



TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

(REVISED AS OF MARCH 23, 2012)

1:30 p.m., Wednesday, March 28, 2012
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

ITEM

STAFF PERSON

- I. CALL TO ORDER - Daryl Halls, Chair
II. APPROVAL OF AGENDA
III. OPPORTUNITY FOR PUBLIC COMMENT (1:30 -1:35 p.m.)
IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF (1:35 -1:45 p.m.)
V. CONSENT CALENDAR
Recommendation: Approve the following consent items in one motion. (1:45 - 1:50 p.m.)
A. Minutes of the TAC Meeting of February 29, 2012 - Johanna Masielat
Recommendation: Approve TAC Meeting Minutes of February 29, 2012. Pg. 1
B. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Article 3 Priority Bicycle and Pedestrian Projects - Sara Woo
Recommendation: Forward a recommendation to the STA Board to approve FY 2012-13 TDA Article 3 Resolution No. 2012-05 for Bicycle and Pedestrian projects as specified in Attachment A. Pg. 7

TAC MEMBERS

Table with 8 columns: Name, Agency, Name, Agency, Name, Agency, Name, Agency. Includes Charlie Knox (City of Benicia), Morrie Barr (City of Dixon), George Hicks (City of Fairfield), Dave Mellili (City of Rio Vista), Dan Kasperson (City of Suisun City), Rod Moresco (City of Vacaville), David Kleinschmidt (City of Vallejo), Matt Tuggle (County of Solano).

VI. ACTION FINANCIAL ITEMS

A. SolTrans Transitional Cost Facilitation and Allocation of Lifeline Proposition 1B Funds

Liz Niedziela

Recommendation:

Forward a recommendation to the STA Board to approve:

- 1. A fund swap of \$1 million Lifeline Proposition 1B for \$1 million State Transportation Assistance Funds (STAF) for SolTrans intercity bus replacement;*
- 2. The STAF funds in the amount of \$1 million currently reserved for the intercity bus replacement be used for SolTrans transitional cost and the Lifeline Prop 1B funds in the amount of \$1 million be allocated to SolTrans to complete the purchase of three intercity buses that have reached their useful life in 2015; and*
- 3. To allocate the remaining Lifeline Proposition 1B funds in the amount of \$537,328 to Fairfield and Suisun Transit for their local bus replacement.*

(1:50 – 2:00 p.m.)

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B. Safe Routes to School (SR2S) Two-Year Work Plan for Fiscal Year (FY) 2011-12 and FY 2012-13 (Revised)

Judy Leaks

Recommendation:

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

- 1. Solano SR2S 2-year Work Plan for Fiscal Years 2011-12 and 2012-13; and*
- 2. Authorize the Executive Director to enter into agreement amendments with the Yolo-Solano Air Quality Management District (YSAQMD), the Bay Area Air Quality Management District (BAAQMD), the Metropolitan Transportation Commission (MTC), the California Department of Transportation (Caltrans), and Solano County Public Health to operate and deliver project and program tasks described in the SR2S 2-year Work Plan for Fiscal Years 2011-12 and 2012-13 as described in Attachment A.*

(2:00 – 2:05 p.m.)

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VII. ACTION NON-FINANCIAL ITEMS

A. Solano County Transportation for Sustainable Communities Plan

Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to approve the Solano County Transportation for Sustainable Communities Plan.

(2:05 – 2:10 p.m.)

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- B. Legislative Update** Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to approve the following legislative bill positions:
- *Support AB 2679 (Assembly Committee on Transportation).*
 - *Support ACA 23 (Perea)*
- (2:10 – 2:15 p.m.)
Pg. 31
- C. OneBayArea Grant (OBAG) Projects and Priorities** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board for the following:
1. *Commit to funding the Existing STA Commitments for OBAG funding at the amounts identified in Attachment C for STA’s CMA Planning and Dixon’s West B Street Pedestrian Undercrossing project; and*
 2. *Designate 60% of the remaining OBAG funds to maintain Local Streets and Roads.*
- (2:15 – 2:20 p.m.)
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VIII. INFORMATIONAL ITEMS – DISCUSSION

- A. Status Report on STA’s Overall Work Plan (OWP) for Fiscal Year (FY) 2011-12 and FY 2012-13 and Development of FY 2012-13 and 2013-14 OWP** Daryl Halls
(2:20 – 2:25 p.m.)
Pg. 121
- B. Project Initiation Document (PID) Work Plans** Janet Adams
(2:25 – 2:30 p.m.)
Pg. 157
- C. Local Street and Roads (LS&R) Proposed Solano County Annual Report Development Update** Sam Shelton
(2:30 – 2:35 p.m.)
Pg. 159
- D. Review of Regional Transportation Impact Fee (RTIF) Project Package Proposals** Sam Shelton
(2:35 – 2:40 p.m.)
Pg. 169
- E. State Route (SR) 12 Status Report** Robert Macaulay
(2:40 – 2:45 p.m.)
Pg. 183
- F. Regional Transportation Plan Update** Robert Macaulay
(2:45 – 2:50 p.m.)
Pg. 185

- G. STA Complete Streets Policy** Sara Woo
(2:50 – 2:55 p.m.)
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NO DISCUSSION NECESSARY

- H. Unmet Transit Needs for Fiscal Year (FY) 2011-12 Update** Liz Niedziela
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- I. Funding Opportunities Summary** Sara Woo
Pg. 197
- J. STA Board Meeting Highlights of March 14, 2012** Johanna Masiclat
Pg. 203
- K. STA Board and Advisory Committee Meeting Schedule** Johanna Masiclat
for Calendar Year 2012
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IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, April 25, 2012.**



**TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the meeting of
February 29, 2012**

I. CALL TO ORDER

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

Present:

| | | |
|-----------------------------|--------------------|---------------------|
| TAC Members Present: | Mike Roberts | City of Benicia |
| | Janet Koster | City of Dixon |
| | Wayne Lewis | City of Fairfield |
| | Dave Mellili | City of Rio Vista |
| | Dan Kasperson | City of Suisun City |
| | Jeff Knowles | City of Vacaville |
| | David Kleinschmidt | City of Vallejo |
| | Matt Tuggle | County of Solano |

STA Staff Present:

(In Alphabetical Order by Last Name)

| | |
|------------------|-----|
| Janet Adams | STA |
| Robert Guerrero | STA |
| Sheila Jones | STA |
| Judy Leaks | STA |
| Johanna Masiclat | STA |
| Liz Niedziela | STA |
| Sam Shelton | STA |
| Sara Woo | STA |

Others Present:

(In Alphabetical Order by Last Name)

| | |
|-----------------|---------------------|
| Nicholas Burton | County of Solano |
| Dan Christians | City of Rio Vista |
| Amanda Dum | City of Suisun City |

II. APPROVAL OF THE AGENDA

On a motion by Dan Kasperson, and a second by Mike Roberts, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Robert Guerrero noted the STA has received requests for Letters of Support for grant opportunities from ABAG. He cited that if a city will be seeking a letter of support for regional grant to please contact him.

Janet Adams announced the SR 12 Jameson Canyon Groundbreaking is tentatively scheduled for April 4, 2012.

Other: None presented.

V. CONSENT CALENDAR

On a motion by Matt Tuggle, and a second by Wayne Lewis, the STA TAC approved Consent Calendar Items A, B, C, and E as amended shown below in ~~striketrough~~ ***bold italics***. Item D, Solano Project Delivery Working Group (PDWG) Work Plan, was pulled for discussion at the request of City of Suisun City's Dan Kasperson.

A. Minutes of the TAC Meeting of December 21, 2012

Recommendation:

Approve TAC Meeting Minutes of December 21, 2012.

B. Solano Mobility Management Plan Request for Proposal (RFP) and Grant Application

Recommendation:

Forward a recommendation to the STA Board to:

1. Release a Request for Proposal (RFP) and enter into a contract not-to-exceed \$150,000 to develop a Mobility Management Plan for Solano County; and
2. Authorize the Executive Director to execute a contract or agreement ***for funding of with Caltrans for JARC and New Freedom funding for the Solano Mobility Management Program including submitting and approving request for reimbursement of funds.***

C. Solano Coordinated Short Range Transit Plan (SRTP)/Transit Corridor Study/Solano Ridership Survey and Analysis

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to:

1. Enter into an agreement with MTC for \$140,000 to develop the Solano Coordinated SRTP including Enhanced Coordination ***to include a Limited English Plan (LEP) under Item 6.b of the Scope of Work for the Enhanced Coordination;***
2. Enter into a contract for the Solano Coordinated SRTP and Transit Corridor Study for an amount not-to-exceed \$290,000; and
3. Enter into a contract for the Solano County Ridership Survey and Analysis for an amount not-to-exceed \$150,000.

D. Solano Project Delivery Working Group (PDWG) Work Plan

Recommendation:

Approve the Solano PDWG Work Plan for FY 2011-12 as described in Attachment B.

Dan Kasperson expressed concern that there may be issues at PDWG because of the language changes in the workplan.

Mike Roberts indicated that he requested Nouae Vue, Benicia's PDWG representative, approach the PDWG members on softening the language to emphasize collaboration so the members would hold each other equally accountable rather than relying exclusively on STA staff. The language changes appear to reflect this effort.

On a motion by Dan Kasperson, and a second by Mike Roberts, the STA TAC approved the recommendation.

E. Accept Construction Contract for the SID Facilities Modification Project

Recommendation:

Forward a recommendation to the STA Board to:

1. Accept the Cordelia CVEF SID Facilities Modifications Project contract as complete; and
2. Direct the Executive Director to file a Notice of Completion with the County Recorder's office.

VI. ACTION FINANCIAL ITEMS

A. This item was presented as an Informational Item only.

Project Delivery for Fiscal Year (FY) 2011-12 Projects

Sam Shelton reviewed the FY 2011-12 Unmet Project Delivery Deadlines. They are as follows:

- City of Fairfield (Various Streets Overlay)
\$1,370,000 STP Local Streets & Roads funding;
- City of Vacaville (Ulatis Creek Bike Path – Ulatis to Leisure Town)
\$630,000 ECMAQ
- Solano County (Overlay Various Streets)
\$1,689,000 STP Local Streets & Roads Funding
- Solano County (Vacaville-Dixon Bicycle Route (Phase 5))
\$467,000 ECMAQ

He added that the STA Board cannot act any later than March 14, 2012 to make this decision, as this CMAQ funding reprogramming must be part of the next TIP amendment (April 1, 2012) and obligated this fiscal year.

B. FY 2012-13 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds

Robert Guerrero reviewed the funding process for the TFCA Program. He cited that STA staff is recommending the same amount approved last year of \$220,000 from the TFCA Program to match ECMAQ contributions this year. He noted that the TFCA matching amount is higher to reflect the population proportion of the southern half of Solano County. He added that STA staff is also recommending a call for

eligible clean air projects for the remaining balance of \$59,000. He noted that all eligible projects must meet a cost-effectiveness calculation of \$90,000/ton of emission reductions and must be committed to providing monitoring reports twice a year.

Recommendation:

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

1. \$220,000 from FY 2012-13 TFCA Program Manager Funds for the Solano Napa Commuter Information Program; and
2. Issue a call for projects for the remaining balance of FY 2012-13 TFCA Program Manager Funds in the amount of \$59,000.

On a motion by Wayne Lewis, and a second by Dan Kasperson, the STA TAC unanimously approved the recommendation.

VII. ACTION NON-FINANCIAL ITEMS

- A. None.**

VIII. INFORMATIONAL

A. Transportation for Sustainable Communities (TSC) Plan

Robert Guerrero reviewed the development of the draft TSC Plan. He noted that STA staff has established a Working Group of transit, planning, and public works staff participants to provide technical assistance. He commented that the Working Group and the STA's Alternative Modes Committee are currently reviewing the draft for final comments. Staff is anticipating a final draft to be brought back to the TAC for an approval recommendation in March followed by action by the STA Board in April.

B. OneBayArea Grant (OBAG) Candidate Projects and Priorities

Janet Adams and Sam Shelton distributed and reviewed the updated STP/CMAQ Cycle Funding Estimates, Expenditure Scenarios, and STA Commitments per discussion at the February 8th TAC Workshop. Staff cited that the document includes the commitment to the County as they exit from the TDA Unmet Needs Process for the 50% and 60% STP scenarios.

The following TAC members (project sponsors) provided a 5 minute presentation on the following priority project(s) which will be submitted to STA for funding consideration as part of the OneBayArea Grant (OBAG) Program:

1. City of Benicia (Mike Roberts)
 - a. Various Safe Routes to School Traffic Calming & Pedestrian Improvements
((\$250,000 for construction in FY 2013-14)
 - b. First Street Complete Streets/Streetscape Project
(no details)
 - c. Industrial Area Transit Hub
(additional \$250,000 to \$500,000 to complete construction in combination with \$1.25M RM2 funds)
2. Dixon (Janet Koster)
 - a. West B Street Undercrossing (2.5 million for FY 2012-13)
 - b. Downtown Dixon Streetscape Project (Phase 3)
(no details)

3. Fairfield (Wayne Lewis)
 - a. Fairfield/Vacaville Intermodal Station
(\\$12.3M shortfall, applying for TIGER IV grant)
 - b. West Texas Gateway (\\$2-3 million, phaseable)
4. Rio Vista (David Melilli and Dan Christians)
 - a. Transit Hub Specific Plan Update for Water Transit (ABAG Grant request for planning)
(\\$250,000 for preliminary engineering with \\$50,000 local match)
 - b. Promenade Park Connection Trail
(no details)
 - c. Request STA Water Transit Study be included in STA Overall Work Plan
5. Suisun City (Dan Kasperson)
 - a. Walters Road resurfacing (LS&R)
(no details)
 - b. Railroad Avenue Extension to Main Street
(\\$3M with 33% to 50% local match)
 - c. Various Suisun City Train Station Improvements
(\\$550,000; project is scalable)
 - d. Lotz Way Bike/Ped Improvements (Train Station to Grizzly Island Trail)
(\\$250,000 in preliminary engineering and \\$1M for Construction)
6. Vacaville (Jeff Knowles)
 - a. No projects presented. Will follow up with STA later.
7. Vallejo (David Kleinschmidt)
 - a. Downtown Streetscape Project
(\\$1.2M per block, total remaining cost \\$14.3M)
8. County of Solano
 - a. Vacaville-Dixon Bicycle Route
(approximately \\$400,000 per mile with 2.7 miles remaining (or over \\$1M in remaining construction costs). New estimates will be available after receiving bids for the currently funded project phase)

The TAC members preferred 60% STP funding for LS&R as well as being supportive of a larger share for the County of Solano's LS&R funds in follow-up to the County phasing out of the Unmet Transit Needs process.

Janet Adams noted that early feedback will set forth the remaining amount of funds available for projects and will provide direction for STA to work with MTC on the split request.

C. Alternative Fuel and Infrastructure Plan Status Update

Robert Guerrero distributed and reviewed a revised (2/23/12) Alternative Fuels and Infrastructure Plan Scope of Work. He cited that the Plan will help guide implementation programs, capital improvements and policies that support alternative fuel vehicles and infrastructure along the I-80 corridor between the City of Sacramento and the Carquinez (Al Zampa) Bridge in Solano County.

D. Public-Private Partnership Feasibility Study Update

Sam Shelton noted that STA staff will hold a meeting in March with project sponsors to discuss their interest in studying a variety of aspects of P3s to advance the delivery of future transit center construction phases as well as review a draft scope of work. He added that after the March P3 Scoping meeting, STA will present a revised scope at a future STA TAC and Consortium meetings before advertising for consultant assistance to conduct the study.

NO DISCUSSION

E. Legislative Update

(Prior to the start of the meeting, a revised (2/28/12) Legislative Matrix (Attachment A) was distributed to the TAC members.)

F. Fiscal Year (FY) 2011-12 Abandoned Vehicle Abatement (AVA) Program First Quarter Report

G. Transit Operating and Capital Needs

H. Lifeline Proposition 1B

I. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2011-12 Update

J. Funding Opportunities Summary

K. STA Board Meeting Highlights of December 14, 2011

L. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012

IX. ADJOURNMENT

The meeting was adjourned at 3:15 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, March 28, 2012.**



DATE: March 19, 2012
TO: STA TAC
FROM: Sara Woo, Associate Planner
RE: Fiscal Year (FY) 2012-13 Transportation Development Act (TDA)
Article 3 Priority Bicycle and Pedestrian Projects

Background:

TDA funding is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. Two percent of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county congestion management agencies (e.g., Solano Transportation Authority for Solano County). As part of the final approval of funds, the STA submits a Countywide Coordinated TDA Article 3 application that includes TDA Article 3 applications for each of the projects.

TDA Article 3 funding is one of three primary bicycle and pedestrian fund sources available to Solano County. The STA Board approved the five (5) priority bicycle and pedestrian projects below as part of the Solano Bicycle and Pedestrian Transportation Plans in December 2011 and January 2012 respectively.

| Priority Bicycle and Pedestrian Projects | | |
|---|---------------------------------------|---|
| Mode | Agency | Project |
| Bike/ Ped | City of Dixon | West B Street Bicycle and Pedestrian Undercrossing Projects |
| Bike/ Ped | Solano Transportation Authority (STA) | Bicycle and Pedestrian Wayfinding Signage Program (Phase 1) |
| Bike/ Ped | STA Project Sponsors | Local Match for OneBayArea Grant (OBAG) funding to deliver STA priority bike/ped projects |
| Bike | Solano County | Vaca-Dixon Bicycle Route (Phase 5) |
| Ped | City of Vallejo | Downtown Streetscape Improvement Project |

Discussion:

MTC requires a resolution for projects that are approved for TDA Article 3 funds. Attachment A is a resolution that will satisfy this requirement by reiterating the STA Board's December 14th approval. Upon approval by MTC, project sponsors will be eligible to claim a reimbursement in the amount specified for each project.

The STA Bicycle Advisory Committee (BAC) took action to recommend \$125,000 for the West B Street Bicycle and Pedestrian Project and at their January 5, 2012. The BAC also supported the recommendation to the STA Board to allocate the remaining \$141,498 as a local match toward OneBayArea Grant (OBAG) funding for local sponsors. At their March 22, 2012 meeting, the STA BAC took action to recommend the FY 2012-13 TDA Article 3 expenditure of \$15,000 allocation toward the Bicycle and Pedestrian Wayfinding Signage Program (Phase 1).

At their February 16, 2012 meeting, the Pedestrian Advisory Committee (PAC) took action to recommend the West B Street Bicycle and Pedestrian Project and Wayfinding Signage Program (Phase 1) for a total of \$140,000. The PAC did not support the recommendation to allocate the remaining funds as a local match toward OBAG funding due to concerns associated with the OneBayArea Planning process. The PAC recommended saving the remaining \$126,498 toward the FY 2013-14 TDA Article 3 allocation.

Based on actions taken by the BAC and PAC, STA staff is recommending the priority projects for TDA Article 3 funding as specified in Attachment B, project funding request recommended TDA Article 3 Funds.

| FY 2012-13 TDA Article 3 Projects | | | |
|--|---------------------------------------|--|-------------------------|
| Mode | Agency | Project | Approved Funding |
| Bike/ Ped | City of Dixon | West B Street Bicycle and Pedestrian Undercrossing Projects | \$125,000 |
| Bike/ Ped | Solano Transportation Authority (STA) | Bicycle and Pedestrian Wayfinding Signage Program (Phase 1) | \$15,000 |
| Bike/ Ped | STA Project Sponsors | Local Match to deliver STA priority bike/ped projects (potentially local match funding for OBAG funds) | \$126,498 |

Total Approved: \$266,498

STA staff requests approval of the attached resolution (Attachment A) in order to begin allocating and claiming reimbursement for the recommended projects in the new fiscal year.

