for the AHSC Program in FY 2014-15 (20 percent of all Cap and Trade revenues beginning in FY 2015-16). The Program will fund two specific project-types – Transit Oriented Development (TOD) Projects and Integrated Connectivity Projects – with applicants applying for funding in either program based on the project's proximity to high-quality transit service. Public agencies, including joint powers authorities, may apply for funding under the Program. TOD Projects must include an affordable housing development. Eligible capital uses under the AHSC Program include: affordable housing development; housing-related infrastructure; and transportation-related infrastructure. The Program has a disadvantaged community

benefit-target of 50 percent and no less than half of the funding in the Program must be spent on affordable housing.

The final guidelines for the **Transit and Intercity Rail Capital Program** were released on February 6 and CalSTA issued the call for projects shortly thereafter. This Program received \$20 million in 2014-15 (10 percent of all Cap and Trade revenues beginning in FY 2015-16) and will provide grants to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail system. Eligible projects under the TIRCP will be rail capital projects; intercity and commuter rail projects that increase service levels, improve reliability, and decrease travel times; rail integration implementation; and, bus rapid transit and other bus transit investments to increase ridership and reduce greenhouse gas emissions. The Program has a disadvantaged community benefit-target of 25 percent.

### ***Road Usage Charge and Tolling***

On January 23, the Road Charge Technical Advisory Committee held its first meeting since being formed by the CTC in December. The meeting consisted primarily of framing up roles and responsibilities moving forward. The Committee also heard program updates from Oregon and Washington. The next meeting will be held on February 26 in Sacramento.

As mentioned above, the Governor has included tolling as part of his budget, a proposal we expect will be modeled after the recommendations contained in the California Transportation Infrastructure Priorities report released by CalSTA last February. The Administration indicated the authorizing legislation, similar to last session's SB 983 (Hernandez), will be part of the budget process and included in a budget trailer bill. We anticipate that at least one member of the Legislature will introduce a separate bill on the subject.

### ***Bills of Interest***

#### **AB 4 (Linder) Vehicle Weight Fees**

This bill would prohibit vehicle weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund. This bill would sunset on January 1, 2020.

#### **SB 32 (Pavley) Extension of Global Warming Solutions Act of 2006 (AB 32)**

Under AB 32, ARB adopted a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and was authorized to adopt regulations to achieve the GHG reduction-target, including a market-based compliance mechanism (Cap and Trade). This bill would require ARB to approve a GHG limit equivalent to 80% below the 1990 level to be achieved by 2050 and would authorize the continued use of the regulatory process to ensure the target is met.

## M E M O R A N D U M

January 29, 2015

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

On January 14, 2014 Susan Lent attended the meeting of the Solano Transportation Authority (STA) Board and made a presentation regarding the outlook for surface transportation legislation and funding. She also discussed approaches for STA to communicate its priorities in Washington. During January we also followed activities and actions surrounding the organization of the new Congress and brought developments to the attention of STA staff.

**State of the Union**

The President delivered his State of the Union speech on January 20. He highlighted infrastructure growth as a pathway to job creation and indicated that his fiscal year 2016 budget, scheduled for release on February 2, would propose a multi-year authorization of surface transportation programs. President Obama urged Congress to support a broad infrastructure plan to construct roads and transit systems, modernize ports, replace bridges, and build faster trains and build-out the infrastructure to support high speed internet services.

The Obama Administration will continue to advocate for passage of *The Grow America Act*, which would authorize \$302 billion over four years for highways, bridges, rail and transit. The Administration proposed the same legislation as part of last year's budget request. Congress took no action on the proposal and enacted a short-term extension of *MAP-21* that will expire on May 31, 2015. At a January 28 hearing before the Senate Environment and Public Works Committee, Department of Transportation Secretary Anthony Foxx stated that the Administration would submit an improved version of the bill in the 2016 budget that will include provisions to speed infrastructure permitting, including concurrent project review, and incentivize private investment in infrastructure.

The White House also has proposed the creation of Qualified Public Infrastructure Bonds (QPIB), which would be used to finance airports, port, mass transit, solid waste disposal, sewer and water and other infrastructure projects. The bonds would not be subject to state volume caps, which currently limit the use of PABs to finance mostly short-term construction projects. Interest on the bonds would be exempt from the alternative minimum tax. While the President

did not discuss the new bond program in his address, additional information is expected to be released as part of the budget proposal.

### **Surface Transportation Reauthorization**

Republicans and Democrats have coalesced around their support for identifying funding for multiyear surface transportation legislation. The May expiration of the current reauthorization, gives Congress only a few months to enact a multi-year bill or another short-term extension.

Identifying a stable funding source is the greater impediment to enacting a multi-year bill. In January, declining gas prices led many lawmakers to state that increasing the gasoline tax should be considered as a means of increasing revenue to the Highway Trust Fund, including a few Republican Senators -- Chairman Inhofe, Commerce Committee Chairman John Thune, (SD) and Finance Committee Chairman Orin Hatch (UT). However, House Transportation and Infrastructure Committee Chairman Bill Shuster (PA) and Speaker John Boehner (R-OH) have said that a gas tax increase will not pass the House.

The Administration has suggested that funding for surface transportation could come from corporate tax reform, particularly repatriation of overseas profits. However, there is opposition to the proposal as repatriation would create a temporary windfall and not provide sustainable funding. House Republicans also have discussed tax reform as a means to fund infrastructure in addition to direct revenue from royalties from increased domestic energy production.

While some Members of Congress and the Administration have expressed support for using revenues generated from tax reform to fund transportation, it is highly unlikely that comprehensive reform can be enacted before the May 31 deadline. It is more likely that Congress will be forced to pass another short term extension of MAP-21.

On January 28, the Senate Environment and Public Works Committee heard testimony from Secretary Anthony Foxx and the Governors of Alabama (Robert Bentley), Connecticut (Dannel Malloy), Vermont (Peter Shumlin), and South Dakota (Dennis Daugaard) regarding the need for a multi-year bill. On January 29, the Senate Commerce Committee heard testimony from stakeholders on improving the freight network, including former Pennsylvania Governor Ed Rendell, representing Building American's Future, Union Pacific President Lance Fritz, Werner Enterprises General Counsel Jim Mullen, and Cabela's Chief Supply Chain Officer Douglas Means. The House T&I Committee will hold a hearing on February 3 on *How the Changing Energy Markets Will Affect U.S. Transportation*.

### **Regulatory Streamlining**

Bills have been introduced in both the House and Senate that are designed to speed the permitting for infrastructure projects. Representatives Tom Marino (D-PA) and Collin Peterson (D-MN) introduced *The Responsibly and Professionally Invigorating Development (“RAPID”) Act*, H.R. 348. The bill would expedite project approval by requiring federal agencies to work concurrently in evaluating environmental impacts of a project. The lead agency would be required to set deadlines and if an agency failed to act within the deadline, the permit, license or application would be deemed approved. Similar legislation passed the House in the 113<sup>th</sup> Congress. The House Judiciary Committee is planning to act on the bill early this year.

On February 28, Senators Rob Portman (R-OH) and Claire McCaskill (D-MO) introduced the *Federal Permitting Improvement Act*. The bill contains provisions similar to the RAPID Act to improve agency coordination and establish deadlines for permitting decisions. It also contains provisions to enhance transparency and encourage early public participation, and limit construction delays caused by litigation. The bill is limited to economically significant capital projects, defined as those with an initial investment of more than \$25 million. Senators Angus King (I-ME), Joe Manchin (D-WV), Roy Blunt (R-MO), Ron Johnson (R-WI) and Rand Paul (R-KY) cosponsored the bill.

### **DOT Safer People, Safer Streets Initiative**

On January 22, Secretary Foxx announced the *Mayor’s Challenge for Safer People and Safer Streets*, as part of DOT’s Safer People, Safer Streets initiative. As part of the program, a Mayor’s summit will be held on March 12 in Washington D.C. to discuss how to build upon or implement the challenge’s seven activity areas: 1) adopting a Complete Streets approach; 2) identifying and addressing barriers improve safety and convenience for all users; 3) gathering and tracking biking and pedestrian data; 4) adopting designs that are appropriate to the context of the street and its uses; 5) capturing opportunities to build on-road bike networks during routine resurfacing; 6) improving walking and biking safety laws and regulations; and 7) education and enforcement of proper road use behavior. DOT staff will assist attendees to identify new departmental resource that they can use to meet the goals of the challenge. DOT will hold a webinar on February 10.

### **Legislation Introduced**

Many bills have been introduced that are likely to be considered as part of consideration of the surface transportation reauthorization:

- *The Rebuild America Act, S. 268* (Sanders, I-VT) -- Authorizes \$1 trillion through fiscal year 2020 in funding for infrastructure projects, including targeted investments in roads,

bridges, transit, passenger and freight rail, water infrastructure, marine ports and inland waterways, national parks, broadband and the electric grid. The proposed funding includes \$735 billion to repair roads, bridges and transit systems, \$75 billion for inter-city passenger and freight rail, \$145 billion for water infrastructure, and \$15 billion to improve inland waterways and coastal harbors and shipping channels to improve goods movement. The legislation does not specify a funding source for the spending.