Fiscal Impact:

The TDA Article 3 funds for \$140,000 will help complete implementation of the Dixon West B Street Bicycle and Pedestrian Undercrossing Project and the Bicycle and Pedestrian Wayfinding Signage Program (Phase 1). The remaining \$126,498 will provide the local match required for at least \$1,000,000 from federal funding provided by MTC for priority bicycle and pedestrian projects.

Recommendation:

Forward a recommendation to the STA Board to approve FY 2012-13 TDA Article 3 Resolution No. 2012-05 for Bicycle and Pedestrian projects as specified in Attachment A.

Attachments:

- A. Resolution No. 2012-05

RESOLUTION'4234/27

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING THE SUBMITTAL OF THE COUNTYWIDE COORDINATED CLAIM
TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE
ALLOCATION OF FISCAL YEAR 2012-13 TDA ARTICLE 3 PEDESTRIAN/BICYCLE
PROJECT FUNDS TO CLAIMANTS IN SOLANO COUNY**

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

WHEREAS, MTC Resolution No. 875, Revised requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

WHEREAS, the Solano Transportation Authority has undertaken a process in compliance with MTC Resolution No. 875, Revised for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in the County of Solano, and a prioritized list of TDA Article 3 projects, included as Attachment A of this resolution, was developed as a result of this process; now, therefore, be it

RESOLVED, that the Solano Transportation Authority approves the prioritized list of TDA Article 3 projects included as Attachment A to this resolution; and furthermore, be it

RESOLVED, that the Solano Transportation Authority approves the submittal to MTC, of the County of Solano fiscal year **2012-27** TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. Transmittal letter
- B. A certified copy of this resolution, including Attachment A;
- C. One copy of the governing body resolution, and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. A description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim.

Jack Batchelor, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of July, 2010 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masiclat
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 a regular meeting thereof held this the day of July 14, 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Attachment A

| | Short Title Description of Project | TDA Article 3 Amount |
|-----|---|-------------------------------------|
| 1. | City of Dixon Bicycle and Pedestrian Undercrossing Project | \$125,000 |
| 2. | STA Bicycle and Pedestrian Wayfinding Signage Program (Phase 1) | \$15,000 |
| 3. | Local Match for OBAG: STA Priority Bicycle/Pedestrian Projects | \$126,498 |
| 4. | | |
| 5. | | |
| 6. | | |
| 7. | | |
| 8. | | |
| 9. | | |
| 10. | | |
| 11. | | |
| 12. | | |
| | Totals | \$266,000 |

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DATE: March 19, 2012
 TO: STA TAC
 FROM: Liz Niedziela, Transit Program Manager/Analyst
 RE: SolTrans Transition Cost Facilitation and Allocation of Lifeline Proposition 1B Funds

Background:

The Solano Transportation Authority (STA) has been providing financial and staff support to Solano County Transit (SolTrans) during the initial year of SolTrans formation, as it transitions functions from the Cities of Benicia and Vallejo. STA and SolTrans staff participated in a meeting in December 2011 with Metropolitan Transportation Commission (MTC) to discuss SolTrans transition cost and near-term budget challenges. MTC staff have agreed to a request from STA and SolTrans and proposed to provide partial financial assistance to help meet SolTrans fund one time transition and start-up expenses. The proposed sources of funding are shown below:

| Source | Amount (In Millions) | Notes |
|---------------------|-------------------------|---|
| FTA 5307 | \$ 0.2 | Part of \$1 million unprogrammed balance in Vallejo UA |
| Lifeline Prop 1B | \$ 1.0 | From Solano County Proposition 1B total |
| Lifeline STA | \$ 0.2 | From Solano County STA total |
| RM2 Marketing | \$ TBD | Needs to fund Inter-city route branding |
| STP Cycle 2 Transit | \$ 1.0 | Set-aside for capital needs from \$125 million regional pot. |
| Total | ~\$ 2.4 | May be adjusted depending on marketing eligibility/contribution |

This proposed implementation plan will require that much of the funding identified be swapped with Solano’s State Transit Assistance Funds (STAF) and then redirecting the funds to SolTrans operating. Currently, STA has identified \$1.5 million in STAF dedicated for SolanoExpress intercity bus replacement that has been reserved for the past two years at a rate of \$500,000 per year. MTC is proposing that the STAF funding for intercity bus replacement be replaced with Lifeline Proposition 1B. The STAF dedicated for the intercity bus replacement was to accumulate a reserve for the projected \$8 million local match need to replace 44 intercity buses by the year 2017. To continue further discussions with MTC and SolTrans, the Board authorized STA staff to facilitate the one time transitional costs for SolTrans with a total targeted amount of \$2.4 million at the January 2012 meeting.

Lifeline Funds:

STA staff released a call for projects for the Lifeline Program in January 2012. The Lifeline Program for Solano County is administered through the STA which is responsible for soliciting applications and conducting a project selection process. The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of Solano County as identified in Community-Based Transportation Plan (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations.

The estimated amount of available Lifeline, STAF and Surface Transportation Program (STP) funding is as follows:

| | |
|--------------------|--|
| \$1,227,270: | State Transit Assistance Funds (STAF) over two years |
| \$1,547,328: | Proposition 1B funds over three years |
| \$ 521,368: | Surface Transportation Program (STP) over one year beginning in 2012 |
| \$3,295,966 | TOTAL |

The Lifeline Projects must be selected through an open, competitive process with the following exceptions:

- (1) 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 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 Program reporting requirements.
- (2) For Solano and Sonoma counties, the allocation of Proposition 1B funds are being determined by 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).

Requests for Proposition 1B Lifeline funds were due to STA by February 15, 2012 and applications for State Transit Assistance Funds (STAF) and Surface Transportation Program (STP) funds are due to STA by April 4, 2012. The amount of available funds for Prop 1B Lifeline is \$1,547,328 over 3 years.

STA staff received three submittals for the Proposition 1B that was due February 15th for the following projects:

1. FAST is requesting \$1,547,328 to replace six (6) local buses from diesel to hybrids (Attachment A).
2. Dixon is requesting \$34,777 for the purchase of a narrowbanding radio system for Dixon Read-Ride transit service (Dixon withdrew their application)
3. SolTrans is requesting a \$1,000,000 from Lifeline Proposition 1B to be swapped with Solano's State Transit Assistance Funds (STAF) and then redirecting the funds to SolTrans operating (Attachment B). The Proposition 1B funds would then be used for intercity bus replacement. This proposal is part of MTC implementation plan to fund the transitional cost for SolTrans with total targeted amount of \$2.4 million.

STA staff is recommending SolTrans request for Lifeline Prop 1B funds be swapped with STAF funds for the intercity bus replacement. The STAF funds will then be redirected to SolTrans to assist in the transitional cost. SolTrans intercity bus replacement consists of three (3) intercity buses that will reach their useful life by 2015. Two (2) of these intercity buses belong to SolTrans and they have been funded with earmarks and Prop 1B funds. One of the intercity buses belongs to SolTrans but it is leased to Fairfield and Suisun Transit as part of the 10 bus lease when Vallejo Transit transferred the operation of Route 90 to Fairfield. Since the Lifeline Prop 1B has a lifespan of three years, STA is recommending SolTrans receive this funding to purchase three (3) intercity buses to replace two SolTrans buses and one bus currently leased to Fairfield and Suisun Transit.

| | | |
|----------------------------------|--------------------|--------------------|
| Estimated Cost of 3 Hybrid Buses | \$2,800,000 | |
| | | |
| Revenue | | |
| Earmark 2009 | | \$ 760,000 |
| Earmark 2010 | | \$ 500,000 |
| Prop 1B Population Base | | \$ 535,190 |
| Prop 1B Lifeline | | \$1,000,000 |
| | | \$2,795,190 |

The Lifeline Prop 1B will have a remaining balance of \$537,328. STA staff recommends this funding to go to Fairfield and Suisun Transit to replace their six local buses from diesel to hybrids. This action would mark the first time funds allocated by the STA would be dedicated to local bus replacement. The establishment of a capital replacement plan for local transit will be evaluated in more detail as part of the Solano Comprehensive SRTP.

STA Lifeline Funding Timeline is in Attachment C. STAF and STP applications are due to STA on Wednesday, April 4, 2012.

Fiscal Impact:

The swapping of funds will give SolTrans the funding required for SolTrans transitional cost and the fund the remaining amount needed for three intercity buses scheduled for replacement in 2015. Fairfield and Suisun Transit will receive one of these intercity buses through the lease agreement with SolTrans and additional funding of over \$500,000 to assist in their local bus replacement.

Recommendation:

Forward a recommendation to the STA Board to approve:

1. A fund swap of \$1 million Lifeline Proposition 1B for \$1 million State Transportation Assistance Funds (STAF) for SolTrans intercity bus replacement;
2. The STAF funds in the amount of \$1 million currently reserved for the intercity bus replacement be used for SolTrans transitional cost and the Lifeline Prop 1B funds in the amount of \$1 million be allocated to SolTrans to complete the purchase of three intercity buses that have reached their useful life in 2015; and
3. To allocate the remaining Lifeline Proposition 1B funds in the amount of \$537,328 to Fairfield and Suisun Transit for their local bus replacement.

Attachments:

- A. FAST Proposition 1B request to replace buses
- B. SolTrans Proposition 1B request to swap funds with STAF
- C. STA Lifeline Funding Timeline
- D. STA Funding Recommendation Timeline

City of Fairfield: Lifeline Proposition 1B Grant Application

Submitted: 2/14/2012

Contact: Mona Babauta, Transit Manager, 707-434-3804, MBabauta@Fairfield.ca.gov

To submit a project for Lifeline Prop 1B, please answer the following questions and return to Liz Niedziela by email (eniedziela@sta-snci.com) by February 15, 2012 Wednesday. Please date and sign the application.

Lifeline Requirements

1. Please demonstrate how the project is eligible for Prop 1B funding source?

The City of Fairfield is requesting Proposition 1B funds for the replacement of two 1994 and four 1996 fixed route vehicles with forty-foot, diesel hybrid electric, low-floor buses. Per the Proposition 1B guidelines, this project is eligible as follows: The purchase of six hybrid electric buses is a capital project that will be completed within two years. Additionally, the buses that the City plans to purchase are estimated at \$700,000 each, and their useful lives would be at least twelve years.

2. Is the project identified in a completed community-based transportation plan (CBTP) and/or other substantive local planning effort involving focused outreach to low-income populations? Indicate the name and page numbers of the completed plan(s) where the project is identified.

The project is supported by the Cordelia/Fairfield/Suisun City Community Based Transportation Plan (CBTP).

Page 2: Two relevant comments, which support the bus replacement, from participants in the CBTP are noted on this page: "Low-income residents need help understanding and feeling comfortable using transit." New buses will improve comfort and a sense of security as video camera systems will be installed on each one. Also, citizens commented that "Infrequent transit service leads to long wait times and expired transfers." With the purchase of hybrid buses, the City will be able to reduce fuel expenses that could then be invested back in the system for potential service improvements.

Pages 3, 20, and Pages 25-26: Many concerns regarding lack of sufficient service levels, safety on buses, and affordability of fares were identified by stakeholders via meetings and interviews as documented on these pages. More specifically, the following comments were made: "Some riders feel unsafe among other passengers or at transit stops." Additionally, "Transit is too expensive, especially for those with children who need multiple bus passes and those who must transfer to different systems." By purchasing diesel hybrid buses and reducing fuel consumption, budget savings could possibly help FAST implement a youth fare/lower fares for students under the age of 18, improve safety features in the system, and improve quality and levels of transit service.

Again, by replacing high-maintenance vehicles that consume at least 30% more fuel than a hybrid electric bus, the City could achieve operational savings that could then be used to address the aforementioned transportation gaps. Additionally, the replacement of old, inefficient buses that emit large amounts of particulate matter and which operate in the CBTP area of southern Fairfield and the City of Suisun, would mitigate environmental concerns, identified in MTC's 2035 Equity Analysis (pages 2 and 37-40) and Snapshot (Pages 10, 14, and Maps 12 and 13) Reports, related to high levels of emissions in areas around freeways such as this CBTP area.

3. Demonstrate how the proposed project is the most appropriate way in which to address the identified transportation need. Identify performance measures to track the effectiveness of the project in meeting the identified goals. For capital-related projects, milestones and reports on the status of project delivery should be identified.

Throughout the Cordelia/Fairfield/Suisun City CBTP, members of the targeted community of concern identified transportation gaps related to personal safety on buses, unaffordable bus fares especially for families with multiple children, and lack of frequent transit service. By replacing old, costly vehicles that have far exceeded its 12-year useful lives, as defined by the Federal Transit Administration (FTA), and that emit relatively high levels of particulate matter, the City could possibly close transportation gaps and improve the quality of life for its low-income and minority citizens living within communities of concern. Furthermore, diesel hybrid electric buses have demonstrated a reduction in fuel consumption of at least 30% (compared to a similar-sized diesel bus) and lower maintenance costs, and the savings achieved, as a result, could be reinvested in the City's transit system to make service and security improvements.

Proposed Milestones and Timeline for Project Delivery:

| Milestone | Start Date | Completion Date |
|--|-------------|-----------------|
| Receive assignment of bus options (piggyback contract) | March 2012 | April 2012 |
| Finalize Procurement Contract | April 2012 | June 2012 |
| Start Bus Construction | May 2013 | June 2013 |
| Delivery of Buses | June 2013 | July 2013 |
| Contract Compliance Testing/Inspections | July 2013 | August 2013 |
| Project Close-out | August 2013 | October 2013 |

MTC Requirements

1. Provide timeline, budget, and identify the local match.

The project timeline may be found in the previous section. The project budget is as follows:

| | |
|---|-------------|
| Estimated Cost per 40-foot, Low-floor, Diesel Hybrid Electric Bus | \$700,000 |
| Number of Buses to be Replaced | 6 |
| Total Estimated Project Cost | \$4,200,000 |

The project funding plan for this \$4,200,000 project is as follows:

| FUNDING SOURCES | AMOUNT |
|-------------------------------------|--|
| CONFIRMED FUNDING SOURCES: | |
| FTA State of Good Repair (SOGR) | \$1,500,000 |
| Proposition 1B | \$ 301,872 |
| Transportation Development Act IV | \$ 73,128 (Committed at time of SOGR grant application) |
| Proposition 1B CalEMA | \$ 30,000 (\$5,000 estimated per bus for security cameras) |
| TDA (achieved from ARRA swap) | \$ 450,000 (Includes bus credit for separate farebox purchase) |
| STAF (Revenue Based) | \$ 297,672 |
| PROSPECTIVE FUNDING SOURCES: | |
| Lifeline Proposition 1B | \$1,547,328 |

2. Will this project be closed in three years after funded?

Yes.

Caltrans Requirements

1. Attach relevant SRTP page of Project *or* Council Resolution approving project.

City staff will seek City Council approval as soon as a recommended list of Lifeline projects, which includes this bus replacement project, is identified by the STA.

2. Are your agency's reporting requirements current with Caltrans on your current Prop 1B projects?

Yes.



311 Sacramento Street, Suite A • Vallejo, CA 94590 • (707) 648-4046 • (707) 648-4260 Fax

February 15, 2012

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

RE: Lifeline Proposition 1B Funds for Transition

Dear Liz:

On July 1, 2011, SolTrans began operating transit service in the Cities of Benicia and Vallejo. Prior to that, SolTrans developed a ten year projection of costs and revenues. The projection showed that SolTrans would face a \$3 million annual deficit if cost and revenue trends continued as forecast. The projection formed the financial basis for the fiscally constrained scenario of our FY 2012 Short Range Transit Plan and is also being used to inform cost containment measures we are considering. The financial projections and resulting SRTP service levels indicate that service restructuring will be required in addition to cost containment.

To minimize the impacts of service restructuring on our riders and to provide additional time to carefully plan for future service in Benicia and Vallejo, we are seeking funding to transition from the services previously operated by the two cities to operation by SolTrans. The transition funding would assist in avoiding severe service cutbacks and fare increases.

STA and the Metropolitan Transportation Commission are partnering to help provide transition funding to SolTrans through current Lifeline funding opportunities. SolTrans supports the use of Lifeline Proposition 1B funds for this purpose and will work with both agencies to ensure that SolTrans service is stabilized and sustainable.

We appreciate the support STA and MTC have given to SolTrans this year and look forward to a continued partnership.

Sincerely,

A handwritten signature in blue ink that reads "Nancy E. Whelan".

Nancy E. Whelan
Interim Chief Financial Officer

**SOLANO TRANSPORTATION AUTHORITY (STA)
LIFELINE FUNDING TIMELINE**

| Funding Program | Action | Date |
|--------------------------------------|--|----------------------------------|
| Prop 1B | Project List Due to STA | Wednesday, February 15, 2012 |
| Prop 1B | Informational to Consortium/TAC | Wednesday, February 29, 2012 |
| Prop 1B | Informational to STA Board | Wednesday, March 14, 2012 |
| Prop 1B | Information for Allocation Request Due to STA | Wednesday, March 28, 2012 |
| Prop 1B | Recommendation to STA Board | Wednesday, April 11, 2012 |
| Prop 1B | STA Submits Allocation Requests to MTC pending Board approval | Wednesday, April 11, 2012 |
| Prop 1B | MTC and Transit Operator Submit TIP | End of April - Deadline TBD |
| Prop 1B | Commission Approval of Prop 1B Projects | Wednesday, May 23, 2012 |
| Prop 1B | MTC Submits to Caltrans | Friday, June 01, 2012 |
| | | |
| STAF/STP | Applications Due to STA | Wednesday, April 04, 2012 |
| STAF/STP | Applicant Present Project to Lifeline Committee | The week of April 9, 2012 |
| STAF/STP | Consortium/TAC | Wednesday, April 25, 2012 |
| STAF/STP | Recommendation to STA Board | Wednesday, May 09, 2012 |
| STAF/STP | STA Submits Board Approved Projects to MTC | Tuesday, May 15, 2012 |
| STAF/STP | MTC and Transit Operators Submit TIP Amendments | June/July 2012 - Deadline TBD |
| STAF/STP | Commission Approval of Program of Projects | Wednesday, June 27, 2012 |
| Update: STP may be available in 2012 | | |
| STP | MTC Confirms Availability of FY13 Funds; Transit Operators Submit TIP Amendments for FY13 Projects | Winter/Spring 2013 |
| STP | Transit Operators Submit FTA Grant or FHWA Obligation Request with FY13 Projects | Winter/Spring 2013 |
| STP | FY13 Project Sponsors Enter into Funding Agreements (if applicable) | Wednesday, April 30, 2014 |
| STP | Deadline for STP Funds to be Obligated or Transferred to FTA | Wednesday, April 30, 2014 |

Prop 1B = Proposition 1B

STAF = State Transit Assistance Fund

STP = Surface Transportation Program

**SOLANO TRANSPORTATION AUTHORITY (STA)
FUNDING RECOMMENDATION TIMELINE**

| Funding Program | Action | Date |
|---------------------------------|-----------------------------|---------------------------|
| Lifeline Prop 1B | Recommendation to STA Board | Wednesday, April 11, 2012 |
| Lifeline STAF/STP | Recommendation to STA Board | Wednesday, May 09, 2012 |
| STAF Population and Paratransit | Recommendation to STA Board | Wednesday, June 13, 2012 |
| Federal Section 5311 | Recommendation to STA Board | Winter 2012 |

Prop 1B = Proposition 1B

STAF = State Transit Assistance Fund

STP = Surface Transportation Program

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DATE: March 20, 2012
TO: STA TAC
FROM: Judy Leaks, Project Manager
RE: Safe Routes to School (SR2S) Two-Year Work Plan for Fiscal Year (FY) 2011-12 and FY 2012-13 (Revised)

Background:

The Solano Transportation Authority (STA) began the development of a Safe Routes to School (SR2S) Program in 2005, in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution, and traffic congestion near schools in Solano County. The program works to encourage more students to walk and bike to school by identifying and implementing a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police. The program also strives to increase interagency cooperation to continue to plan and implement SR2S projects with all local agencies.