- *The Local Transportation Infrastructure Act*, S. 206 (Ayotte, R-NH) -- Reauthorizes the State infrastructure bank program.
- *The Partnership to Build America Act*, H.R. 413 (Delaney, D-MD and Fitzpatrick, R-PA) -- Establishes the American Infrastructure Fund (AIF) as a wholly-owned government corporation to provide bond guarantees and make loans to state and local governments and non-profit infrastructure providers for transportation, energy, water, communications, or educational facility infrastructure projects. The fund would be capitalized through the sale of \$50 billion in qualified infrastructure bonds (QIBs) to U.S. corporations repatriating foreign assets. Senators Michael Bennet (D-CO) and Roy Blunt (R-MO) are expected to introduce a companion bill.
- *The Gas Tax Replacement Act*, H.R. 309 (Huffman, D-CA) – Repeals the gas tax and establishes a carbon tax on highway fuels.
- *The 44 to 69 Act*, H.R. 301 (Farenthold, R-TX) -- Amends the Intermodal Surface Transportation Efficiency Act of 1991 to include Texas State Highway 44 from United States Route 59 at Freer, Texas, to Texas State Highway 358 as part of the high priority Lower Rio Grande Valley Corridor of the National Highway System in Texas.
- *The Transportation Investment Generating Economic Recovery for Cities Underfunded Because of Size (TIGER CUBs) Act*, H.R. 278 (Larsen, D-WA) – Creates a 20-percent setaside in the TIGER grants program for cities with populations with populations between 10,000 and 50,000. The bill was referred to the House Appropriations Committee.
- *The Commute Less Act*, H.R. 200 (Sires, D-NJ) -- Requires metropolitan planning organizations (MPOs) to engage in programs to expand employer-based commuter programs and requires MPO transportation improvement programs to include a list of projects identified in a commuter trip reduction plan to help achieve reduction goals.
- *The Bicycle and Pedestrian Infrastructure Improvement Act*, H.R. 199 (Sires, D-NJ) – Establishes a pilot program to make loans and loan guarantees to carry out bicycle and

pedestrian infrastructure projects. Corporations, public-private partnerships, joint ventures, trusts and state infrastructure financing authorities are eligible to receive the financing. The bill has 12 Democratic cosponsors.

- *The Multimodal Opportunities Via Enhanced (“MOVE”) Freight Act*, H.R. 198 (Sires, D-NJ) -- Redefines the "national freight network" as a network composed of highways, railways, navigable waterways, seaports, airports, freight intermodal connectors, and aerotropolis transportation systems most critical to the multimodal movement of freight and creates a competitive grant program for capital investment projects that improve the efficiency of the national transportation system to move freight. There are two Democratic cosponsors of the bill.
- *The Transportation for Heroes Act*, H.R. 127 (Green, D-TX) - Requires transit agencies to provide veterans with discounted fares limited to no more than 50% of the peak hour fare during non-peak hours for transportation using or involving a facility or equipment of a project financed by urbanized formula grants.

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**STA Bill Matrix  
as of Thursday, January 29, 2015**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2</a> <a href="#">Alejo D</a></p> <p>Community revitalization authority.</p>	<p>ASSEMBLY PRINT 12/2/2014 - From printer. May be heard in committee January 1.</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined by means of redevelopment projects financed by the issuance of bonds serviced by tax increment revenues derived from the project area. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved agencies and to fulfill the enforceable obligations of those agencies. Existing law also provides for various economic development programs that foster community sustainability and community and economic development initiatives throughout the state. This bill would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.</p>	
<p><a href="#">AB 4</a> <a href="#">Linder R</a></p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>ASSEMBLY TRANS. 1/16/2015 - Referred to Com. on TRANS.</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified. This bill, notwithstanding these provisions or any other law, until January 1, 2020, would prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.</p>	
<p><a href="#">AB 21</a> <a href="#">Perea D</a></p> <p>California Global Warming Solutions Act of 2006: emissions limit: scoping plan.</p>	<p>ASSEMBLY NAT. RES. 1/16/2015 - Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020. This bill would require the state board, no later than January 1, 2018, to recommend to the Governor and the Legislature a specific target of statewide emissions reductions for 2030 to be accomplished in a cost-effective manner. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 23</a> <a href="#">Patterson R</a></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>ASSEMBLY NAT. RES. 1/16/2015 - Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</p>	
<p><a href="#">AB 33</a> <a href="#">Quirk D</a></p> <p>California Global Warming Solutions Act of 2006: scoping plan.</p>	<p>ASSEMBLY NAT. RES. 1/22/2015 - Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020 equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The act requires the scoping plan to be updated at least once every 5 years. This bill, until January 1, 2020, would require, for purposes of advising the update of the next scoping plan, the state board to develop specified information by July 1, 2016. The bill would require the state board on or before January 1, 2017, to submit a report to the appropriate committees of the Legislature on the specified information. The bill would provide that the specified information is intended to assist in establishing state policy and does not change any statute, regulation, or regulatory decision.</p>	
<p><a href="#">AB 156</a> <a href="#">Perea D</a></p> <p>California Global Warming Solutions Act of 2006: investment plan.</p>	<p>ASSEMBLY PRINT 1/21/2015 - From printer. May be heard in committee February 20.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would require the department to include in the 3-year investment plan an allocation to provide technical assistance to disadvantaged communities to assist them in proposing specified projects for inclusion in the 3-year investment plan.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 194</a> <a href="#">Frazier D</a></p> <p>High-occupancy toll lanes.</p>	<p>ASSEMBLY PRINT 1/28/2015 - Read first time. To print.</p>	<p>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. 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, 2016, 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 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. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 1</a> <a href="#">Gaines R</a></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>SENATE E.Q. 1/15/2015 - Referred to Com. on E.Q.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open, public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism. The bill would require all participating categories of persons or entities to have a compliance obligation beginning January 1, 2025. This bill contains other related provisions.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 5</a> <a href="#">Vidak R</a></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>SENATE E.Q. 1/15/2015 - Referred to Com. on E.Q.</p>	<p>Existing law establishes minimum requirements for the issuance of a preliminary multiple or single subject teaching credential by the Commission on Teacher Credentialing. Among other requirements, existing law requires satisfactory completion of a program of professional preparation accredited by the Committee on Accreditation, but specifies that the program shall not include more than one year, or the equivalent of 1&amp;frac15 of a 5-year program, of professional preparation. This bill would instead provide that a program of professional preparation shall not include more than 2 years of full-time study of professional preparation. The bill would update cross-references and would make other technical, nonsubstantive changes.</p>	
<p><a href="#">SB 9</a> <a href="#">Beall D</a></p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</p>	<p>SENATE E.Q. 1/15/2015 - Referred to Coms. on E.Q. and T. &amp; H.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund. This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require the Transportation Agency to develop, by July 1, 2016, an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods, and would require the agency to adopt 5-year programs of projects consistent with those estimates. The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that allow an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds for eligible expenditures. This bill contains other existing laws.</p>	
<p><a href="#">SB 16</a> <a href="#">Beall D</a></p> <p>Department of Transportation.</p>	<p>SENATE RLS. 1/15/2015 - Referred to Com. on RLS.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. This bill would state the intent of the Legislature that the department identify savings from implementing efficiencies in its existing programs and direct those resources into expanded activities for road repair and litter cleanup.</p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 32</a> <a href="#">Pavley D</a>  California Global Warming Solutions Act of 2006: emissions limit.	SENATE E.Q. 1/15/2015 - Referred to Com. on E.Q.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. This bill would require the state board to approve a statewide greenhouse gas emission limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure long-term emissions reductions advance specified criteria.	
<a href="#">SB 39</a> <a href="#">Pavley D</a>  Vehicles: high-occupancy vehicle lanes.	SENATE T. & H. 1/15/2015 - Referred to Com. on T. & H.	Existing federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other existing laws.	
<a href="#">SB 64</a> <a href="#">Liu D</a>  California Transportation Plan.	SENATE T. & H. 1/15/2015 - Referred to Com. on T. & H.	Existing law requires various transportation planning activities by state and regional agencies. Existing law requires the Department of Transportation to prepare the California Transportation Plan and to update the plan by December 31, 2015, and every 5 years thereafter. Existing law specifies certain subject areas for the movement of people and freight to be considered in the plan. Existing law requires the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050 and identify the statewide integrated multimodal transportation system needed to achieve greenhouse gas emission reductions. Existing law requires the department to consult with and coordinate its planning activities with specified entities, including the California Transportation Commission, and to provide an opportunity for public input. Existing law authorizes the California Transportation Commission to present the results of its review and comment to the Legislature and the Governor. This bill would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 122</a> <a href="#">Jackson D</a></p> <p>California Environmental Quality Act: record of proceedings.</p>	<p>SENATE PRINT 1/16/2015 - From printer. May be acted upon on or after February 15.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions.</p>	

**SENATE BILL****No. 9**

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**Introduced by Senator Beall**December 1, 2014

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An act to amend Sections 75220, 75221, and 75222 of, and to add Sections 75223, 75224, and 75225 to, the Public Resources Code, relating to transportation.

## LEGISLATIVE COUNSEL'S DIGEST

SB 9, as introduced, Beall. Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.

Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund.