Since the STA Board adopted the 2008 STA Countywide Safe Routes to School Plan, the STA has gradually obtained larger grant funding sources to fund elements of each education, encouragement, enforcement, and engineering recommendation from the countywide plan. As the program's responsibilities expanded, the STA Board has adopted more detailed work plans and budgets for the SR2S Program, which are incorporated into the STA's 2-year Budget. On December 8, 2010, the STA Board adopted the last 2-year SR2S Program Work Plan for Fiscal Years (FY) 2010-11 and FY 2011-12, as recommended by the STA's SR2S Advisory Committee and STA's Technical Advisory Committee.

All of the STA's SR2S Program's funds come from grants which will expire by the end of FY 2012-13. Since 2008, the STA has expended \$744,456 on various education, encouragement, and engineering activities. On September 14, 2011, the STA Board prioritized up to \$1.1M of future SR2S federal funding for the STA's Safe Routes to School Program, potentially funding core program activities in FY 2013-14 and FY 2014-15.

At their September 19, 2011 meeting, the SR2S Advisory Committee took action to forward a recommendation to the STA Board to approve the updated Solano SR2S 2-year Work Plan and authorize the Executive Director to enter into agreement amendments with the appropriate funding agencies. Soon after that meeting, the STA received notice that the \$500,000 Federal Safe Routes to School grant application for a county-wide Walking School Bus (WSB) Program was approved.

STA staff updated the SR2S Work Plan based on the Committee's action, including the transition of the SR2S Program management to the STA's Transit and Rideshare Services Department, but delayed taking the Work Plan to the STA Board so the \$500,000 grant could be included. Soon after, STA received notification of additional potential funding sources. This included \$600,000 from MTC's OneBayArea Grant (OBAG) that would allow the STA's SR2S Program's core program activities to extend through FY 2014-15.

Discussion:

This SR2S 2-year Basic Work Plan is based on the proposed 4-year Work Plan STA Staff developed that includes the \$500,000 WSB Grant and the \$600,000 MTC OBAG Safe Routes funding.

The Walking School Bus grant allows the SR2S Program to build on the lessons learned through the walking school bus pilot and enhance the Encouragement element of the 4 E's. To implement the Walking School Bus Program, STA plans to hire two part-time Walking School Bus Coordinators, who will be trained by Solano County Public Health (SCPH) staff, to help parents form at least one walking school bus in every elementary school in the county. SCPH staff will develop and produce a protocol guide that will be used by each school bus and new evaluation surveys will be designed to track WSB formation. This program will commence in FY 2012-13.

The STA will fund additional hours for Solano County Public Health staff so they can host more educational and encouragement events at more schools and assist with the WSB program. Incentive funding will be further reduced requiring the need for community support.

Suggested Route to School maps proposed by STA's consultant will help WSB staff form their buses and also act as marketing pieces. No other funds are identified for additional SR2S marketing beyond minor website updates. The updated SR2S Plan will help traffic engineers apply for grant funds.

STA staff and Solano County Public Health staff propose the following SR2S Work Plan to be covered by these funds between education, encouragement, enforcement, and engineering activities for all schools in Solano County over the next two years (Attachment B). The \$500,000 Walking School Bus Grant has been incorporated in FY 2012-13 and extended through FY's 2013-14 and 2014-15. To stretch SR2S program funding through FY 2014-15, the budget for FY 2011-12 and FY 2012-13 was slightly reduced from the December 2010 Adopted Work Plan. It should be noted that many of these grant funds are restricted to particular activities, making it difficult to shift funding between "education & encouragement" activities, "enforcement" activities, "planning" activities, and special projects such as the SR2S Plan Update and Mapping Project. The December 2010 Adopted Work Plan for FY 2010-11 to 2011-12 and the Proposed Work Plan for FY 2011-12 \$ 2013 is shown on the next page.

| December 2010 Adopted Work Plan for FY 2010-11 & 2011-12 | Proposed Work Plan for FY 2011-12 & 2012-13 | SR2S Program Activity |
|---|--|---|
| | | Education (for all schools in Solano County) |
| \$195,900 | \$70,000 | Safety Assemblies & Bicycle Rodeo Events, Equipment, and Materials |
| \$283,000 | \$283,000 | Safe Routes to School Maps |
| | | Encouragement (for all schools in Solano County) |
| \$463,800 | \$100,000 | Walk and Roll Week Incentives & Student Contests |
| \$114,550 | \$11,000 | SR2S Program Marketing Materials |
| | \$35,000 | Walking School Bus Formation and Materials |
| | | Enforcement (Cities of Suisun City and Fairfield) |
| \$100,300 | \$100,000 | Public Safety Enforcement Grant |
| | | Engineering (for 14 select schools countywide) |
| \$70,000 | \$70,100 | Planning |
| | | SR2S Program Staff |
| \$57,000 | \$423,000 | STA Staff |
| | \$6,000 | SR2S Summer Interns |
| \$270,000 | \$347,000 | Solano County Public Health Staff |
| \$1,553,750 | \$1,445,100 | TOTAL |

Education & Encouragement Activities

In the Basic SR2S Work Plan each participating school will be eligible to schedule one (1) safety assembly, two (2) bicycle rodeos and three (3) Walk and Roll Week events. Safety Assemblies & Bicycle Rodeo Equipment costs include a Public Announcement speaker system, bicycles as prizes, bicycle maintenance tools, bicycle helmets, and rodeo obstacles. On-going costs include fleet vehicle costs and mileage.

Encouragement events have an estimated countywide base cost of \$195,000, leaving just under \$100,000 per year for incentives and prizes for student competitions and Walk & Roll Week Incentives. The estimated prize funding per school per year is \$1,500 per elementary school with some remaining funds for countywide high school and middle school competitions such as safety & encouragement video contests and promotional t-shirt design contests, which are still in development.

Each elementary school will be encouraged to start at least one (1) Walking School Bus. Protocol guides will be designed and printed to direct each WSB. T-shirts will be provided to each participating student and volunteer. Ongoing costs include mileage.

Safe Routes to School Maps

As part of a \$250,000 SR2S Innovative Grant from MTC, STA and its consultant, Alta Planning + Design, will create SR2S maps for all schools in Solano County. 15 pilot maps will be circulated during FY 2011-12 and final maps will be circulated for all schools in FY 2012-13.

Enforcement Public Safety Grant

In May 2011, the STA Board awarded the Cities of Suisun City and Fairfield \$100,000 to pilot innovative enforcement activities in Suisun City and Fairfield, as well as conduct countywide training activities for crossing guards.

Engineering & Planning Activities

STA and its consultants, Alta Planning + Design, will assist in updating the 2008 STA Countywide SR2S Plan during FY 2011-12. Most of the larger projects identified in the plan have been funded, including improvements in Benicia, Dixon, Vacaville, and Vallejo. There are no currently available engineering project grant funds for the SR2S Program. All potential new funds are associated with grant sources that are at the discretion of other agencies (e.g., air districts, Caltrans, MTC, etc.).

SR2S Program Staff Expenditures

To offer 6 events per school each year for all schools in Solano County, annual program coordination costs are \$272,000/year. During pilot events in the Spring of 2011, staff required additional preparation time and event coordination time. Additionally, the Walking School Bus program requires time for training, designing a protocol guide, maintaining databases and evaluation, as well as adding one FTE. These elements have now been added to the proposed program budget. \$124,000/year for STA staff time pays for inter-agency coordination, grant administration, and various staff resources to support the events.

Fiscal Impact:

Approximately \$1.45M in funding agreements will be either amended or entered into to execute this work plan. Specifically, agreements with Solano County Public Health will be extended into FY 2012-13 and agreements with both Yolo-Solano and Bay Area Air Quality Management District's will be extended into FY 2012-13.

Recommendation:

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

1. Solano SR2S 2-year Work Plan for Fiscal Years 2011-12 and 2012-13; and
2. Authorize the Executive Director to enter into agreement amendments with the Yolo-Solano Air Quality Management District (YSAQMD), the Bay Area Air Quality Management District (BAAQMD), the Metropolitan Transportation Commission (MTC), the California Department of Transportation (Caltrans), and Solano County Public Health to operate and deliver project and program tasks described in the SR2S 2-year Work Plan for Fiscal Years 2011-12 and 2012-13 as described in Attachment A.

Attachment:

- A. SR2S 2-Year Work Plan for Fiscal Years 2011-12 and 2012-13

SR2S 2-year Work Plan for Fiscal Years 2011-12 and 2012-13
03-20-12

| Proposed Work Plan for FY 2011-12 & FY 2012-13 | SR2S Program Activity |
|---|--|
| | Education (for all schools in Solano County) |
| \$70,000 | Safety Assemblies & Bicycle Rodeo Events, Equipment, and Materials |
| \$283,000 | Safe Routes to School Maps |
| | Encouragement (for all schools in Solano County) |
| \$100,000 | Walk and Roll Week Incentives & Student Contests |
| \$11,000 | SR2S Program Marketing Materials |
| \$35,000 | Walking School Bus Formation and Materials |
| | Enforcement (Cities of Suisun City and Fairfield) |
| \$100,000 | Public Safety Enforcement Grant |
| | Engineering (for 14 select schools countywide) |
| \$70,100 | Planning |
| | SR2S Program Staff |
| \$423,000 | STA Staff |
| \$6,000 | SR2S Summer Interns |
| \$347,000 | Solano County Public Health Staff |
| \$1,445,100 | TOTAL |

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DATE: March 19, 2012
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Solano County Transportation for Sustainable Communities Plan

Background:

The Solano Transportation Authority (STA) completed a Countywide Transportation for Livable Communities (TLC) Plan in 2004 which identified TLC type projects throughout Solano County. At the time, the Metropolitan Transportation Commission (MTC) was re-evaluating the regional TLC funding program to allow a portion of the regional funding to be allocated by the Congestion Management Agencies (i.e. STA). The STA's Countywide TLC Plan provided a framework for the STA and its member agencies to begin prioritizing projects for regional and local TLC funds.

The original TLC concept in the late 1990's and early 2000's was to provide transportation financial incentives for projects that improved the nexus between transportation and land use activities. MTC's program started to evolve in 2003 and 2004 with a shift to focus TLC funds toward projects that supported transit facilities near higher density residential and employment areas. The STA's 2004 Countywide TLC Plan reflected this shift in MTC's TLC program.

In partnership with the Association of Bay Area Governments (ABAG), MTC is now shifting the focus of TLC funding again as part of the new OneBayArea Grant Program. This new shift is to dedicate a percentage of discretionary funding to eligible projects included in Priority Development Areas (PDA). STA staff has updated the Countywide TLC Plan to reflect the current objectives of MTC's TLC Program and to update Solano County's vision for integrating countywide transportation planning with land use decisions. The updated TLC Plan was renamed Transportation for Sustainable Communities (TSC) Plan to be consistent with the Bay Area's theme for Sustainable Communities as part of SB 375. The TSC Plan is designed to improve on the 2004 TLC Plan by expanding on the benefits of linking transportation and land use planning, reviewing best practices and past successes, introducing PDA's and supportive funding programs.

Discussion:

A draft Solano TSC Plan was released for comments in February 2012. STA staff presented it to STA Alternative Modes Committee, Technical Advisory Committee, SolanoExpress Transit Consortium, and STA Board. STA staff explained the process for the TSC plan's development, including the formation of a Technical Working Group and regular input from the STA Bicycle and Pedestrian Advisory Committees. There have been modifications that were made to the Solano TSC as a result of the input received since the draft Solano TSC was released last month. The changes primarily reflect additional context to specific projects and programs as well as how the projects were presented in the plan. Overall, there were no substantial changes to any of the identified projects and their countywide priority. The top four (4) priority projects continue to be:

- 1) Vallejo Downtown Streetscape Improvement Project Phase 2
- 2) Fairfield West Texas Gateway Project
- 3) Dixon West B. Street Project
- 4) Vacaville Creek Walk Extension (Ulatis Creek Bike/Pedestrian Path- McClellan Street to Comstock Way)

As reported in last month's staff report regarding this item, the Solano TSC projects were prioritized based on six goals detailed in the Plan as well as project delivery potential and dedicated local match. The Final Draft Solano County TSC is included as Attachment A. STA staff is seeking an action from the TAC and Consortium to forward the document to the STA Board for approval at this time.

Fiscal Impact:

None at this time. The TSC identifies projects for future funding considerations and advocacy.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano County Transportation for Sustainable Communities Plan.

Attachments:

- A. Solano County Transportation for Sustainable Communities Plan
(To be provided under separate cover.)



DATE: March 19, 2012
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 11, 2012, the STA Board adopted its amended 2012 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2012. A matrix listing legislative bills of interest is included as Attachment A. Legislative Updates for January are provided as Attachments B (State) and C (Federal).

Discussion:

FEDERAL:

The STA Board's Federal lobbying trip to Washington D.C. (March 6-7) focused on the following projects:

- Fairfield Transportation Center Expansion
- Jepson Parkway
- Fairfield/Vacaville Intermodal Train Station, Phase 2
- Relocation of USPS for the Vallejo Transit Center (Downtown) Parking Structure
- Dixon Intermodal Station

A summary of the meetings is provided (Attachment D).

In an effort to not compete against one another within our county, the STA is seeking to have a coordinated strategy and priorities in submitting projects for grant opportunities. Listed below and detailed in the STA Federal Funding Matrix (Attachment E) are several grant submittals recently supported by STA.

- TIGER IV
 - Fairfield/Vacaville Intermodal Station - \$12M (already submitted)
- TCSP
 - Vallejo Downtown Streetscape Project - \$3M (already submitted)
- State of Good Repair
 - FAST for replacement buses - \$1.86M

STATE:

The new release of proposed state legislative bills occurred in January, and bills of interest to STA are included in the attached STA Legislative Matrix. Staff is currently coordinating a State lobbying trip for STA Board members in May, 2012.

STA 2012 Legislative Priority #5 seeks to make technical corrections to the statute enacted pursuant to the STA's 2009 sponsored bill providing eligibility for the STA to directly claim the share of the Transportation Development Act (TDA) funds available to cities and the county, consistent with the STA Board's adopted policy of 2.7%. Consistent with this priority, staff recommends a position of support for Assembly Bill (AB) 2679 (Attachment F). AB 2679 is the Transportation omnibus bill authored by the Assembly Committee on Transportation which was introduced on March 6, 2012, and includes STA's technical amendment.

STA 2012 Legislative Priority #7 seeks to support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures. Consistent with this priority, staff recommends a position of support for Assembly Constitutional Amendment (ACA) 23 (Attachment G). ACA 23 was introduced by Assembly Member Perea on February 23, 2012. In summary, the bill states:

“The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition.”

Recommendation:

Forward a recommendation to the STA Board to approve the following legislative bill positions:

- Support AB 2679 (Assembly Committee on Transportation).
- Support ACA 23 (Perea)

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update (Shaw/Yoder/Antwih)
- C. Federal Legislative Update (Akin Gump)
- D. 2012 Federal Legislative Trip Report
- E. STA Federal Funding Matrix
- F. AB 2679
- G. ACA 23

**STA Legislative Bill Matrix
as of 3/19/2012**

| Bill ID/Topic | Location | Summary | Position |
|--|--|--|-----------------------------------|
| <p>AB 41 Hill D High-Speed Rail Authority: conflicts of interest: disqualification: ex parte communications.</p> | <p>SENATE THIRD READING 2/16/2012 - Read second time. Ordered to third reading. 3/19/2012 #64 SENATE ASSEMBLY BILLS-THIRD READING FILE</p> | <p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local level of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified. This bill would add members of the High-Speed Rail Authority to those specified officers who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly. Last Amended on 2/15/2012</p> | |
| <p>AB 57 Beall D Metropolitan Transportation Commission.</p> | <p>SENATE T. & H. 3/5/2012 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.</p> | <p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and one member appointed by the San Francisco Bay Conservation and Development Commission, and establishes a 4-year term of office for members of the commission. This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would prohibit more than 3 members of the commission from being residents of the same county, as specified. The bill would require the member from the San Francisco Bay Conservation and Development Commission to be a member of that commission, a resident of San Francisco, and to be approved by the Mayor of San Francisco. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. Last Amended on 3/5/2012</p> | <p>Support 5/11/11</p> |
| <p>AB 441 Monning D State planning.</p> | <p>SENATE T. & H. 2/16/2012 - Referred to Com. on T. & H.</p> | <p>Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan. This bill would require that the commission, by no later than 2014, include voluntary health and health equity factors, strategies, goals, and objectives in the guidelines promulgated by the commission for the preparation of regional transportation plans. Last Amended on 1/23/2012</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| AB 492 Galgiani D High-Speed Rail Authority. | SENATE RLS. 6/27/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS. | Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. This bill would require the authority to consider, to the extent permitted by federal and state law, the creation of jobs and participation by small business enterprises in California when awarding major contracts or purchasing high-speed trains . The bill would require the authority to appoint a small business enterprise advisory committee. Last Amended on 6/27/2011 | |
| AB 819 Wieckowski D Bikeways. | SENATE T. & H. 2/16/2012 - Referred to Com. on T. & H. | Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to specified provisions of existing law. This bill would require the department to establish procedures for cities, counties, and local agencies to request approval to use nonstandard planning, design, and construction features in the construction of bikeways and roadways where bicycle travel is permitted, and nonstandard signs, markers, and traffic control devices, in each case, for purposes of research, experimentation, and verification . Last Amended on 1/11/2012 | |
| AB 890 Olsen R Environment: CEQA exemption: roadway improvement. | SENATE E.Q. 2/16/2012 - Referred to Com. on E.Q. | 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. This bill would , until January 1, 2026, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of existing use . This bill contains other existing laws. Last Amended on 1/13/2012 | |
| AB 1126 Calderon, Charles D Transaction and use tax: rate. | SENATE G. & F. 2/2/2012 - Referred to Com. on GOV. & F. | The Transaction and Use Tax Law authorizes a district to impose a transactions tax for the privilege of selling tangible personal property at retail upon every retailer in the district at a rate of 1/4 of 1%, or a multiple thereof, of the gross receipts of the retailer from the sale of all tangible personal property sold by that person at retail in the district. That law also requires that a use tax portion of a transaction and use tax ordinance be adopted to impose a complementary tax upon the storage, use, or other consumption in the district of tangible personal property purchased from any retailer for storage, use, or other consumption in the district at a rate of 1/4 of 1%, or a multiple thereof, of the sales price of the property whose storage, use, or other consumption is subject to the tax, as prescribed. This bill would decrease those rates to 1/8 of 1%. Last Amended on 1/4/2012 | |