Existing law provides various sources of funding for transportation programs, including capital and operating funds for rail services, including intercity, commuter, and urban rail systems, including the Transit and Intercity Rail Capital Program which receives 10% of the annual proceeds of the Greenhouse Gas Reduction Fund as a continuous appropriation. Existing law provides that the purpose of the program is to fund capital improvements and operational investments to modernize California's rail systems to achieve certain policy objectives, including the reduction of greenhouse gas emissions and the expansion and integration of rail services. Existing law requires the Transportation Agency to administer the program, with grants to be awarded by the California Transportation Commission.

This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding

\$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require the Transportation Agency to develop, by July 1, 2016, an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods, and would require the agency to adopt 5-year programs of projects consistent with those estimates. The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that allow an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds for eligible expenditures.

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 75220 of the Public Resources Code is  
2 amended to read:  
3 75220. (a) The Transit and Intercity Rail Capital Program is  
4 hereby created to fund *large, transformative* capital improvements  
5 ~~and operational investments~~ *with a total cost exceeding one*  
6 *hundred million dollars (\$1,000,000)* that will reduce greenhouse  
7 ~~gas emissions;~~ *emissions and* modernize California's intercity,  
8 commuter, and urban rail systems to achieve all of the following  
9 policy objectives:  
10 (1) Reduce greenhouse gas emissions.  
11 (2) Expand and improve rail service to increase ridership.  
12 (3) Integrate the rail service of the state's various rail operators,  
13 including integration with the high-speed rail system.  
14 (4) Improve rail safety.  
15 (b) The Transportation Agency shall evaluate applications for  
16 funding under the program consistent with the criteria set forth in  
17 this chapter and prepare a list of projects recommended for funding.  
18 The list may be revised at any time.

1 (c) The California Transportation Commission shall award  
2 grants to applicants pursuant to the list prepared by the  
3 Transportation Agency.

4 SEC. 2. Section 75221 of the Public Resources Code is  
5 amended to read:

6 75221. (a) Projects eligible for funding under the program  
7 include, but are not limited to, all of the following:

8 (1) Rail capital projects, including acquisition of rail cars and  
9 locomotives, that expand, enhance, and improve existing rail  
10 systems and connectivity to existing and future rail systems,  
11 including the high-speed rail system.

12 (2) Intercity and commuter rail projects that increase service  
13 levels, improve reliability, and decrease travel times.

14 (3) Rail integration implementation, including integrated  
15 ticketing and scheduling systems, shared-use corridors, related  
16 planning efforts, and other service integration initiatives.

17 (4) Bus rapid transit and other bus transit investments to increase  
18 ridership and reduce greenhouse gas emissions.

19 (b) In order to be eligible for funding under the program, a  
20 project shall demonstrate that it will achieve a reduction in  
21 greenhouse gas emissions. *In prioritizing and recommending*  
22 *projects for funding, the Transportation Agency shall consider the*  
23 *extent to which a project reduces greenhouse gas emissions.*

24 (c) The program shall have a programmatic goal of providing  
25 at least 25 percent of available funding to projects benefiting  
26 disadvantaged communities, consistent with the objectives of  
27 Chapter 830 of the Statutes of 2012.

28 (d) In evaluating grant applications for funding, the  
29 Transportation Agency shall consider ~~both~~ *all* of the following:

30 (1) The cobenefits of projects that support implementation of  
31 sustainable communities strategies through one or more of the  
32 following:

33 (A) Reducing auto vehicles miles traveled *and the number of*  
34 *auto trips* through growth in rail ridership.

35 (B) Promoting housing development in the vicinity of rail  
36 stations.

37 (C) Expanding existing rail and public transit systems.

38 (D) *Enhancing the connectivity, integration, and coordination*  
39 *of the state's various regional and local transit systems.*

40 (E) *Providing a direct connection to the high-speed rail system.*

1 ~~(D)~~

2 (F) Implementing clean vehicle technology.

3 ~~(E)~~

4 (G) Promoting active transportation.

5 ~~(F)~~

6 (H) Improving public health.

7 (2) The project priorities developed through the collaboration  
8 of two or more rail operators and any memoranda of understanding  
9 between state agencies and local or regional rail operators.

10 (3) Geographic equity.

11 (4) Consistency with ~~the~~ adopted sustainable communities  
12 ~~strategies and the recommendations of regional agencies~~ *strategies*.

13 (5) *The extent to which a project has supplemental funding*  
14 *committed to it from other nonstate sources.*

15 (6) *The extent to which the project will increase ridership.*

16 (e) Eligible applicants under the program shall be public  
17 agencies, including joint powers agencies, that operate existing or  
18 planned regularly scheduled intercity or commuter passenger rail  
19 service or urban rail transit service. An eligible applicant may  
20 partner with transit operators that do not operate rail service on  
21 projects to integrate ticketing and scheduling with bus or ferry  
22 service.