| Bill ID/Topic | Location | Summary | Position |
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| <p><u>AB 1191</u> <u>Huber D</u></p> <p>Local government finance.</p> | <p>SENATE G. & F. 2/16/2012 - Referred to Com. on GOV. & F.</p> | <p>Existing law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally requires that each jurisdiction be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. Existing property tax law also reduces the amounts of ad valorem property tax revenue that would otherwise be annually allocated to the county, cities, and special districts pursuant to these general allocation requirements by requiring, for purposes of determining property tax revenue allocations in each county for the 1992-93 and 1993-94 fiscal years, that the amounts of property tax revenue deemed allocated in the prior fiscal year to the county, cities, and special districts be reduced in accordance with certain formulas. Existing law requires that the revenues not allocated to the county, cities, and special districts as a result of these reductions be transferred to the Educational Revenue Augmentation Fund in that county for allocation to school districts, community college districts, and the county office of education. This bill would, for the 2012-13 fiscal year and for each fiscal year thereafter, if there is not enough ad valorem property tax revenue that is otherwise required to be allocated to a county Educational Revenue Augmentation Fund for the county auditor to complete the decreases required during the fiscal adjustment period, require the county auditor to calculate an amount, as specified, and to submit a claim to the Controller for that amount. This bill would require the Controller, upon appropriation by the Legislature, to deposit the amount of the claim into the Sales and Use Tax Compensation Fund, and would require the county auditor to allocate that amount among the county and to each city in the county. Last Amended on 1/23/2012</p> | |
| <p><u>AB 1444</u> <u>Feuer D</u></p> <p>Environmental quality: expedited judicial review: public rail transit projects.</p> | <p>ASSEMBLY PRINT 1/5/2012 - From printer. May be heard in committee February 4.</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. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 amended CEQA to establish, until January 1, 2015, an expedited judicial review process and specifies procedures for the preparation and certification of the administrative record for an EIR of a project meeting specified requirements that has been certified by the Governor as an environmental leadership development project. This bill would state the intent of the Legislature to enact legislation to provide the benefits provided by the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 for new public rail transit infrastructure projects.</p> | |
| <p><u>AB 1448</u> <u>Furutani D</u></p> <p>Home-to-school transportation: appropriation.</p> | <p>ASSEMBLY ED. 1/19/2012 - Referred to Com. on ED.</p> | <p>Existing law authorizes school district governing boards to provide for the transportation of pupils to and from school whenever, in the judgment of the governing board, the transportation is advisable and reasons exist therefor. Existing law also authorizes school district governing boards to purchase or rent and provide for the upkeep, care, and operation of vehicles, or contract and pay for the transportation of pupils to and from school by common carrier or municipally owned transit system, or contract with and pay responsible private parties for the transportation. This bill would express legislative findings and declarations relating to the provision of home-to-school transportation by school districts. The bill would express legislative intent to fund home-to-school transportation to at least the level approved in the Budget Act of 2011.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| AB 1455 Harkey R High-speed rail. | ASSEMBLY TRANS. 2/13/2012 - Re-referred to Com. on TRANS. | Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted. This bill would reduce the amount of general obligation debt authorized for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2013. Last Amended on 2/9/2012 | |
| AB 1523 Perea D Preapprenticeship training program: high-speed rail. | ASSEMBLY TRANS. 1/26/2012 - Referred to Coms. on TRANS. and L. & E. | Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would appropriate \$2,000,000 from the High-Speed Passenger Train Bond Fund to the authority for the purposes of funding a 3-year pilot project in the Central Valley to train unemployed workers for high-speed rail construction jobs. The bill would require the authority to work with various labor organizations to train a total of 400 clients in preapprenticeship programs that will lead to direct referrals to building trades unions, as specified. | |
| AB 1532 John A. Pérez D California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account. | ASSEMBLY NAT. RES. 2/2/2012 - Referred to Com. on NAT. RES. | 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 emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act. This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, be used for purposes of carrying out the California Global Warming Solutions Act of 2006. The bill would require the state board to award those moneys to measures and programs that meet specified criteria. | |

| Bill ID/Topic | Location | Summary | Position |
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| <p><u>AB 1549</u> <u>Gatto D</u></p> <p>Development: expedited permit review.</p> | <p>ASSEMBLY L. GOV. 2/2/2012 - Referred to Coms. on L. GOV. and NAT. RES.</p> <p>3/21/2012 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LO CAL GOVERNMENT, SMYTH, Chair</p> | <p>The Permit Streamlining Act requires each state agency and local agency to compile one or more lists that specify in detail the information that will be required from any applicant for a development project, and requires a public agency that is the lead agency for a development project, or a public agency which is a responsible agency for a development project that has been approved by the lead agency, to approve or disapprove the project within applicable periods of time. The act also requires any state agency which is the lead agency for a development project to inform the applicant that the Office of Permit Assistance has been created to assist, and provide information to, developers relating to the permit approval process. This bill would require the office to provide information to developers explaining the permit approval process at the state and local levels, or assisting them in meeting statutory environmental quality requirements, as specified, and would prohibit the office or the state from incurring any liability as a result of the provision of this assistance. The bill would require the office to assist state and local agencies in streamlining the permit approval process, and an applicant in identifying any permit required by a state agency for the proposed project. The bill would authorize the office to call a conference of parties at the state level to resolve questions or mediate disputes arising from a permit application for a development project. The bill would require that the office be located exclusively in Sacramento, and to consist of no more than 4 personnel through 2013. This bill contains other related provisions and other existing laws.</p> | |
| <p><u>AB 1570</u> <u>Perea D</u></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p> | <p>ASSEMBLY NAT. RES. 2/9/2012 - Referred to Com. on NAT. RES.</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, to, among other things, prepare a record of proceedings concurrently with the preparation and certification of an EIR. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 1574 Galgiani D High-speed rail.</p> | <p>ASSEMBLY TRANS. 2/9/2012 - Referred to Com. on TRANS.</p> | <p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority with 9 members to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, pursuant to that act, specifies the powers and duties of the authority, which include entering into contracts with private and public entities for the design, construction, and operation of high-speed trains, the acquisition of rights-of-way through purchase or eminent domain, and the relocation of highways and utilities, among other things. Existing law requires the authority to adopt and submit to the Legislature, every 2 years, a business plan. Existing law authorizes the authority to appoint an executive director, and authorizes the Governor to appoint up to 6 additional persons exempt from civil service. Existing law provides for the authority to establish an independent peer review group. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would repeal all of the provisions of the California High-Speed Rail Act. The bill would enact a new California High-Speed Rail Act. The bill would continue the High-Speed Rail Authority in existence with limited responsibilities and would place the authority within the Business, Transportation and Housing Agency. The 5 members of the authority appointed by the Governor would be subject to Senate confirmation, but existing members could continue to serve the remainder of their terms. The bill would authorize the authority to appoint an executive director, and would provide for the Governor to appoint up to 6 additional individuals exempt from civil service as authority staff. The bill would require the authority to adopt policies directing the development and implementation of high-speed rail, prepare and adopt a business plan and high-speed train capital program, establish a peer review group, select alignments for the routes of the high-speed train system established by law, adopt criteria for the award of franchises, and set fares or establish guidelines for the setting of fares. The bill would enact other related provisions.</p> | |
| <p>AB 1627 Dickinson D Environmental quality: building standards: vehicle miles traveled.</p> | <p>ASSEMBLY B.,P. & C.P. 2/23/2012 - Referred to Coms. on B., P. & C.P. and NAT. RES.</p> | <p>Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to prescribe, by regulation, building design and construction standards and energy and water conservation design standards for new residential and nonresidential buildings. Existing law requires the Energy Commission to certify, within 180 days of the approval of the standards by the State Building Standards Commission, an energy conservation manual for use by designers, builders, and contractors of residential and nonresidential buildings. The bill would prohibit a local building department from issuing a building permit for a residential or nonresidential building unless the department confirms that the building plan complies with those standards. Bill contains other related provisions and existing laws.</p> | |
| <p>AB 1645 Norby R State highways: naming and designation by the Legislature.</p> | <p>ASSEMBLY TRANS. 2/23/2012 - Referred to Com. on TRANS. 4/9/2012 1:30 p.m. - State Cap, Rm 4202 ASSEMBLY TRANS, LOWENT HAL, Chair</p> | <p>Existing law provides that the Department of Transportation shall have full possession and control of the state highway system. Existing law, when the Legislature, by concurrent resolution, has designated names for certain districts and state highway bridges and requested the placement of name plaques, authorizes the department to expend reasonable sums on those plaques. This bill would transfer the authority for naming highways, bridges, pathways, and other transportation infrastructure from the Legislature to the California Transportation Commission.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 1665 Galgiani D</p> <p>California Environmental Quality Act: exemption: railroad crossings.</p> | <p>ASSEMBLY NAT. RES. 2/23/2012 - Referred to Com. on NAT. RES.</p> <p>3/26/2012 2:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, CHESBRO, Chair</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. This bill would specify instead that the exemption for a railroad grade separation project is for the elimination of an existing at-grade crossing. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 1702 Logue R</p> <p>California Global Warming Solutions Act of 2006.</p> | <p>ASSEMBLY PRINT 2/16/2012 - From printer. May be heard in committee March 17.</p> | <p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board 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 requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions and authorizes the state board to use market-based compliance mechanisms to achieve these ends. This bill would make a technical, nonsubstantive change to these provisions.</p> | |
| <p>AB 1722 Alejo D</p> <p>Department of Transportation: changeable message signs.</p> | <p>ASSEMBLY TRANS. 3/1/2012 - Referred to Com. on TRANS.</p> <p>4/9/2012 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair</p> | <p>Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law, the Outdoor Advertising Act, provides for the regulation by the department of advertising displays, as defined, within view of public highways. Existing law also authorizes the department to install and maintain information signs along state highways. This bill would require the department to, by June 30, 2013, update its policies to permit local transportation agencies to display specified messages on changeable roadside message signs.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 1770 Lowenthal, Bonnie D</p> <p>California Transportation Financing Authority.</p> | <p>ASSEMBLY TRANS. 3/1/2012 - Referred to Com. on TRANS.</p> <p>4/9/2012 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TR ANS, LOWENT HAL, Chair</p> | <p>Existing law creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law defines "project" for these purposes to include, among other things, a rail project. This bill would provide that a rail project may consist of, or include, rolling stock. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 1780 Bonilla D</p> <p>Department of Transportation: project studies reports.</p> | <p>ASSEMBLY PRINT 2/22/2012 - From printer. May be heard in committee March 23.</p> | <p>Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991. This bill would make a technical, nonsubstantive change to these provisions.</p> | |
| <p>AB 1783 Perea D</p> <p>Public contracts: small business preferences.</p> | <p>ASSEMBLY J., E.D. & E. 3/5/2012 - Referred to Com. on J., E.D. & E.</p> <p>4/17/2012 9 a.m. - State Capitol, Room 127 ASSEMBLY JOB S, ECONOMIC DEV. AND THE ECONOMY, V. PÉREZ, Chair</p> | <p>Existing law requires state agencies to give small businesses a 5% preference in contracts for construction, the procurement of goods, or the delivery of services and establishes a procedure by which a business can be certified as a small business by the Department of General Services for the purposes of these preferences. This bill would provide that a small business shall be certified as a small business, for purposes of those preferences, without the submission of supporting documentation and would require the certified small business to produce that documentation upon request of the Department of General Services or the awarding state agency. This bill contains other related provisions and other existing laws.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 1804 Valadao R</p> <p>Public contracts: public entities: project labor agreements.</p> | <p>ASSEMBLY L. GOV. 3/1/2012 - Referred to Coms. on L. GOV. and B., P. & C.P.</p> <p>4/11/2012 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOV, SMYTH, Chair</p> | <p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project, if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, then state funding or financial assistance may not be used to support that project, as specified. This bill would repeal the above-described provisions relating to charter cities and the use of project labor agreements. This bill contains other related provisions.</p> | |
| <p>AB 1916 Buchanan D</p> <p>CEQA: environmental impact reports.</p> | <p>ASSEMBLY PRINT 2/23/2012 - From printer. May be heard in committee March 24.</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. The 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. The CEQA prescribes certain requirements for the review of draft EIRs, as specified. This bill would make various technical, nonsubstantive changes in those provisions relating to the requirements for the review of draft EIRs.</p> | |
| <p>AB 1924 Buchanan D</p> <p>CEQA: environmental impact reports.</p> | <p>ASSEMBLY PRINT 2/23/2012 - From printer. May be heard in committee March 24.</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 prescribes certain requirements for the review of draft EIRs, as specified. This bill would make various technical, nonsubstantive changes in those provisions relating to the requirements for the review of draft EIRs.</p> | |
| <p>AB 2052 Buchanan D</p> <p>Environmental quality: CEQA.</p> | <p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</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 impact on the environment or to adopt a negative declaration if it finds that the project will not have that impact. 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 provides for the judicial review of a lead agency's decision to certify an EIR. This bill would make a technical, nonsubstantive change to these provisions.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p><u>AB 2163</u> <u>Knight R</u></p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p> | <p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</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. This bill would extend indefinitely the use of the alternative method for the preparation of the record of proceedings and the alternative judicial review procedures. The bill would expand projects that would be eligible for those alternative processes to include, among others, commercial development projects exceeding 125,000 square feet, residential development projects exceeding 50 units, and projects with over 20 acres of cultivated development. The bill would repeal the requirements that the project will result in a minimum investment of \$100,000,000, be located in an infill site, and be certified by the Governor. The bill would instead require a residential, retail, commercial, sports, cultural, entertainment, or recreation use project that qualifies for these alternative processes to be designed to meet or exceed the standards for the CalGreen Tier 1 building as provided in the California Green Building Standard. Because this bill would expand the use of the alternative method for preparing the record of proceedings, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | |
| <p><u>AB 2173</u> <u>Skinner D</u></p> <p>Metropolitan Transportation Commission: regional gasoline tax.</p> | <p>ASSEMBLY TRANS. 3/8/2012 - Referred to Com. on TRANS.</p> | <p>Existing law creates the Metropolitan Transportation Commission with specified powers and duties relative to transportation planning and programming for the 9-county Bay Area region comprising the commission's jurisdiction. Existing law authorizes the commission to impose a regional tax on gasoline used by motor vehicles not to exceed \$0.10 per gallon for up to 20 years within the region, subject to 2/3 voter approval. This bill would modify these provisions by providing for the commission to submit the proposed ballot measure to voters of one or more counties within the 9-county region rather than to all counties. The bill would delete the requirement for an independent audit of the State Board of Equalization relative to reimbursement of the board for its actual administrative costs associated with the regional gasoline tax, and would make various other changes. This bill contains other related provisions and other existing laws.</p> | |
| <p><u>AB 2200</u> <u>Ma D</u></p> <p>High-occupancy vehicle lanes.</p> | <p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p> | <p>Existing law authorizes the Department of Transportation and local agencies, with respect to highways under their respective jurisdictions, to designate certain lanes for preferential or exclusive use by high-occupancy vehicles. This bill would state the intent of the Legislature to enact legislation relating to high-occupancy vehicle lanes.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 2245 Smyth R</p> <p>Environmental quality: California Environmental Quality Act: exemption: bikeways.</p> | <p>ASSEMBLY NAT. RES. 3/15/2012 - Referred to Com. on NAT. RES. From comm. chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.</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 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. This bill would additionally exempt a Class II bikeway project, as defined for purposes of the Streets and Highways Code, undertaken by a city, county, or a city and county within an existing road right-of-way. This bill contains other existing laws. Last Amended on 3/15/2012</p> | |
| <p>AB 2247 Lowenthal, Bonnie D</p> <p>Public transportation: offenses.</p> | <p>ASSEMBLY PUB. S. 3/12/2012 - Referred to Coms. on PUB. S. and TRANS.</p> | <p>Existing law provides that evasion of the fare on a public transportation system is an infraction for the first or 2nd violation, punishable by a fine not to exceed \$250 and by community service for a total time not to exceed 48 hours over a period not to exceed 30 days, during a time other than during the violator's hours of school attendance or employment, and is a misdemeanor for the 3rd or subsequent violation, punishable by a fine of not more than \$400 or by imprisonment in a county jail for a period of not more than 90 days, or by both that fine and imprisonment. Specified public transportation agencies, including, but not limited to, the City and County of San Francisco and the Los Angeles County Metropolitan Transportation Authority are authorized to enact and enforce ordinances providing that a person who is the subject of a citation for any of the acts described, such as fare evasion, on or in a facility or vehicle of the system for which the public transportation system has jurisdiction shall, under the circumstances set forth by the ordinance, be afforded an opportunity to complete an administrative process that imposes only an administrative penalty enforced in a civil proceeding. This bill would make the above penalties and administrative process applicable to the sale or peddling of any goods, merchandise, property, or services of any kind on the facilities, vehicles, or property of the public transportation system, without the express written consent of the public transportation system or its duly authorized representative. Because this bill would create a new crime, the bill would impose a state-mandated local program.</p> | |
| <p>AB 2277 Hueso D</p> <p>Adopt a Highway Program: courtesy signs.</p> | <p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p> | <p>Existing law provides that the Department of Transportation may enter into an agreement with a person or group to clean up litter alongside a section of state highway and to post a courtesy sign identifying the group who is providing the litter abatement services. This bill would require the department to notify and obtain the approval, as specified, of the local governing body which has jurisdiction over the area where a sign would be placed in order to post a courtesy sign identifying a group that is providing the litter abatement. The department would also be required to post the notice of the application on its Internet Web site for access by the public. The local governing body would have a specified time limit to act on the application request and the approval could not be unreasonably withheld. This bill contains other related provisions and other existing laws.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 2375 Knight R</p> <p>Vehicles: public transit buses: illuminated signs.</p> | <p>ASSEMBLY TRANS. 3/15/2012 - Referred to Com. on TRANS.</p> | <p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions. This bill would authorize, until January 1, 2018, a pilot program that would allow up to 25 buses operated by the Antelope Valley Transit Authority's publicly owned transit system for the first 2 years of the pilot program, and up to 30 buses thereafter, to be equipped with illuminated signs that display advertising subject to certain conditions, including a display area of not greater than 4,464 square inches. The bill would require the authority to submit a specified report to the Legislature and the Department of the California Highway Patrol by July 1, 2017, on the incidence of adverse impacts, if any. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 2405 Blumenfield D</p> <p>Vehicles: high-occupancy toll lanes.</p> | <p>ASSEMBLY TRANS. 3/15/2012 - Referred to Com. on TRANS.</p> | <p>Existing law provides that a vehicle that meets California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) standard is not exempt from toll charges imposed on single-occupant vehicles in lanes designated for tolls, as specified. This bill would instead exempt a vehicle that meets California's enhanced AT PZEV standard from toll charges imposed on single-occupant vehicles in lanes designated for tolls unless prohibited by federal law, and would make nonsubstantive changes to the provisions.</p> | |
| <p>AB 2498 Gordon D</p> <p>Department of Transportation: Construction Manager/General Contractor project method.</p> | <p>ASSEMBLY TRANS. 3/15/2012 - Referred to Com. on TRANS.</p> | <p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. This bill would authorize the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for projects for the construction of a highway, bridge, or tunnel. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 2581 Conway R</p> <p>Vehicles: high-occupancy vehicle lanes.</p> | <p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p> | <p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which lanes may also be used, until January 1, 2015, by certain low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane. The Department of Motor Vehicles is required to make available for issuance distinctive decals, labels, and other identifiers that clearly distinguish those vehicles. This bill would make technical nonsubstantive changes to those provisions.</p> | |
| <p>AB 2679 Committee on Transportation</p> <p>Transportation: omnibus bill.</p> | <p>ASSEMBLY PRINT 3/7/2012 - From printer. May be heard in committee April 6.</p> | <p>Existing law authorizes the Department of Transportation to pay claims or damages up to a maximum of \$5,000 without the approval of the California Victim Compensation and Government Claims Board. This bill would adjust the claim limit that may be paid by the department under these provisions to equal the maximum amount of a claim that can be brought in small claims court. This bill contains other related provisions and other existing laws.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>ACA 23 Perea D</p> <p>Local government transportation projects: special taxes: voter approval.</p> | <p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p> | <p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.</p> | |
| <p>SB 52 Steinberg D</p> <p>Environmental quality: jobs and economic improvement.</p> | <p>ASSEMBLY DESK 2/1/2012 - In Assembly. Read first time. Held at Desk.</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. This bill would require instead that a project result in a minimum investment of \$100,000,000 spent on planning, design, and construction of the project. The bill, in order to maximize public health, environmental, and employment benefits, would require a lead agency to place the highest priority on feasible measures that will reduce greenhouse gas emissions on the project site and in the neighboring communities of the project site. Last Amended on 1/31/2012</p> | |
| <p>SB 95 Committee on Budget and Fiscal Review</p> <p>State cash resources.</p> | <p>SENATE CHAPTERED 2/3/2012 - Chaptered by the Secretary of State, Chapter Number 1, Statutes of 2012</p> | <p>Existing law establishes the Condemnation Deposits Fund in the State Treasury, consisting of all money deposited in the State Treasury pursuant to the Eminent Domain Law, including interest derived from its investment. Existing law requires the Treasurer to receive all money intended for the fund and to duly receipt for, and safe keep all money in the fund. This bill would instead require the Treasurer to receive and duly account for all money in the fund, and would authorize the Controller to use any money in the fund for cashflow loans to the General Fund, as specified. Last Amended on 1/30/2012</p> | |
| <p>SB 749 Steinberg D</p> <p>California Transportation Commission: guidelines.</p> | <p>ASSEMBLY DESK 1/23/2012 - In Assembly. Read first time. Held at Desk.</p> | <p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. Last Amended on 1/4/2012</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 783 Dutton R</p> <p>Special access: liability.</p> | <p>SENATE 9/10/2011 - Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p> | <p>Under existing law, a person, firm, or corporation that interferes with the access rights of a disabled individual is liable for the actual damages of each offense and any amount determined by a judge or jury of up to 3 times the amount of the actual damages, but in no case less than \$1,000. Existing law requires the State Architect to develop and submit for approval and adoption building standards for making buildings, structures, sidewalks, curbs, and related facilities accessible to, and usable by, persons with disabilities, as specified. This bill would establish notice requirements for an alleged aggrieved party to follow before bringing an action against a business for an alleged violation of the above-described provisions. The bill would require that party to provide specified notice to the owner of the property, agent, or other responsible party where the alleged violation occurred. The bill would require that owner, agent, or other responsible party to respond within 30 days with a description of the improvements to be made or with a rebuttal to the allegations, as specified. If that owner, agent, or other responsible party elects to fix the alleged violation, the bill would provide 120 days to do so. The bill would provide that its provisions do not apply to claims for recovery of special damages for an injury in fact, and would authorize the court to consider previous or pending actual damage awards received or prayed for by the alleged aggrieved party for the same or similar injury. The bill would further state the intent of the Legislature to institute certain educational programs related to special access laws. Last Amended on 6/6/2011</p> | |
| <p>SB 829 Rubio D</p> <p>Public contracts: public entities: project labor agreements.</p> | <p>ASSEMBLY APPR. 3/14/2012 - Read second time and amended. Re- referred to Com. on APPR.</p> | <p>Existing law sets the requirements for solicitation and evaluation of bids and awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project, if agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, then state funding or financial assistance may not be used to support that project. This bill would additionally provide that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement that includes specified taxpayer protection provisions for some or all of the construction projects to be awarded by the city, state funding or financial assistance may not be used to support any construction projects awarded by the city, as specified. Last Amended on 3/14/2012</p> | |
| <p>SB 878 DeSaulnier D</p> <p>Regional planning: Bay Area.</p> | <p>ASSEMBLY DESK 1/26/2012 - In Assembly. Read first time. Held at Desk.</p> | <p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county Bay Area with comprehensive regional transportation planning and other related responsibilities, including development of a regional transportation plan with a sustainable communities strategy. Existing law requires a joint policy committee of the commission, the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission to coordinate the development and drafting of major planning documents prepared by the 4 agencies. This bill would require the joint policy committee to submit a report to the Legislature by January 31, 2013, on, among other things, methods and strategies for developing and implementing a multiagency set of policies and guidelines relative to the Bay Area region's sustainable communities strategy, including recommendations on organizational reforms for the regional agencies. The bill would require preparation of a work plan for a regional economic development strategy to be submitted to the Legislature on that date. The bill would also require the member agencies to report on public outreach efforts that they individually or jointly perform. The bill would require public meetings in each of the region's 9 counties and creation of advisory committees, as specified. By imposing new duties on local agencies, the bill would impose a state-mandated local program. Last Amended on 6/9/2011</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 984 Simitian D</p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p> | <p>SENATE E.Q. 3/12/2012 - From comm. with author's amendments. Read second time and amended. Re-referred to Com. on E.Q. 3/19/2012 1:30 p.m. - Room 112 SENATE ENVIRONMENTAL QUALITY, SIMITIAN, Chairman</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 , until January 1, 2016, the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs or other environmental documents for specified projects . Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 3/12/2012</p> | |
| <p>SB 985 La Malfa R</p> <p>Transportation bonds.</p> | <p>SENATE T. & H. 3/13/2012 - Set for hearing April 10. 4/10/2012 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</p> | <p>Article XVI of the California Constitution requires a general obligation bond act to specify the single object or work to be funded by the bonds, and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and by a majority of the voters. Article XVI authorizes the Legislature, at any time after the approval of a general obligation bond act by the voters, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes. Existing law creates the High-Speed Rail Authority with specified powers and duties related to the development and implementation of a high-speed train system. This bill would provide that no further bonds shall be sold for high-speed rail and related rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. The bill would amend the bond act to authorize redirection of the net proceeds received from outstanding bonds issued and sold prior to the effective date of this act, upon appropriation by the Legislature, from those high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds. This bill contains other related provisions.</p> | |
| <p>SB 997 Strickland R</p> <p>Environmental quality: environmental leadership development project.</p> | <p>SENATE RLS. 2/16/2012 - Referred to Com. on RLS.</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. This bill would make technical, nonsubstantive changes to that provision. This bill contains other existing laws.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 1076 Emmerson R</p> <p>California Global Warming Solutions Act of 2006: tire inflation regulation.</p> | <p>SENATE E.Q. 3/12/2012 - Set, first hearing. Hearing canceled at the request of author.</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 emission reductions. A violation of a regulation adopted by the state board pursuant to the act is subject to specified civil and criminal penalties. Pursuant to the act, the state board adopted a regulation requiring automobile service providers, by September 1, 2010, among other things, to check and inflate vehicle tires to the recommended pressure rating when performing automobile maintenance or repair services. This bill, until January 1, 2018, would require a tire pressure gauge used to meet the requirements of this regulation to be accurate within a range of plus or minus 2 pounds per square inch of pressure (2 psi). The bill, until January 1, 2018, would authorize automotive service providers to meet the requirements of the regulation without checking and inflating a vehicle's tire if that tire is determined to be an unsafe tire, as defined, or that tire has tire age, as specified. The bill would require the state board to adopt regulations on tire age if the National Highway Traffic Safety Administration publishes findings establishing a correlation between tire age and safety.</p> | |
| <p>SB 1102 DeSaulnier D</p> <p>State transportation improvement program.</p> | <p>SENATE T. & H. 3/2/2012 - Set for hearing March 27. 3/27/2012 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</p> | <p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work. This bill would require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction capital and support costs at project close for all state transportation improvement program projects completed during the previous fiscal year. This bill contains other related provisions and other existing laws.</p> | |
| <p>SB 1117 DeSaulnier D</p> <p>California Transportation Commission: passenger rail planning.</p> | <p>SENATE T. & H. 3/1/2012 - Referred to Com. on T. & H.</p> | <p>Existing law requires the California Transportation Commission to submit an annual report to the Legislature summarizing the prior year's transportation capital outlay appropriations and transportation issues facing the state. This bill would require the commission to also prepare a statewide passenger rail transportation plan.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| SB 1149 DeSaulnier D Metropolitan Transportation Commission. | SENATE T. & H. 3/1/2012 - Referred to Com. on T. & H. | Existing law creates the Metropolitan Transportation Commission, a local transportation planning agency. This bill would delete these obsolete provisions. This bill contains other existing laws. | |
| SB 1189 Hancock D The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: project funding. | SENATE RLS. 3/1/2012 - Referred to Com. on RLS. | Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides that \$950 million of net proceeds of bonds issued pursuant to the bond act shall be allocated to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail systems that provide direct connectivity to high-speed rail, as specified. This bill would state the intent of the Legislature to enact legislation that would appropriate funding from the \$950 million net proceeds of bonds described above to projects that eligible operators have requested and that have been approved by the California Transportation Commission. | |
| SB 1214 Cannella R Environmental quality: California Environmental Quality Act: judicial review. | SENATE E.Q. 3/1/2012 - Referred to Coms. on E.Q. and JUD. | 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. This bill would require a judicial proceeding challenging a project, except for a high-speed rail project, located in a distressed county, as defined, to be filed with the Court of Appeal with geographic jurisdiction over the project. This bill contains other existing laws. | |
| SB 1221 Lieu D Air quality. | SENATE RLS. 3/8/2012 - Referred to Com. on RLS. | Under existing law, the State Air Resources Board coordinates efforts to attain and maintain ambient air quality standards, and conducts research into the causes of and solution to air pollution. This bill would state that it is the intent of the Legislature to enact legislation to ensure that adverse effects to public health from air pollution are minimized at regional sources, such as airports, ports, and highways. | |
| SB 1257 Hernandez D Taxation: utility user tax: public transit vehicles. | SENATE G. & F. 3/8/2012 - Referred to Com. on GOV. & F. | Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, electricity, in the unincorporated area of the county. This bill would provide that no utility user tax shall be imposed under these provisions upon electricity consumed from an in-route fast charger, within a local jurisdiction, that is separately metered and is dedicated to providing electricity as fuel for an electric public transit bus. | |