23 (f) A recipient of funds under the program may combine funding  
24 from the program with other funding, including, but not limited  
25 to, the State Transportation Improvement Program, the Low Carbon  
26 Transit Operations Program, the State Air Resources Board clean  
27 vehicle program, and state transportation bond funds.

28 SEC. 3. Section 75222 of the Public Resources Code is  
29 amended to read:

30 75222. (a) Applications for grants under the program shall be  
31 submitted to the Transportation Agency for evaluation in  
32 accordance with procedures and program guidelines adopted by  
33 the agency. *An eligible applicant may submit an application to the*  
34 *agency to fund a project over multiple fiscal years. The agency*  
35 *may make multiyear funding commitments for projects that are*  
36 *proposed to be funded from the program over a period of more*  
37 *than one fiscal year.*

38 ~~(b) The Transportation Agency shall conduct at least two public~~  
39 ~~workshops on draft program guidelines containing selection criteria~~  
40 ~~prior to adoption and shall post the draft guidelines on the agency's~~

1 Internet Web site at least 30 days prior to the first public workshop.  
2 Concurrent with the posting, the agency shall transmit the draft  
3 guidelines to the fiscal committees and to the appropriate policy  
4 committees of the Legislature.

5 ~~(e) Chapter 3.5 (commencing with Section 11340) of Part 1 of~~  
6 ~~Division 3 of Title 2 of the Government Code does not apply to~~  
7 ~~the development and adoption of procedures and program~~  
8 ~~guidelines for the program pursuant to this section.~~

9 *(b) The application shall define the project purpose, intended*  
10 *scope, proposed cost, intended funding sources, and schedule for*  
11 *project completion.*

12 *(c) The application shall specify the phases of work for which*  
13 *an eligible applicant is seeking an allocation of funds from the*  
14 *program, as appropriate:*

15 *(1) Studies, environmental review, and permits.*

16 *(2) Preparation of project plans and specifications.*

17 *(3) Right-of-way acquisition.*

18 *(4) Construction or procurement.*

19 *(d) The application shall identify the sources and timing of all*  
20 *funds required to undertake and complete any phase of a project*  
21 *for which an eligible applicant is seeking an allocation of funds*  
22 *from the program. The application shall also describe intended*  
23 *sources and timing of funds to complete any subsequent phases of*  
24 *the project, through construction or procurement.*

25 SEC. 4. Section 75223 is added to the Public Resources Code,  
26 to read:

27 75223. (a) The Transportation Agency shall conduct at least  
28 two public workshops on draft program guidelines containing  
29 selection criteria prior to adoption and shall post the draft  
30 guidelines on the agency's Internet Web site at least 30 days prior  
31 to the first public workshop. Concurrent with the posting, the  
32 agency shall transmit the draft guidelines to the fiscal committees  
33 and the appropriate policy committees of the Legislature.

34 (b) Chapter 3.5 (commencing with Section 11340) of Part 1 of  
35 Division 3 of Title 2 of the Government Code does not apply to  
36 the development and adoption of procedures and program  
37 guidelines for the program pursuant to this section.

38 SEC. 5. Section 75224 is added to the Public Resources Code,  
39 to read:

1 75224. (a) No later than July 1, 2016, the Transportation  
2 Agency shall develop an initial five-year estimate of revenues, in  
3 annual increments, reasonably expected to be available to the  
4 program from the Greenhouse Gas Reduction Fund, and adopt an  
5 initial program of projects, which shall cover a period of five fiscal  
6 years.

7 (b) The Transportation Agency shall adopt each subsequent  
8 program of projects not later than April 1 of each even-numbered  
9 year based on a five-year estimate of revenues, in annual  
10 increments. Each subsequent program shall cover a period of five  
11 fiscal years, beginning July 1 of the year of adoption, and shall be  
12 a statement of intent by the Transportation Agency for the  
13 allocation and expenditure of funds during those five fiscal years.

14 (c) The Transportation Agency shall enter into and execute a  
15 multiyear funding agreement with an eligible applicant for a project  
16 that is proposed to be funded from the program over a period of  
17 more than one fiscal year. The agreement shall include a proposed  
18 schedule of the amount of funds expected to be provided based on  
19 the year funds are anticipated to be available, and may be for a  
20 period that extends beyond the five fiscal years covered by the  
21 program of projects.

22 SEC. 6. Section 75225 is added to the Public Resources Code,  
23 to read:

24 75225. (a) A lead applicant agency may apply to the  
25 commission for a letter of no prejudice for a project or for any  
26 component of a project included in the five-year program of  
27 projects adopted by the Transportation Agency. If approved by  
28 the commission, the letter of no prejudice shall allow the lead  
29 applicant agency to expend its own funds for the project or any  
30 component of the project and to be eligible for future  
31 reimbursement from funds available for the program from the  
32 Greenhouse Gas Reduction Fund.