| Bill ID/Topic | Location | Summary | Position |
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| <p><u>SB 1269</u> <u>Fuller R</u></p> <p>Income taxes: credit: highway maintenance and enhancement.</p> | <p>SENATE G. & F. 3/8/2012 - Referred to Com. on GOV. & F.</p> | <p>Existing law authorizes the Department of Transportation to enter into an agreement to accept funds, materials, equipment, or services from any person for maintenance or roadside enhancement of a section of a state highway. This bill would authorize a credit against those taxes for each taxable year beginning on or after January 1, 2013, and before January 1, 2017, in an amount equal to 50% of the value of materials, equipment, or, in the case of individuals, services donated, as defined, by the taxpayer during the taxable year for maintenance or roadside enhancement of a section of a state highway pursuant to existing provisions of the Streets and Highways Code. This bill contains other related provisions and other existing laws.</p> | |
| <p><u>SB 1417</u> <u>Hancock D</u></p> <p>Local government.</p> | <p>SENATE PRINT 2/27/2012 - Read first time.</p> | <p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district. This bill would make technical, nonsubstantive changes to these provisions.</p> | |
| <p><u>SB 1499</u> <u>Anderson R</u></p> <p>California Transportation Commission: review of expenditures.</p> | <p>SENATE PRINT 2/27/2012 - Read first time.</p> | <p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work. This bill would require the commission to allocate funds for construction support costs for a project in the state transportation improvement program at the time of allocation of funds for construction capital costs. The bill would require a supplemental project allocation request to be made for all state transportation improvement program projects that experience construction support costs equal to or more than 120% of the amount originally allocated. The bill would also require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction support costs at project close for each state transportation improvement program project completed during the previous fiscal year.</p> | |
| <p><u>SB 1512</u> <u>Cannella R</u></p> <p>Environmental quality: California Environmental Quality Act: litigation.</p> | <p>SENATE PRINT 2/27/2012 - Read first time.</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. This bill would make technical, nonsubstantive changes to that provision. This bill contains other existing laws.</p> | |
| <p><u>SB 1533</u> <u>Padilla D</u></p> <p>Transportation.</p> | <p>SENATE PRINT 2/27/2012 - Read first time.</p> | <p>Existing law provides various funding sources for transportation purposes. This bill would state the intent of the Legislature to enact legislation that would assist local governments with transportation needs, congestion relief, and improving the movement of goods and persons throughout the state.</p> | |

| Bill ID/Topic | Location | Summary | Position |
|---|--|--|----------|
| SB 1545 DeSaulnier D Bay Area toll bridges. | SENATE PRINT 2/27/2012 - Read first time. | Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the 9-county San Francisco Bay Area. Existing law creates the Bay Area Toll Authority with specified powers and duties relative to administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the Metropolitan Transportation Commission. This bill would prohibit public money from being used on the development or improvement of an office building at 390 Main Street, San Francisco, until after the State Auditor has completed a specified audit relating to the move of the headquarters of the Metropolitan Transportation Commission. Upon completion of the audit, the bill would require the issues raised in the audit to be addressed and a report in that regard to be submitted to the Legislature prior to future expenditure of public money on the headquarters project. These provisions would apply to the Bay Area Toll Authority, the Metropolitan Transportation Commission, and the Bay Area Headquarters Authority. The bill would thereby impose a state-mandated local program. | |
| SB 1549 Vargas D Transportation projects: construction Manager/General Contractor project method. | SENATE PRINT 2/27/2012 - Read first time. | Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for projects, as specified, and for local agencies for public works contracts, as specified. This bill would, upon authorization by the California Transportation Commission, allow a consolidated San Diego regional transportation entity, as specified, or the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for up to 20 total projects for either local street or road, bridge, tunnel, or public transit projects within the jurisdiction of the local transportation entity or state highway, bridge, or tunnel projects by the Department of Transportation. The bill would require a transportation entity, as defined, to pay fees related to prevailing wage monitoring and enforcement into the State Public Works Enforcement Fund, a continuously appropriated fund, except as specified, and, thus, would make an appropriation. The bill would also require a progress report to be submitted by the transportation agency to the commission every year following the award of a contract under these provisions, and would require the commission to submit an annual report to the Legislature that includes the information in the report submitted by the transportation agency, as specified. This bill would require specified information to be verified under oath, thus imposing a state-mandated local program by expanding the scope of an existing crime. The bill would provide that its provisions are severable. This bill contains other related provisions and other existing laws. | |
| SB 1566 Negrete McLeod D Vehicle license fees: allocation. | SENATE PRINT 2/27/2012 - Read first time. | Existing law requires that a specified amount of motor vehicle license fees deposited to the credit of the Motor Vehicle License Fee Account in the Transportation Tax Fund be allocated by the Controller, as specified, to the Local Law Enforcement Services Account in the Local Revenue Fund 2011, for allocation to cities, counties, and cities and counties. This bill would instead require, on and after July 1, 2012, that those revenues be distributed first to each city that was incorporated from an unincorporated territory after August 5, 2004, in an amount determined pursuant to a specified formula and second to each city that was incorporated before August 5, 2004, in an amount determined pursuant to a specified formula. By authorizing within the Motor Vehicle License Fee Account in the Transportation Tax Fund, a continuously appropriated fund, to be used for a new purpose, the bill would make an appropriation. | |
| SCA 7 Yee D Public bodies: meetings. | ASMLY APPR. SUSPENSE FILE 8/25/2011 - Set, second hearing. Held in comm and under submission. | The California Constitution requires meetings of public bodies to be open to public scrutiny. This measure would also include in the California Constitution the requirement that each public body provide public notice of its meetings and disclose any action taken. Last Amended on 4/13/2012 | |



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

February 29, 2012

TO: Board Members, Solano Transportation Authority
 FROM: Gus Khouri, Legislative Advocate
 Shaw / Yoder / Antwih, Inc.

RE: STATE LEGISLATIVE UPDATE- FEBRUARY

On January 5, Governor Brown released his FY 2012-13 State Budget. He emphasizes that significant progress in trimming down the state's chronic budget deficit has been made by comparing a \$26.6 billion shortfall in FY 2011-12 and \$20 billion structural deficit to a \$9.2 billion gap in FY 2012-13 with future structural shortfalls of \$5 billion from the \$89 billion spending plan. The \$9.2 billion deficit is an 18-month forecast which includes a current year gap (FY 11-12) of \$4.1 billion. Unlike last year, the Governor has not called for a Special Session to address the deficit. Therefore, budget subcommittees are not expected to meet until later this Spring. The following is a summary of other topics of interest.

On February 27, the Legislative Analyst's Office (LAO) issued its report on the 2012-13 State Budget. According to the LAO, while the economic outlook has improved somewhat since our last forecast in November, data received after that forecast concerning 2010 tax payments by Californians and soft personal income tax (PIT) estimated payments in December and January have weakened some parts of our office's near-term revenue forecast.

In January, they noted that their November General Fund revenue forecast was \$6.8 billion lower than the administration's in 2011-12 and 2012-13 combined (including our lower estimates of revenue from the Governor's proposed tax initiative). Now, LAO's updated revenue forecast—including similar federal tax policy assumptions as the administration's, an updated estimate of revenues from the Governor's initiative, and an initial estimate of revenues due to the possible Facebook stock offering—is \$6.5 billion lower than the administration's in 2011-12 and 2012-13 combined. If the Facebook-related revenues were omitted from this new forecast, General Fund revenues would be about \$8.5 billion lower than the administration's over this period—weaker than the \$6.8 billion difference identified in January—due mainly to the negative revenue data received over the last three months.

STA Lobby Day

The Executive Committee has selected April 18th as the date for STA's Annual Lobby Day trip to Sacramento. Along with our legislative delegation, we will plan visits with the California Transportation Commission, Caltrans, and key legislative leaders to discuss our priorities for 2012.

High-Speed Rail

The High-Speed Rail Authority is expected to release its revised Business Plan in late March. Major revisions are expected from the original plan which was released on November 5th and calls for a \$98.5 billion investment to build the high-speed train network. It is our understanding that the new plan will recommend making substantial investments in the Peninsula as well as Southern California in order to modernize the existing infrastructure of the bookends to the system and prepare for linkage to a high-speed rail system in the future.

As a result, the Bay Area, Caltrain specifically, is in position to receive as much as \$1 billion in Proposition 1A funding to use with local match dollars (\$1.428 billion total) to electrify its system along its existing right-of-way, implement positive train control, and purchase new rail cars. The improvements would be completed by 2019, a full 12 years before high-speed rail service is being contemplated in the area. Electrification will allow for member agencies to reduce their operating costs in half while increasing service from 45,000 to 70,000 riders per day.

State Legislation

Among its many legislative priorities, STA is pursuing legislation this year in order to make needed technical corrections to the statute enacted pursuant to STA's 2009 sponsored bill (AB 1219) which provides eligibility for the STA to directly claim its share of Transportation Development Act (TDA) funds available to cities in the county and the county, rather than going through MTC. Specifically, we need to change STA's share of funding from 2.0% to 2.7% to reflect current practice.

We are pleased to announce that the Assembly Transportation Committee has agreed to include our language into their committee bill when it is introduced.

M E M O R A N D U M

February 29, 2012

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

During the month of February we prepared for the STA Board trip to Washington, D.C. and monitored developments of interest to STA.

Surface Transportation Legislation

While both the House and Senate seemed to be making progress with their respective legislation earlier in February, the Republican leadership in the House recently abandoned its 5-year \$260 billion bill because it realized that it could not secure enough votes to pass the bill on the House floor. The House Transportation Committee is currently working on a 2-year bill, although it is unclear how it will address the funding and policy issues that have generated opposition from Democrats and conservative Republicans. Although the Senate's two-year bill has bipartisan support, the bill has been slowed on the Senate floor by Senators offering non-germane amendments to the bill. With current delays, controversy within each of the Chambers and the significant differences between the House and Senate bills, it is likely that Congress will be forced to extend current law again before it expires on March 31.

House Bill

This week, following the week long President's Day recess, the House Leadership pulled *The American Energy & Infrastructure Jobs Act* (H.R. 7) from floor consideration because the bill failed to win sufficient support from House members. Conservatives opposed the spending under the five-year \$260 billion legislation. Democrats opposed the House bill for several reasons, including inadequate funding levels, a proposal to end trust fund support for transit programs and the CMAQ program, use of revenues from expanded oil and gas drilling and increased federal employee contributions to the pension system to fund the bill, environmental streamlining provisions, cuts to Amtrak funding and the proposal to expedite approval of the Keystone XL Pipeline.

Republican leadership has stated that it intends to bring an alternative proposal to the House floor within the next two weeks with reduced spending levels, but this is not a certainty. It is not clear how deep the reductions will be from the current authorization levels, but spending cuts will need to be deep enough to satisfy conservatives. The length of the bill is also in question. The House may chose to fund the bill for two years, like the Senate proposal, or may authorize

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transportation spending for 18 months with the intention of allowing the next Congress and Administration to rewrite transportation law. The proposal to end trust fund support for transit, CMAQ and other smaller highway programs is expected to be dropped from the short-term extension, following a vigorous lobbying campaign lead by transit agencies, counties and cities. However, the Republican leadership has made promises to conservatives that consideration of this change has been postponed, but not abandoned.

The revenue from increased offshore gas and oil production is expected to remain the funding mechanism for the short-term authorization bill. The House approved an energy title to H.R. 7 on February 16 that would open areas along the coastal United States and Alaska to gas and oil exploration and development. This provision will remain controversial with Senators and a potential stumbling block to final enactment if the House is able to pass a reauthorization bill.

Senate Bill

Floor action on *The Moving Ahead for Progress in the 21st Century* or MAP-21 (S. 1813) has been delayed because Senators have demanded consideration of a number of non-germane amendments, despite a bipartisan vote to bring up the bill (85-11). The Senate has scheduled a vote on Thursday, March 1, on an amendment offered by Sen. Roy Blunt (R-MO) concerning health insurance coverage of contraception. The Democratic Leadership agreed to the vote in the hope that allowing it will satisfy conservatives members and allow the Senate to proceed with action on the underlying bill.

Leadership in the meantime has agreed to an amendment that would add added titles proposed by Senate Committees on Finance (revenue), Banking (transit) and Commerce (rail, freight and safety) to the highway bill. The Senate Banking Committee approved the transit program on February 2, 2012. The Banking Committee bill included \$10.5 billion annually for transit programs for two years, which is consistent with current funding levels.

The Senate Finance Committee approved the revenue provisions on February 7, but some of the provisions are controversial. Identifying funding for the Senate bill has been an issue because the Finance Committee's package of revenue measures does not fully fund the bill and Republicans oppose many of the targeted tax increases that were adopted. Conservatives have objected that multi-year tax measures that have only a loose connection to transit are used to fund the bill. For example, the Finance Committee bill would approve the transfer of \$3 billion from the Leaking Underground Storage Tank Trust Fund, change the depreciation for leasing on highway toll roads, and divert revenue from the gas guzzler tax to the Trust Fund. Additionally, Republicans opposed changes to the tax treatment of inherited IRAs and a provision that would end a tax credit for the producers of "black liquor," a papermaking byproduct.

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The Fiscal Year 2013 Budget

On February 13, 2012, the Obama Administration released its fiscal year 2013 budget, which included \$74 billion for the Department of Transportation, a two-percent increase over the current fiscal year.

The budget proposes \$476 billion in transportation spending over the next six years as part of the surface transportation reauthorization, paid for from the withdrawal of overseas military engagements. Transit spending is \$108 billion over six years, a 105 percent increase, and would make state of good repair a priority. The budget proposes a \$47 billion investment in high speed rail and would fund passenger rail from the Highway Trust Fund. Similar to the budget proposal for fiscal year 2012, the fiscal year 2013 budget proposes upfront spending of \$50 billion in transportation stimulus even though this is not part of the current reauthorization bills in either the House or Senate and is unlikely to be considered as Congress struggles to fund transportation programs at the current level.

Spending for fiscal year 2013 includes \$41.8 billion for highways, an increase of \$2.7 billion over fiscal year 2012 appropriations. Transit would be funded at \$10.8 billion, an increase of \$200 million over fiscal year 2012 appropriations. The request includes: \$3.2 billion to bring bus and rail systems into a state of good repair; \$2.4 billion for transit expansion and livability projects; and \$4.8 billion in transit formula grants.

The budget includes \$700 million in fiscal year 2013 for a competitive National Infrastructure Investments (NII) program that would replace TIGER and make awards for highways, public transportation facilities, freight and passenger rail, and port projects.

The budget also includes \$3 billion for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program over six years, estimated to support \$90 billion in financing for transportation infrastructure projects. The budget requests \$500 million for TIFIA in fiscal year 2013.

The appropriations committees are currently holding hearings on the President's Budget. Following the hearings, the Committees will develop appropriations legislation. The status of transportation funding in fiscal year 2013 will depend on whether Congress can pass legislation with specified funding levels or whether Congress passes another longer term extension.

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M E M O R A N D U M

DATE: March 9, 2012
TO: Solano Transportation Authority Board Members
FROM: Susan Lent, Akin Gump Strauss Hauer & Feld LLP
Jayne Bauer, STA Marketing and Legislative Program Manager
RE: 2012 Federal Legislative Trip Report

On March 6 and 7, Members of the Board of Directors of the Solano Transportation (STA) Authority participated in meetings in Washington, D.C. with members of Congress, congressional staff and executive branch officials to advance STA's federal agenda. Attending the meetings were STA Chair and Dixon Mayor Jack Batchelor, Vallejo Mayor Osby Davis, Vacaville Mayor Steve Hardy, Fairfield Mayor Harry Price, STA Executive Director Daryl Halls, Deputy Executive Director Janet Adams, Marketing and Legislative Program Manager Jayne Bauer and Solano Economic Development Corporation President Sandy Person. Susan Lent and Vic Fazio of Akin Gump scheduled and participated in the meetings. We have summarized the meetings and follow up actions.

Congressman Mike Thompson

Mayor Batchelor noted that Congressman Thompson would represent a portion of Solano County in the next Congress. Congressman Thompson expressed enthusiasm about representing Solano County and noted that he would work on behalf of the entire county and not just the cities in his district.

Mayor Davis briefed Congressman Thompson on the need for the U.S. Postal Service (USPS) to relocate the Vallejo post office. Mayor Davis mentioned that we had a meeting with USPS staff scheduled for later that morning. Congressman Thompson offered to send a staff person to the meeting. Nicole Ameling attended the subsequent meeting. Mayor Davis also mentioned the Vallejo streetscape project. Congressman Thompson expressed an interest in supporting that and other projects.

Next Steps: Provide draft support letter for Congressman Thompson to send to the Federal Highway Administration in support of the TCSP application for the Vallejo Downtown Streetscape project. Keep Nicole Ameling apprised of developments with the USPS relocation. Invite Congressman Thompson to tour Vallejo.

Congressman George Miller

Mayor Batchelor gave an overview of STA priorities, including reauthorization of the surface transportation legislation. Mayor Davis briefed Congressman Miller on the Vallejo streetscape project and the post office relocation. Congressman Miller asked us to report back to his staff after our meeting with the USPS.

Congressman Miller expressed frustration with the inability of the House to move a long term transportation bill.

Next Steps: Follow up with staff regarding meeting with USPS.

Ujwala Tamaskar, Facilities Program Management Manager, Jim Cari, Government Relations Representative, U.S. Postal Service

Nicole Ameling from Congressman Mike Thompson's staff also attended.

Mayor Davis summarized the discussions that had taken place with USPS officials locally and in San Diego regarding the relocation of the post office in Vallejo. Ms. Tamaskar mentioned that Ellen Lus and Diana Elvorado likely had been involved. She mentioned that her supervisor is Tom Samra, Vice President of Facilities, and he would give the ultimate approval of any post office relocation.

During the meeting Ms. Tamaskar explained the process for relocating post office facilities. She was aware of the expiration date of the Vallejo postal facility lease and the purchase option and the fact that the lease and purchase option was very favorable to the USPS. She stated that the USPS was not otherwise considering relocating the Vallejo post office, but would consider it based on Vallejo's request provided that there is no financial impact to the USPS and they could identify a suitable relocation option. She said that the USPS would need to decide whether it intended to exercise the option. She also mentioned that the USPS would need to identify its needs. She believed that the site proposed by Vallejo for the distribution facility was acceptable to the USPS, but that the USPS had concerns about the retail site.

Ms. Tamaskar noted that there is a post office relocation process set forth in 39 C.F.R. 241.4 and that it provided for public notice, a public meeting and the opportunity for an appeal. There is a 15 day comment period after the public meeting, the USPS must issue a decision 15 days later and there is 15 days within which a person can file an appeal. She also mentioned that USPS would do an independent appraisal of the property and the USPS Asset Management Group would perform a financial review of the transaction. Ms. Tamaskar mentioned that the public

notice process could begin before the financial details were finalized, although we will need clarification regarding how that would occur.

Ms. Tamaskar agreed to be the point of contact in the future. She committed to providing Mayor Davis with additional information on the process for relocating the post office in the next few days.

Wesley Blount, Federal Highway Administration, Office of Planning, Environment and Realty

We had a conference call with Wesley Blount, who is responsible for the Transportation Community System Preservation (TCSP) program, under which STA submitted an application with Vallejo for the streetscape project. After we provided background on STA, we briefed Mr. Blount on the streetscape project. Mayor Batchelor briefed him on the Dixon Intermodal Station and Steve Hardy on the Jepson Parkway project. Mr. Blount advised us that the three projects met the criteria for the TCSP program and, therefore, would be competitive. He told us that he expected that DOT would announce the successful applicants for the fiscal year 2012 funds sometime between April and June. He cautioned us that there may not be future rounds of funding for the TCSP program since the program is not included in the House or Senate transportation bills. If Congress cannot pass legislation, however, they may extend current law, which could result in DOT having funding for the program in fiscal year 2013.

Therese McMillan, Deputy Federal Transit Administrator

We briefed Therese McMillan, Deputy Federal Transit Administrator, Kimberly Gayle, Director, Policy Review and Development, and Sharon Pugh, Senior Policy Analyst, Office of Budget and Policy. We briefed the group on STA's intention to submit grant applications for the Vallejo streetscapes project (under the livability grant program) and the FAST local bus replacement (under the state of good repair program). We also advised them of Fairfield/Vacaville's intention to submit another TIGER grant application for the train station project.

Therese McMillan thought the Vallejo streetscape project may have difficulty competing for funding under the bus livability program since the project does not involve construction of a transit facility. She recommended that we contact Bryce McNitt at FTA who is responsible for the livability grants.

We also discussed STA's planned public private partnership study. The FTA meeting participants discussed FTA's support for public private partnerships and joint development. Ms. McMillan

mentioned that there are low cost financing opportunities within DOT, including the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. She also mentioned that FTA is revising its circular on Joint Development.

Next Steps: Contact Bryce McNitt to confirm whether the Vallejo project is eligible to compete for livability funding.

Congressman John Garamendi

Mayor Batchelor gave an overview of STA priorities. Mayor Price discussed the Fairfield/Vacaville TIGER application and the FAST bus replacement. Congressman Garamendi agreed to send a letter in support of the TIGER application. He asked for us to provide Kristen Bor, the Congressman's legislative assistant, with a draft support letter. He agreed to call Secretary LaHood once Fairfield submits the TIGER IV application.

Next Steps: Provide draft support letter for TIGER application to Kristen Bor. Ask Kristen if the Congressman would send a support letter to the FTA Administrator on the FAST bus application. Contact Congressman Garamendi's scheduler, Sofia Leon, for his availability to attend the I-80 Truck Scales Groundbreaking event in April. Senator Dianne Feinstein

We met with Matt Nelson who handles transportation issues for the Senator and David Hantman who handles postal service issues. We discussed the postal service relocation and David Hantman asked for us to keep him apprised of development and let him know if the Senator could be of assistance in the future. We also discussed STA's transportation priorities.

Next Steps: Follow up with Matt Nelson for letters in support of STA's grant applications.

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STA Federal Funding Matrix

| Fund Source | Application Contact | Eligibility | Amount Available | Deadlines | Program Description | Proposed Submittal | Staff Contact |
|---|--|---|------------------|--|--|--|---------------|
| TIGER IV Discretionary Grant* | Department of Transportation Office of Secretary - Howard Hill (202-366-0301) TIGERGrants@dot.gov | State, local government authorities, transit agencies, MPOs, others | \$500 million | Deadline for Pre-Applications- 02/20/12 Deadline for Final Applications- 03/19/12 | Projects that are eligible for TIGER Discretionary Grants include, but are not limited to: (1) Highway or bridge projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; and (4) marine port infrastructure investments. The FY 2012 Appropriations Act specifies that TIGER Discretionary Grants may be not less than \$10 million (except in rural areas) and not greater than \$200 million. No more than 25% awarded to a single State. Minimum of \$120 million awarded in rural areas. Funds can be used for up to 80% of project costs; priority given to projects for which Federal funding is required to complete an overall financing package and projects can increase their competitiveness by demonstrating significant non-Federal contributions. Only available for obligation through September 30, 2013. Projects compete on the merits of the medium to long-term impacts of the projects themselves (not just job creation). | \$12M Fairfield/Vacaville Intermodal Station STA co-sponsor with Vacaville and CCJPA (applied for \$12M in TIGER III – not awarded) | Steve Hartwig |
| Clean Fuels* | Vanessa Williams, FTA Office of Program Management, (202) 366-4818, email: vanessa.williams@dot.gov. | Direct recipients of Section 5307, i.e., transit operators | \$51.5 million | (Due to MTC 2/15/2012) 4/5/2012 | 1) Purchasing or leasing clean fuel buses, including buses that employ a lightweight composite primary structure and vans for use in revenue service. 2) Constructing or leasing clean fuel bus facilities or electrical recharging facilities and related equipment; 3) Projects relating to clean fuel, biodiesel, hybrid electric, or zero emissions technology buses that exhibit equivalent or superior emissions reductions to existing clean fuel or hybrid electric technologies. | | |
| Bus Livability* | Bryce McNitt, Office of Budget and Policy, (202) 366-2618, email: bryce.mcnitt@dot.gov. | Direct recipients of Section 5309, i.e., transit operators | \$125 million | (Due to MTC 2/22/2012) 3/29/2012 | Purchase or rehabilitation of buses and vans, bus- related equipment (including ITS, fare equipment, communication devices), construction and rehabilitation of bus- related facilities (including administrative, maintenance, transfer, and intermodal facilities). FTA will prioritize the replacement and rehabilitation of intermodal facilities that support the connection of bus service with multiple modes of transportation, including but not limited to: Rail, ferry, intercity bus and private transportation providers. In order to be eligible for funding, intermodal facilities must have adjacent connectivity with bus service. In addition, FTA will prioritize funding for the development and implementation of new, or improvement of existing, transit asset management systems. | | |

*New Funding Opportunity
Jayne Bauer, STA Marketing Legislative Program Manager, can be contacted for more information at (707) 424-6075 or jbauer@sta-snci.com

STA Federal Funding Matrix

| Fund Source | Application Contact | Eligibility | Amount Available | Deadlines | Program Description | Proposed Submittal | Staff Contact |
|--|--|--|------------------|---|--|--|--------------------|
| State of Good Repair* | Adam Schildge, FTA Office of Program Management, (202) 366-0778, email: adam.schildge@dot.gov. | Direct recipients of Section 5309, i.e., transit operators | \$650 million | (Due to MTC 2/22/2012) 3/29/2012 | Purchase, replacement, or rehabilitation of, buses and vans and related equipment (including Intelligent Transportation Systems (ITS), fare equipment, communication devices that are FCC mandatory narrow-banding compliant); replacement or the modernization of bus maintenance and revenue service (passenger) facilities; replacement or modernization of intermodal facilities; and the development and implementation of transit asset management systems, that address the objectives identified. Livability investments are projects that deliver not only transportation benefits, but also are designed and planned in such a way that they have a positive impact on qualitative measures of community life. | 1. \$1.86M FAST for replacement buses | Mona Babauta |
| Veterans Transportation and Community Living Initiative (VTCLI)* | VeteransTransportation@dot.gov or | Direct recipients of Section 5309, Urbanized Area Formula program, local governments, States, or Indian Tribes | \$30 million | 4/19/2012 | The capital costs of creating, expanding, or increasing access to local One-Call/One-Click Transportation Resource Centers, as well as some research costs to demonstrate successful implementation of these capital projects. The One-Call/One-Click Centers simplify access to transportation for the public by providing one place to connect veterans, service members, military families, persons with disabilities and other transportation disadvantaged populations, such as older adults, low-income families or disadvantaged youth, to rides and transportation options provided in their locality by a variety of transportation providers and programs. | | |
| TCSP | Federal Highway Administration; Wesley Blount Office of Human Environment 202-366-0799 wesley.blount@dot.gov | States, metropolitan planning organizations, local governments, and tribal governments | \$29 million | 1/6/2012 | To plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals. Grants may support planning, implementation, research and investigation and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. Requires 20% local match. | \$3M Vallejo Downtown Streetscape Project. | David Kleinschmidt |

*New Funding Opportunity

Jayne Bauer, STA Marketing Legislative Program Manager, can be contacted for more information at (707) 424-6075 or jbauer@sta-snci.com

STA Federal Funding Matrix

| Fund Source | Application Contact | Eligibility | Amount Available | Deadlines | Program Description | Proposed Submittal | Staff Contact |
|---|---|--|--|---|--|--------------------|---------------|
| Economic Development Assistance Programs - Economic Adjustment Assistance Program | Department of Commerce Economic Development Administration | District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit | \$50 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4) | 12/15/11 for funding cycle 1; 3/9/2012 for funding cycle 2; 06/08/12 for funding cycle 3; and 09/14/12 for funding cycle 1 of FY 2013 | Provides a wide range of construction and non-construction assistance, including public works, technical assistance, strategies, and revolving loan fund (RLF) projects, in regions experiencing severe economic dislocations that may occur suddenly or over time. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need." | | |
| Economic Development Assistance Programs - Global Climate Change Mitigation Incentive Fund | Department of Commerce Economic Development Administration | District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations | FY 2011: \$158 million in the first quarter; \$193 million in the second quarter btw 3 EDA programs | 12/15/10 for funding cycle 1; 03/10/11 for funding cycle 2; 06/10/11 for funding cycle 3; and 09/15/11 for funding cycle 1 of FY 2012 | Supports projects that foster economic competitiveness while enhancing environmental quality. EDA anticipates that these funds will be used to advance the green economy by supporting projects that create jobs through and increase private capital investment in initiatives to limit the nation's dependence on fossil fuels, enhance energy efficiency, curb greenhouse gas emissions, and protect natural systems. GCCMIF assistance is available to finance a variety of sustainability focused projects, including renewable energy end-products, the greening of existing manufacturing functions or processes, and the creation of certified green facilities. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need." | | |

*New Funding Opportunity

Jayne Bauer, STA Marketing Legislative Program Manager, can be contacted for more information at (707) 424-6075 or jbauer@sta-snci.com

STA Federal Funding Matrix

| Fund Source | Application Contact | Eligibility | Amount Available | Deadlines | Program Description | Proposed Submittal | Staff Contact |
|---|---|--|---|---|--|--------------------|---------------|
| Economic Development Assistance Programs - Public Works and Economic Development Facilities Program | Department of Commerce Economic Development Administration | District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations | \$111 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4) | 12/15/11 for funding cycle 1; 3/9/2012 for funding cycle 2; 06/08/12 for funding cycle 3; and 09/14/12 for funding cycle 1 of FY 2013 | Supports the construction or rehabilitation of essential public infrastructure and facilities to help communities and regions leverage their resources and strengths to create new and better jobs, drive innovation, become centers of competition in the global economy, and ensure resilient economies. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need." | | |
| Ferry Boat Discretionary (FBD) Program | Tony DeSimone FHWA Office of Program Administration 317-226-5307 Anthony.DeSimone@dot.gov | Ferry systems and public entities responsible for developing ferries through their State transportation agency. The States may submit | \$22 million | 1/6/2012 | Priority given to ferry systems, and public entities responsible for developing ferries, that: (1) provide critical access to areas that are not well-served by other modes of surface transportation; (2) carry the greatest number of passengers and vehicles; or (3) carry the greatest number of passengers in passenger-only service." | | |

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STA Federal Funding Matrix

| Fund Source | Application Contact | Eligibility | Amount Available | Deadlines | Program Description | Proposed Submittal | Staff Contact |
|--|---|---|--|------------|--|--------------------|---------------|
| Smart Growth Implementation Assistance (SGIA) Program* | EPA – Abby Hall (hall.abby@epa.gov , 202-566-2086) | Open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity) | \$75,000 per recipient in contractor support | 10/28/2011 | Communities receive direct technical assistance from a team of national experts in one of two areas: policy analysis (e.g., reviewing state and local codes, school siting guidelines, transportation policies, etc.) or public participatory processes (e.g., visioning, design workshops, alternative analysis, build-out analysis, etc.). The assistance is tailored to the community's unique situation and priorities. EPA provides the assistance through a contractor team – not a grant. Through a multiple-day site visit and a detailed final report, the multi-disciplinary teams provide information to help the community achieve its goal of encouraging growth that fosters economic progress and environmental protection. | | |
| Building Blocks for Sustainable Communities | EPA - Kevin Nelson(nelson.kevin@epa.gov, 202-566-2835). | Local, county, or tribal government | N/A | 10/28/2011 | This technical assistance will help selected local and/or tribal governments to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life. The purpose of delivering these tools is to stimulate a discussion about growth and development, strengthen local capacity to implement sustainable communities approaches, and provide ideas on how to change local policies and procedures to make communities more economically and environmentally sustainable. Assistance will be provided through presentations, meetings with community stakeholders, and/or activities that strive to relay to participants the impacts of the community's development policies. Communities select from 10 tools: (1) Walking Audits Tool; (2) Parking Audits; (3) Sustainable Design and Development; (4) Smart Growth Zoning Codes for Small Cities and Rural Areas; (5) Green Building Toolkit; (6) Using Smart Growth to Produce Fiscal and Economic Health; (7) Complete Streets; (8) Preferred Growth Areas; (9) Creating a Green Streets Strategy; and (10) Linking Water Quality and Land Use. | | |

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STA Federal Funding Matrix

| Fund Source | Application Contact | Eligibility | Amount Available | Deadlines | Program Description | Proposed Submittal | Staff Contact |
|--|--------------------------------|--|--|-----------|--|--------------------|---------------|
| Sustainable Communities -- Community Challenge Planning Grant | HUD | State and local governments, including U.S. territories, tribal governments, political subdivisions of State or local governments, and multi-State or multijurisdictional groupings. | Fiscal Year 2011 - \$30 million Fiscal Year 2012 funding – not available Budget request expected for Fiscal year 2013 | 9/9/2011 | Focuses on individual jurisdictions and more localized planning. Fosters reform and reduces barriers to achieving affordable, economically vital, and sustainable communities. Such efforts may include amending or replacing local master plans, zoning codes, and building codes, either on a jurisdiction-wide basis or in a specific neighborhood, district, corridor, or sector to promote mixed-use development, affordable housing, the reuse of older buildings and structures for new purposes, and similar activities with the goal of promoting sustainability at the local or neighborhood level. This Program also supports the development of affordable housing through the development and adoption of inclusionary zoning ordinances and other activities to support plan implementation. | | |
| TIGGER | Federal Transit Administration | Direct recipients of Section 5307, i.e., transit operators | Fiscal Year 2011 -- \$49.9 million Fiscal Year 2012 funding not available | 8/23/2011 | Capital projects that assist in the reduction of the energy consumption of a public transportation system and/or the reduction of greenhouse gas emissions of a public transportation system. | | |
| Alternative Analysis | Federal Transit Administration | States, MPOs and local government authorities | \$25 million | 7/29/2011 | To conduct an alternatives analysis or to support additional technical tasks in an alternatives analysis that will improve and expand the information available to decision- makers considering major transit improvements. FTA will consider proposals for all areas of technical work that can better develop information about the costs and benefits of potential major transit improvements, including those that might seek New Starts or Small Starts funding. FTA will give priority to technical work that would advance the study of alternatives that foster the six livability principles. | | |

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STA Federal Funding Matrix

| Fund Source | Application Contact | Eligibility | Amount Available | Deadlines | Program Description | Proposed Submittal | Staff Contact |
|--|---------------------------------|--|---------------------|-----------|--|--------------------|---------------|
| National Clean Diesel Funding Assistance Program (DERA) | Environmental Protection Agency | U.S. regional, state, local or tribal agencies/consortia or port authorities with jurisdiction over transportation or air quality; School districts, municipalities, metropolitan planning organizations (MPOs), cities and counties | \$32 million | 1/13/2011 | Grant applicants can propose projects to significantly reduce diesel emissions by deploying EPA or California Air Resources Board (CARB) verified retrofit technologies early replacement of engines or vehicles (incremental cleaner technology costs only); repowering with EPA certified cleaner diesel or certified alternate fuel engine configurations; and reducing long-duration idling with EPA approved technologies. Grant applicants can propose projects to significantly reduce diesel emissions by deploying EPA or California Air Resources Board (CARB) verified retrofit technologies early replacement of engines or vehicles (incremental cleaner technology costs only); repowering with EPA certified cleaner diesel or certified alternate fuel engine configurations; and reducing long-duration idling with EPA approved technologies. | | |

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ASSEMBLY BILL**No. 2679**

Introduced by Committee on Transportation (Assembly Members Bonnie Lowenthal (Chair), Jeffries (Vice Chair), Achadjian, Blumenfield, Bonilla, Buchanan, Eng, Furutani, Galgiani, Logue, Miller, Portantino, and Solorio)

March 6, 2012

An act to amend Sections 935.7 and 29532.4 of the Government Code, to amend Sections 99155, 99155.5, 99206.5, 99207, 99214, 99220, 99233.12, 99238, 99238.5, 99260.7, 99262, 99268.5, 99285.2, and 99401.5 of the Public Utilities Code, to amend Sections 6480.1 and 60116 of the Revenue and Taxation Code, to amend Sections 349, 366, 374, 392, 411, 446, 478, 485, 493, 527, and 538 of, and to amend and repeal Section 410 of the Streets and Highways Code, and to repeal Section 27314.5 of the Vehicle Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2679, as introduced, Committee on Transportation. Transportation: omnibus bill.

(1) Existing law authorizes the Department of Transportation to pay claims or damages up to a maximum of \$5,000 without the approval of the California Victim Compensation and Government Claims Board.

This bill would adjust the claim limit that may be paid by the department under these provisions to equal the maximum amount of a claim that can be brought in small claims court.

(2) Existing law, the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, provides for funding of local public transit systems throughout the state and requires, among other things,

specified special accommodations for handicapped persons, as defined, on public transit systems.

This bill would replace the term “handicapped” with the term “disabled” throughout the act.

(3) Existing law authorizes the Solano County Transportation Authority to claim up to 2% of local transportation funds available under the Transportation Development Act for countywide transit planning and coordination relative to Solano County.

This bill would authorize the authority to claim up to 2.7% of those funds for these purposes.

(4) Existing law creates transportation commissions or authorities in certain counties, including Imperial and Los Angeles Counties, with various responsibilities relating to transportation planning and programming, among other things.

This bill would update various obsolete references to the Imperial County Transportation Commission and to the Los Angeles County Metropolitan Transportation Authority to reflect their current names.

(5) Existing law provides for the California Transportation Commission to adopt locations for state highways on routes authorized by law, and provides for relinquishment of certain segments of state highways from the state to local agencies.

This bill would acknowledge the relinquishment of the portion of Route 49 in the City of Auburn, the portions of Route 66 in the Cities of Fontana, Rancho Cucamonga, Upland, and Claremont, the portions of Route 74 in the Cities of Palm Desert and Lake Elsinor, the portion of Route 92 in the City of Hayward, a portion of Route 110 in the City of Los Angeles, the portion of Route 111 in the City of Cathedral City, the portion of Route 146 in the City of Soledad, the portion of Route 178 in the City of Bakersfield, the portion of Route 185 in the City of Hayward, the portion of Route 193 in the City of Lincoln, the portions of Route 227 in the Cities of Arroyo Grande and San Luis Obispo, and the portion of Route 238 in the City of Hayward.

(6) Existing law imposes excise taxes and sales and use taxes on motor vehicle fuel, commonly known as gasoline, on jet fuel, and on diesel fuel. Existing law requires the State Board of Equalization to make specified annual adjustments to the tax rates to ensure the revenue neutrality under previously enacted statutory modifications of these tax rates, under which modifications certain taxes increased while others decreased. Existing law requires prepayment of a certain portion of the sales tax liability on these fuels based on annual estimates made by the

State Board of Equalization that rely on a specified report of the State Energy Resources Conservation and Development Commission to determine the retail price of fuel.

This bill would require the annual adjustments to sales tax prepayment rates to be made at the same time as the annual adjustments of the fuel tax rates, and would provide for the prepayment rates to account for any changes in the fuel tax rates. The bill would delete the reference to the specified report for determining the retail price of fuels and would instead authorize the board to rely on industry publications reporting that information. The bill would make other related changes.

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 935.7 of the Government Code is
2 amended to read:

3 935.7. (a) Notwithstanding Section 935.6, the Department of
4 Transportation may deny or adjust and pay any claim arising out
5 of the activities of the department without the prior approval of
6 the California Victim Compensation and Government Claims
7 Board if both of the following conditions exist:

8 (1) The amount claimed is ~~five thousand dollars (\$5,000) or~~
9 ~~less equal to or less than the amount specified as the small claims~~
10 ~~court jurisdictional amount in Section 116.221 of the Code of Civil~~
11 ~~Procedure.~~

12 (2) The Director of Finance or the Director of Transportation
13 certifies that a sufficient appropriation for the payment of the claim
14 exists.

15 (b) If the department elects not to pay any claim, the department
16 shall provide the notice required by Section 913.

17 (c) Any person who submits any claim arising out of any activity
18 of the Department of Transportation shall comply with every other
19 applicable provision of this part relating to claims against state
20 agencies.

21 SEC. 2. Section 29532.4 of the Government Code is amended
22 to read:

23 29532.4. (a) Notwithstanding subdivision (d) of Section 29532,
24 the county transportation commission created in the Counties of
25 Los Angeles, Orange, Riverside, and San Bernardino by Division

1 12 (commencing with Section 130000) of the Public Utilities Code
 2 shall not be designated by the Director of Transportation as the
 3 transportation planning agency for the area under its jurisdiction,
 4 and the Imperial Valley Association of Governments in Imperial
 5 County shall not be designated the transportation planning agency
 6 for the area under its jurisdiction.

7 (b) Notwithstanding Section 29532, for the purposes of Chapter
 8 4 (commencing with Section 99200) of Part 11 of Division 10 of
 9 the Public Utilities Code, “transportation planning agency” means
 10 the county transportation commission created in the Counties of
 11 Los Angeles, Orange, Riverside, San Bernardino, and Ventura by
 12 Division 12 (commencing with Section 130000) of the Public
 13 Utilities Code, and also includes the ~~Imperial Valley Association~~
 14 ~~of Governments~~ *County Transportation Commission* in Imperial
 15 County. The county auditor in each of those counties shall pay to
 16 the public transportation entities in the county the amounts
 17 allocated by the respective commissions or that association of
 18 governments, as the case may be.

19 SEC. 3. Section 99155 of the Public Utilities Code is amended
 20 to read:

21 99155. (a) Each transit operator, whether publicly or privately
 22 funded all or in part, nonprofit or *for* profit, which offers reduced
 23 fares to senior citizens shall honor the federal Medicare
 24 identification card as sufficient identification to receive reduced
 25 fares. A transit operator which offers reduced fares to those senior
 26 citizens who are less than 65 years old shall also honor the senior
 27 citizen identification card issued pursuant to subdivision (b) of
 28 Section 13000 of the Vehicle Code.

29 (b) Each transit operator, whether publicly or privately funded,
 30 in whole or in part, nonprofit or for profit, which offers reduced
 31 fares pursuant to subdivision (a) shall also offer reduced fares to
 32 ~~handicapped~~ *disabled* persons, as defined by Section 99206.5,
 33 disabled persons, as defined by Section 295.5 of the Vehicle Code,
 34 and disabled veterans, as defined by Section 295.7 of the Vehicle
 35 Code, at the same rate established for senior citizens. A transit
 36 operator shall honor the ~~handicapped person~~, disabled person, or
 37 disabled veteran placard identification card issued pursuant to
 38 Section 22511.55 of the Vehicle Code.

39 (c) Every transit operator that offers reduced fares to
 40 ~~handicapped~~ or disabled persons shall honor any current

1 identification card that is valid for the type of transportation service
2 or discount requested and that has been issued to an individual
3 with a ~~handicap~~ or disability by another transit operator.

4 (d) This section also applies to any dial-a-ride, paratransit, or
5 nonfixed route operator which serves the ~~handicapped~~ or disabled,
6 but does not apply to a private, nonprofit entity which serves the
7 ~~handicapped~~, disabled, or elderly.

8 (e) Nothing in this section prohibits a transit operator from
9 issuing its own identification card, except that no such card shall
10 be required to be presented in addition to either a federal Medicare
11 card or a card issued pursuant to Section 22511.55 of the Vehicle
12 Code.

13 (f) A transit operator, as defined in subdivision (b), which
14 receives funds pursuant to the Mills-Alquist-Deddeh Act (Chapter
15 4 (commencing with Section 99200)), shall not require that a
16 person requesting transportation be a resident of that transit
17 operator's service area.

18 SEC. 4. Section 99155.5 of the Public Utilities Code is
19 amended to read:

20 99155.5. (a) The Legislature intends that dial-a-ride and
21 paratransit services be accessible to ~~handicapped~~ *disabled* persons,
22 as defined in Section 99206.5. It is intended that transportation
23 service be provided for employment, education, medical, and
24 personal reasons. Transportation for individuals with disabilities
25 is a necessity, and allows these persons to fully participate in our
26 society.

27 The Legislature finds and declares that the term "paratransit,"
28 as used in the *federal* Americans with Disabilities Act of 1990
29 (Public Law 101-336), refers to transportation services with
30 specific criteria of quality and quantity, and which are required to
31 be made available to limited classes of persons based on eligibility
32 categories; this is often referred to as "ADA paratransit" or
33 "complementary paratransit." The Legislature finds and declares
34 that the terms "paratransit" and "dial-a-ride," as used in the laws
35 of this state, apply to a broader range of transportation services
36 and that not all individuals with disabilities under the laws of this
37 state are eligible for "ADA paratransit" under the federal law.

38 (b) Each transit operator, *for* profit or nonprofit, which provides,
39 or contracts for the provision of, dial-a-ride or paratransit service
40 for individuals with disabilities and which receives public funding

1 pursuant to the Mills-Alquist-Deddeh Act (Chapter 4 (commencing
2 with Section 99200)) for that service shall provide the service
3 without regard to either of the following:

4 (1) Whether the person is a member of a household which owns
5 a motor vehicle.

6 (2) ~~The~~ *Whether the* place of residence of the person who
7 requests transportation service *is* within the service area of the
8 provider. To the extent that they are eligible for the specified
9 service requested, all persons requesting transportation service in
10 the service area of the provider shall be provided service on the
11 same terms and at the same price that service is provided to other
12 persons residing within the service area of the provider.

13 (c) Subdivision (b) does not preclude a provider from offering
14 a subscription service, and does not require a reduction in the
15 amount the provider charges other public or private agencies.

16 (d) Except as required by the *federal* Americans with Disabilities
17 Act of 1990 (Public Law 101-336) and federal regulations adopted
18 pursuant thereto or by higher standards prescribed by the laws of
19 this state, nothing in this section requires any transit operator which
20 provides service to individuals with disabilities in a manner
21 consistent with subdivision (b) to make those services available
22 outside the operator’s established operating service area, or requires
23 the operator to make the presentation of identification a condition
24 to using the service.

25 (e) A transit operator shall honor any current identification card
26 which is valid for the type of transportation service or discount
27 requested and which has been issued to an individual with
28 disabilities by another transit operator.

29 (f) Any person who believes an operator has violated Section
30 99155 or 99155.5 may file a report of the alleged violation with
31 the transportation planning agency or county transportation
32 commission. Any individual with disabilities may request the
33 Attorney General to resolve any dispute as to compliance with
34 Section 99155 or this section.

35 SEC. 5. Section 99206.5 of the Public Utilities Code is
36 amended to read:

37 99206.5. ~~“Handicapped—~~“*Disabled person*” means any
38 individual who by reason of illness, injury, age, congenital
39 malfunction, or other permanent or temporary incapacity or
40 disability, including, but not limited to, any individual confined

1 to a wheelchair, is unable, without special facilities or special
2 planning or design, to utilize public transportation facilities and
3 services as effectively as a person who is not so affected.

4 As used in this section, a temporary incapacity or disability is
5 an incapacity or a disability which lasts more than 90 days.

6 SEC. 6. Section 99207 of the Public Utilities Code is amended
7 to read:

8 99207. (a) “Included municipal operator” means a city or
9 county which is included, in whole or in part, within a transit
10 district or which has been extended the authority to join a transit
11 district by that district’s enabling legislation, and in which city or
12 county public transportation services have continuously been
13 provided, since at least January 1, 1971, by the city or county, by
14 a nonprofit corporation or other legal entity wholly owned by the
15 city or county, or by the University of California.

16 (b) “Included municipal operator” also means the City and
17 County of San Francisco and the Counties of Alameda and Contra
18 Costa with respect to any portion of the unincorporated area
19 thereof, and any city in those counties, which is outside the area
20 of the Alameda-Contra Costa Transit District and which is not
21 receiving adequate local public transportation services, as
22 determined by the Metropolitan Transportation Commission, from
23 any of the transit districts which includes the county or city, taking
24 into consideration, among other things, the amount of such services
25 needed in the county or city, the cost to provide such services, and
26 the amount of such services provided in other areas of the transit
27 district as compared to their needs.