33 (b) The amount expended under subdivision (a) shall be  
34 reimbursed by the state from funds available for the program from  
35 the Greenhouse Gas Reduction Fund if all of the following  
36 conditions are met:

37 (1) The project or project component for which the letter of no  
38 prejudice was requested has commenced, and the regional or local  
39 expenditures have been incurred.

1 (2) The expenditures made by the lead applicant agency are  
2 eligible for reimbursement in accordance with applicable laws and  
3 procedures. In the event expenditures made by the lead applicant  
4 agency are determined to be ineligible, the state has no obligation  
5 to reimburse those expenditures.

6 (3) The lead applicant agency complies with all legal  
7 requirements for the project, including the requirements of the  
8 California Environmental Quality Act (Division 13 (commencing  
9 with Section 21000)).

10 (4) There are funds in the Greenhouse Gas Reduction Fund  
11 designated for the program that are sufficient to make the  
12 reimbursement payment.

13 (c) The lead applicant agency and the commission shall enter  
14 into an agreement governing reimbursement as described in this  
15 section. The timing and final amount of reimbursement is  
16 dependent on the terms of the agreement and the availability of  
17 funds in the Greenhouse Gas Reduction Fund for the program.

18 (d) The commission, in consultation with intercity, commuter,  
19 urban rail, and other public transit entities, may develop guidelines  
20 to implement this section.

**ISSUE**

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Transportation funding available under the State’s Transit and Intercity Rail Capital Program should be invested in projects that maximize reductions in greenhouse gas (GHG) emissions to ensure California meets its climate goals set forth by AB 32.

**BACKGROUND**

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The California Global Warming Solutions Act of 2006 (AB 32) authorizes the California Air Resources Board to create a market mechanism to help reach the state’s GHG emissions reduction goals as stated in AB 32.

With this authorization, CARB created the cap-and-trade auction revenue program. In this program, CARB auctions off emission credits to covered entities that must comply with a cap on GHG emissions. California receives the revenue derived from the auctions, and is directed to spend these funds on GHG emission reduction projects.

Last year, SB 862, established the Transit and Intercity Rail Capital Program to be administered by the California State Transit Agency (CalSTA). This competitive program was created within the Cap and Trade framework to fund transit projects, which are critical to reaching California’s environmental and economic goals for the future.

**THIS BILL**

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SB 9 seeks to address a major issue facing the legislature this year - how to ensure CalSTA effectively grants funding to transportation projects that will result in significant reductions of GHG emissions.

More specifically, this bill addresses this question by doing the following:

- Clarifies that the program will be for large, transformative capital projects that will reduce greenhouse gas emissions.
- Adds co-benefits and other factors that CalSTA must consider when evaluating grant applications.
- Specifies that a project sponsor can submit a grant application to fund a project over

multiple fiscal years, and that CalSTA can make multi-year funding commitments for such projects.

- Clarifies that funding from this program can be used for project development work, as well as for construction.
- Requires CalSTA to do a multi-year programming process and authorizes CalSTA to enter into multi-year funding agreements with project sponsors.
- Allows for the use of Letters of No Prejudice (LONPs) so that project sponsors can advance their projects with local money and then get reimbursed with state dollars when they become available, which is a common industry tool used at both the federal and state levels.

SB 9 will ensure that Cap and Trade funding is invested responsibly in projects that maximize GHG reductions and meet the goals of AB 32.

**STATUS/VOTES**

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Introduced December 1, 2014

**SUPPORT**

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**OPPOSITION**

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**FOR MORE INFORMATION**

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**Staff Contact:** Alicia Priego  
[Alicia.Priego@sen.ca.gov](mailto:Alicia.Priego@sen.ca.gov) (916) 651-4015



DATE: February 11, 2015  
TO: STA Board  
FROM: Judy Kowalsky, Accounting Technician  
RE: Fiscal Year (FY) 2014-15 Abandoned Vehicle Abatement (AVA) Program  
First Quarter Report

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**Background:**

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

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

**Discussion:**

STA has unallocated AVA funds, not claimed by the local agencies, carried over from FY 2014-15 in the amount of \$32,163.32. These funds are available for local agencies to claim, in addition to the FY 2014-15 funding allocations, based on the DMV funding formula.

For the First Quarter of FY 2014-15, STA received the allocation from the State Controller's Office in the total amount of \$97,379.11 and has deducted \$2,921.37 for administrative costs. The total remaining AVA fund balance after the first quarter disbursement to the member agencies is \$42,319.32. This amount includes the carryover funds from FY 2013-14 and will be disbursed in the second quarter utilizing the funding formula.

The Cities of Fairfield and Vallejo have been particularly active during the first quarter in abating vehicles.