28 (c) “Included municipal operator” also means any city within
29 the County of Sacramento which (1) is outside the activated
30 boundaries of the Sacramento Regional Transit District,
31 (2) contracts with the district for transit services, and (3) provides
32 local transit services within the city that the Sacramento Area
33 Council of Governments annually determines can be better
34 provided by the city than the district, taking into consideration,
35 among other things, the amount and the nature of the services
36 required in the city, the ability of the district to provide the services,
37 the coordination of the services with district services, the
38 remoteness of the city in relation to other district services, the cost
39 of providing the services, the funds available to provide the

1 services, and the amount of services provided in other areas of the
2 district compared to their needs.

3 (d) “Included municipal operator” also means any city or
4 unincorporated area within the County of Los Angeles (1) that is
5 not receiving adequate local public transportation services, as
6 determined by the Los Angeles County ~~Transportation Commission~~
7 *Metropolitan Transportation Authority*, from either the Southern
8 California Rapid Transit District or any currently “included
9 municipal operator” as defined in this section, and (2) that meets
10 the criteria established by the Los Angeles County ~~Transportation~~
11 ~~Commission~~ *Metropolitan Transportation Authority*, taking into
12 consideration, among other things, the cost to provide such
13 services, the amount of such services needed in the county or city,
14 the funds available to provide such services, and the amount of
15 such services provided in other areas of the county as compared
16 to their needs.

17 SEC. 7. Section 99214 of the Public Utilities Code is amended
18 to read:

19 99214. (a) “Transportation planning agency” means the entity
20 designated in Section 29532 of the Government Code.

21 (b) “Transportation planning agency” also includes, for purposes
22 of this chapter, the county transportation commissions created in
23 the Counties of Los Angeles, Orange, Riverside, San Bernardino,
24 and Ventura pursuant to Division 12 (commencing with Section
25 130000).

26 (c) “Transportation planning agency” also includes, for purposes
27 of this chapter, the Imperial ~~Valley Association of Governments~~
28 *County Transportation Commission* in Imperial County.

29 SEC. 8. Section 99220 of the Public Utilities Code is amended
30 to read:

31 99220. The Legislature finds and declares as follows:

32 (a) Public transportation is an essential component of the
33 balanced transportation system which must be maintained and
34 developed so as to permit the efficient and orderly movement of
35 people and goods in the urban areas of the state. Because public
36 transportation systems provide an essential public service, it is
37 desirable that such systems be designed and operated in such a
38 manner as to encourage maximum utilization of the efficiencies
39 of the service for the benefit of the total transportation system of
40 the state and all the people of the state, including the elderly, the

1 ~~handicapped disabled~~, the youth, and the citizens of limited means
2 ~~of the ability to freely utilize the systems.~~

3 (b) The fostering, continuance, and development of public
4 transportation systems are a matter of state concern. Excessive
5 reliance on the private automobile for transportation has caused
6 air pollution and traffic congestion in California’s urban areas, and
7 such pollution and congestion are not confined to single
8 incorporated areas but affect entire regions. Furthermore, public
9 transportation systems which are not designed so as to be usable
10 by ~~handicapped disabled~~ persons foster increased welfare costs
11 and the waste of human resources. Thus, the Legislature has elected
12 to deal with the multiple problems caused by lack of adequate
13 public transportation on a regional basis through the counties, with
14 coordination of the programs being the responsibility of the state
15 pursuant to contract with county governments.

16 (c) While providing county assistance to a particular
17 transportation system may not be of primary interest and benefit
18 to each and every taxpayer in a county, providing an integrated
19 and coordinated system to meet the public transportation needs of
20 an entire county will benefit the county as a whole. It is the purpose
21 of this chapter to provide for such systems in those counties where
22 they are needed.

23 (d) The local transportation funds authorized by Article 11
24 (commencing with Section 29530) of Chapter 2 of Division 3 of
25 Title 3 of the Government Code are made possible by the
26 imposition of the state’s sales and use taxes on motor vehicle fuel,
27 which allows for a reduction in state taxes without a corresponding
28 loss in revenue. By authorizing counties to increase their sales and
29 use taxes, an additional source of revenue has been made available
30 for public transportation within such counties. Applicants for a
31 disbursement from a local transportation fund shall only be eligible
32 for an allocation from the fund of the county in which such
33 transportation is provided.

34 SEC. 9. Section 99233.12 of the Public Utilities Code is
35 amended to read:

36 99233.12. Notwithstanding anything in Sections 99233 to
37 99233.9, inclusive, to the contrary, the Solano Transportation
38 Authority may file a claim, and the transportation planning agency
39 may allocate, for the area representing the cumulative areas of the
40 authority’s member agencies, up to ~~2~~ 2.7 percent of annual

1 revenues for countywide transit planning and coordination purposes
2 relative to Solano County. Funds allocated to the authority pursuant
3 to this section shall be allocated after allocations are made pursuant
4 to Sections 99233.1 and 99233.2 but prior to other allocations.

5 SEC. 10. Section 99238 of the Public Utilities Code is amended
6 to read:

7 99238. Each transportation planning agency shall provide for
8 the establishment of a social services transportation advisory
9 council for each county, or counties operating under a joint powers
10 agreement, which is not subject to the apportionment restriction
11 established in Section 99232.

12 (a) The social services transportation advisory council shall
13 consist of the following members:

14 (1) One representative of potential transit users who is 60 years
15 of age or older.

16 (2) One representative of potential transit users who is
17 ~~handicapped~~ *disabled*.

18 (3) Two representatives of the local social service providers for
19 seniors, including one representative of a social service
20 transportation provider, if one exists.

21 (4) Two representatives of local social service providers for the
22 ~~handicapped~~ *disabled*, including one representative of a social
23 service transportation provider, if one exists.

24 (5) One representative of a local social service provider for
25 persons of limited means.

26 (6) Two representatives from the local consolidated
27 transportation service agency, designated pursuant to subdivision
28 (a) of Section 15975 of the Government Code, if one exists,
29 including one representative from an operator, if one exists.

30 (7) The transportation planning agency may appoint additional
31 members in accordance with the procedure prescribed in
32 subdivision (b).

33 (b) Members of the social services transportation advisory
34 council shall be appointed by the transportation planning agency
35 which shall recruit candidates for appointment from a broad
36 representation of social service and transit providers representing
37 the elderly, the ~~handicapped~~ *disabled*, and persons of limited
38 means. In appointing council members, the transportation planning
39 agency shall strive to attain geographic and minority representation
40 among council members. Of the initial appointments to the council,

1 one-third of them shall be for a one-year term, one-third shall be
 2 for a two-year term, and one-third shall be for a three-year term.
 3 Subsequent to the initial appointment, the term of appointment
 4 shall be for three years, which may be renewed for an additional
 5 three-year term. The transportation planning agency may, at its
 6 discretion, delegate its responsibilities for appointment pursuant
 7 to this subdivision to the board of supervisors.

8 (c) The social services transportation advisory council shall
 9 have the following responsibilities:

10 (1) Annually participate in the identification of transit needs in
 11 the jurisdiction, including unmet transit needs that may exist within
 12 the jurisdiction of the council and that may be reasonable to meet
 13 by establishing or contracting for new public transportation or
 14 specialized transportation services or by expanding existing
 15 services.

16 (2) Annually review and recommend action by the transportation
 17 planning agency for the area within the jurisdiction of the council
 18 which finds, by resolution, that (A) there are no unmet transit
 19 needs, (B) there are no unmet transit needs that are reasonable to
 20 meet, or (C) there are unmet transit needs, including needs that
 21 are reasonable to meet.

22 (3) Advise the transportation planning agency on any other
 23 major transit issues, including the coordination and consolidation
 24 of specialized transportation services.

25 (d) It is the intent of the Legislature that duplicative advisory
 26 councils shall not be established where transit advisory councils
 27 currently exist and that those existing advisory councils shall,
 28 instead, become part of the social services transportation advisory
 29 council and shall assume any new responsibilities pursuant to this
 30 section.

31 SEC. 11. Section 99238.5 of the Public Utilities Code is
 32 amended to read:

33 99238.5. (a) The transportation planning agency shall ensure
 34 the establishment and implementation of a citizen participation
 35 process appropriate for each county, or counties if operating under
 36 a joint powers agreement, utilizing the social services transportation
 37 advisory council as a mechanism to solicit the input of transit
 38 dependent and transit disadvantaged persons, including the elderly,
 39 ~~handicapped~~ *disabled*, and persons of limited means. The process
 40 shall include provisions for at least one public hearing in the

1 jurisdiction represented by the social services transportation
 2 advisory council. Hearings shall be scheduled to ensure broad
 3 community participation and, if possible, the location of the
 4 hearings shall be rotated among the various communities within
 5 the advisory council’s jurisdiction. Notice of the hearing, including
 6 the date, place, and specific purpose of the hearing shall be given
 7 at least 30 days in advance through publication in a newspaper of
 8 general circulation. The transportation planning agency shall also
 9 send written notification to those persons and organizations which
 10 have indicated, through its citizen participation or any other source
 11 of information, an interest in the subject of the hearing.

12 (b) In addition to public hearings, the transportation planning
 13 agency shall consider other methods of obtaining public feedback
 14 on public transportation needs. Those methods may include, but
 15 are not limited to, teleconferencing, questionnaires, telecanvassing,
 16 and electronic mail.

17 SEC. 12. Section 99260.7 of the Public Utilities Code is
 18 amended to read:

19 99260.7. In order to provide, or to contract to provide,
 20 transportation services using vehicles for the exclusive use of
 21 elderly or ~~handicapped~~ *disabled* persons, a city or a county, which
 22 is contributing funds it is eligible to receive under this article to a
 23 joint powers agency of which it is a member to operate a public
 24 transportation system, may also file a claim under this article and
 25 may also file a claim for funds made available pursuant to Section
 26 99313.

27 SEC. 13. Section 99262 of the Public Utilities Code is amended
 28 to read:

29 99262. Claims for public transportation systems may include
 30 claims for money for all purposes necessary and convenient to the
 31 development and operation of the system, including planning and
 32 contributions to the transportation planning process, acquisition
 33 of real property, construction of facilities and buildings, purchase
 34 and replacement of vehicles (including those usable by ~~handicapped~~
 35 *disabled* persons), and system operation, maintenance, and repair,
 36 payment for any of which purposes may take the form of direct
 37 expenditures or payment of principal and interest on equipment
 38 trust certificates, bonded or other indebtedness, or any amounts in
 39 accomplishment of a defeasance of any outstanding revenue bond
 40 indenture.

1 SEC. 14. Section 99268.5 of the Public Utilities Code is
2 amended to read:

3 99268.5. (a) Commencing with claims for the 1980–81 fiscal
4 year, no funds shall be allocated under this article in any fiscal
5 year to an operator providing services using vehicles for the
6 exclusive use of elderly and ~~handicapped~~ *disabled* persons, unless
7 the operator maintains, for the fiscal year, a ratio of fare revenues
8 to operating cost, as defined by subdivision (a) of Section 99247,
9 for those services at least equal to one-tenth or to the ratio it had
10 for those services during the 1978–79 fiscal year, whichever is
11 greater.

12 (b) Notwithstanding subdivision (a), an operator which provides
13 both exclusive transportation services for elderly and ~~handicapped~~
14 *disabled* persons and regular scheduled public transportation
15 services may be allocated funds under this article for the exclusive
16 service if the combined services qualify under Section 99268.1,
17 99268.2, 99268.3, or 99268.4, as the case may be, and the ratio of
18 fare revenues to operating cost for the combined service shall not
19 be less than the ratio required in order to make allocations to the
20 operator for its regular scheduled services.

21 (c) In a county which had less than 500,000 population as
22 determined by the 1970 federal decennial census and more than
23 500,000 in population as determined by the 1980 or 1990 federal
24 decennial census, an operator in the county shall maintain a ratio
25 of fare revenues to operating cost, as defined by subdivision (a)
26 of Section 99247, at least equal to one-fifth if serving an urbanized
27 area or one-tenth if serving a nonurbanized area.

28 SEC. 15. Section 99285.2 of the Public Utilities Code is
29 amended to read:

30 99285.2. ~~(a)~~ Notwithstanding subdivision (a) of Section 99285,
31 any county transportation commission created pursuant to Division
32 12 (commencing with Section 130000) may adopt a resolution
33 electing to approve the proposals to be funded and shall approve
34 only those claims submitted for its approval.

35 ~~(b) Notwithstanding subdivision (a) of Section 99285, for the~~
36 ~~County of Imperial, the Imperial Valley Association of~~
37 ~~Governments shall submit to the transportation planning agency~~
38 ~~those proposals to be funded, and the transportation planning~~
39 ~~agency shall approve only those claims submitted for those~~
40 ~~proposals. Alternatively, the Imperial Valley Association of~~

1 Governments may adopt a resolution electing to approve the
2 proposals to be funded and shall approve only those claims
3 submitted for those proposals.

4 SEC. 16. Section 99401.5 of the Public Utilities Code is
5 amended to read:

6 99401.5. Prior to making any allocation not directly related to
7 public transportation services, specialized transportation services,
8 or facilities provided for the exclusive use of pedestrians and
9 bicycles, or any allocation for purposes of subdivision (f) of Section
10 99400, the transportation planning agency shall annually do all of
11 the following:

12 (a) Consult with the social services transportation advisory
13 council established pursuant to Section 99238.

14 (b) Identify the transit needs of the jurisdiction which have been
15 considered as part of the transportation planning process, including
16 the following:

17 (1) An annual assessment of the size and location of identifiable
18 groups likely to be transit dependent or transit disadvantaged,
19 including, but not limited to, the elderly, the ~~handicapped~~ *disabled*,
20 including individuals eligible for paratransit and other special
21 transportation services pursuant to Section 12143 of Title 42 of
22 the United States Code ~~(the, the~~ federal Americans with Disabilities
23 Act of 1990 (42 U.S.C. Sec. 12101, ~~et seq.~~) *et seq.*), and persons
24 of limited means, including, but not limited to, recipients under
25 the CalWORKs program.

26 (2) An analysis of the adequacy of existing public transportation
27 services and specialized transportation services, including privately
28 and publicly provided services necessary to implement the plan
29 prepared pursuant to Section 12143(c)(7) of Title 42 of the United
30 States Code, in meeting the transit demand identified pursuant to
31 paragraph (1).

32 (3) An analysis of the potential alternative public transportation
33 and specialized transportation services and service improvements
34 that would meet all or part of the transit demand.

35 (4) An analysis of the need to acquire or lease vans and related
36 equipment for a farmworker vanpool program pursuant to
37 subdivision (f) of Section 99400. This analysis is only required,
38 however, upon receipt by the transportation planning agency of a
39 request of an interested party identifying a potential need.

1 (c) Identify the unmet transit needs of the jurisdiction and those
2 needs that are reasonable to meet. The transportation planning
3 agency shall hold at least one public hearing pursuant to Section
4 99238.5 for the purpose of soliciting comments on the unmet transit
5 needs that may exist within the jurisdiction and that might be
6 reasonable to meet by establishing or contracting for new public
7 transportation or specialized transportation services or by
8 expanding existing services. The definition adopted by the
9 transportation planning agency for the terms “unmet transit needs”
10 and “reasonable to meet” shall be documented by resolution or in
11 the minutes of the agency. The fact that an identified transit need
12 cannot be fully met based on available resources shall not be the
13 sole reason for finding that a transit need is not reasonable to meet.
14 An agency’s determination of needs that are reasonable to meet
15 shall not be made by comparing unmet transit needs with the need
16 for streets and roads.

17 (d) Adopt by resolution a finding for the jurisdiction, after
18 consideration of all available information compiled pursuant to
19 subdivisions (a), (b), and (c). The finding shall be that (1) there
20 are no unmet transit needs, (2) there are no unmet transit needs
21 that are reasonable to meet, or (3) there are unmet transit needs,
22 including needs that are reasonable to meet. The resolution shall
23 include information developed pursuant to subdivisions (a), (b),
24 and (c) which provides the basis for the finding.

25 (e) If the transportation planning agency adopts a finding that
26 there are unmet transit needs, including needs that are reasonable
27 to meet, then the unmet transit needs shall be funded before any
28 allocation is made for streets and roads within the jurisdiction.

29 (f) The transportation planning agency shall not allocate funds
30 for purposes of subdivision (f) of Section 99400 until all of the
31 capital and operating funds necessary to meet unmet transit needs
32 that are reasonable to meet are allocated. The transportation
33 planning agency shall not reduce funding to existing public
34 transportation services, specialized transportation services, or
35 facilities for the exclusive use of pedestrians and bicycles in order
36 to allocate funds for purposes of subdivision (f) of Section 99400.
37 The transportation planning agency shall not allocate funds under
38 subdivision (f) of Section 99400 if the allocation replaces other
39 federal, state, or local funds used to fund commuter vanpools by
40 a county, city, transportation planning agency, or transit district.

1 SEC. 17. Section 6480.1 of the Revenue and Taxation Code
2 is amended to read:

3 6480.1. (a) At any time that motor vehicle fuel tax or diesel
4 fuel tax is imposed or would be imposed, but for the dyed diesel
5 fuel exemption in paragraph (1) of subdivision (a) of Section
6 60100, or the train operator exemption in paragraph (7) of
7 subdivision (a) of Section 60100 or paragraph (11) of subdivision
8 (a) of Section 7401, or, pursuant to subdivision (f) of Section 6480,
9 would be deemed to be imposed, on any removal, entry, or sale in
10 this state of motor vehicle fuel, aircraft jet fuel, or diesel fuel, the
11 supplier shall collect prepayment of retail sales tax from the person
12 to whom the motor vehicle fuel, aircraft jet fuel, or diesel fuel is
13 sold. However, if no sale occurs at the time of imposition of motor
14 vehicle fuel tax or diesel fuel tax, the supplier shall prepay the
15 retail sales tax on that motor vehicle fuel, aircraft jet fuel, or diesel
16 fuel. The prepayment required to be collected by the supplier
17 constitutes a debt owed by the supplier to this state until paid to
18 the board, until satisfactory proof has been submitted to prove that
19 the retailer of the fuel has paid the retail sales tax to the board, or
20 until a supplier or wholesaler who has consumed the fuel has paid
21 the use tax to the board. Each supplier shall report and pay the
22 prepayment amounts to the board, in a form as prescribed by the
23 board, in the period in which the fuel is sold. On each subsequent
24 sale of that fuel, each seller, other than the retailer, shall collect
25 from his or her purchaser a prepayment computed using the rate
26 applicable at the time of sale. Each supplier shall provide his or
27 her purchaser with an invoice for, or other evidence of, the
28 collection of the prepayment amounts which shall be separately
29 stated thereon.

30 (b) (1) A wholesaler shall collect prepayment of the retail sales
31 tax from the person to whom the motor vehicle fuel, aircraft jet
32 fuel, or diesel fuel is sold. Each wholesaler shall provide his or
33 her purchaser with an invoice for or other evidence of the collection
34 of the prepayment amounts, which shall be separately stated
35 thereon.

36 (2) Each wholesaler shall report to the board, in a form as
37 prescribed by the board and for the period in which the motor
38 vehicle fuel, aircraft jet fuel, or diesel fuel was