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

Attachment A is a matrix summarizing the AVA Program activities through the First Quarter FY 2014-15 and is compared to the total FY 2013-14 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program.

**Fiscal Impact:**

None

**Recommendation:**

Informational.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2014-15 and FY 2013-14

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for  
FY 2014-15 and FY 2013-14**

Member Agency	FY 2014-15 (Q1)				FY 2013-14		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	67	1,966	29	18%	375	8,832	\$24
City of Dixon	76	6,960	92	57%	134	13,968	\$104
City of Fairfield	516	15,567	30	30%	1,726	69,146	\$40
City of Rio Vista	0	0.00	0	0%	0	0	\$0
City of Suisun	37	6,202	168	23%	161	44,035	\$274
City of Vacaville	10	9,763	976	14%	74	47,821	\$646
City of Vallejo	449	42,023	94	30%	1,514	320,462	\$211
Solano County Unincorporated area	20	1,821	91	39%	51	5,848	\$115
<b>Total</b>	<b>1,175</b>	<b>\$84,302</b>	<b>\$72</b>	<b>29%</b>	<b>4,035</b>	<b>\$510,113</b>	<b>\$126</b>

The total remaining AVA fund available after the first quarter disbursement to member agencies is \$42,319.32. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the second quarter FY 2014-15.



DATE: February 2, 2015  
 TO: STA Board  
 FROM: Drew 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	APPLICATION DEADLINE
<b>Regional<sup>1</sup></b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$15 million</b>	Due On First-Come, First-Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$2,500</b> 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 <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	<b>\$67,000</b>	No Deadline
6.	Lifeline Transportation Program Cycle 4*	<b>\$3,710,402</b>	Prop 1B: Jan 15, 2015 See details for other dates
<b>State</b>			
1.	Highway Safety Improvement Program (HSIP): High Risk Rural Roads	<b>~\$100-150 million</b> federally	Announcement Anticipated Spring 2015
<b>Federal</b>			

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Regional Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$15 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Graciela Garcia ARB (916) 323-2781 <a href="mailto:ggarcia@arb.ca.gov">ggarcia@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/mspr/og/aqip/cvpr.htm">http://www.arb.ca.gov/mspr/og/aqip/cvpr.htm</a>
<b>Lifeline Transportation Program Cycle 4</b>	Liz Niedziela Transportation Program Manager (707)399-3217 <a href="mailto:eniedziela@sta-snci.com">eniedziela@sta-snci.com</a>	Prop1B - January 15, 2015 STAF – March 3, 2015 JARC March 3, 2015	\$3,710,402	The 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. The Lifeline Transportation Program aims to fund projects that result in improved mobility for low-income residents of Solano County.	N/A	

<sup>1</sup> 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
<b>Regional Grants</b>						
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <b>888-457-HVIP</b> <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>
<b>TDA Article 3</b>	Cheryl Chi Metropolitan Planning Commission <b>(510) 817-5939</b> cchi@mtc.ca.gov	No deadline	Approx. <b>\$67,000</b>	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](mailto: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
<b>State Grants</b>						
<b>Highway Safety Improvement Program (HSIP): High Risk Rural Roads*</b>	Slyvia Fung California Department of Transportation (Caltrans) (510) 286-5226 <a href="mailto:slyvia.fung@dot.ca.gov">slyvia.fung@dot.ca.gov</a>	Announcement Anticipated Spring of 2015	Approx. <b>\$100-150 M</b> 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.  <a href="http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm">http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm</a>	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.



DATE: February 2, 2015  
TO: STA Board  
FROM: Johanna Masiclat, Clerk of the Board  
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2015

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**Discussion:**

Attached is the STA Board and Advisory meeting schedule for Calendar Year 2015 that may be of interest to the STA Board.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for Calendar Year 2015



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2015**

**SUMMARY:**  
 STA Board: Meets 2<sup>nd</sup> Wednesday of Every Month  
 Consortium : Meets Last Tuesday of Every Month  
 TAC: Meets Last Wednesday of Every Month  
 BAC: Meets 1<sup>st</sup> Thursday of every Odd Month  
 PAC: Meets 3<sup>rd</sup> Thursday of every Even Month  
 PCC: Meets 3<sup>rd</sup> Thursday of every Odd Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., February 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., February 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., February 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., March 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Thurs., March 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., March 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., April 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., May 16	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., May 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	City of Benicia	Tentative
Tues., May 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., June 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
Thurs., July 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
July 30 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 31 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
August 14 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., August 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., August 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	Tentative
Thurs., September 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., September 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Wed., November 4	6:00 p.m.	STA's 17 <sup>th</sup> Annual Awards	TBD - Benicia	Confirmed
Thurs., November 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Tentative
Thurs., November 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 18	11:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., November 17	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 18	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., December 15	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., December 16	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed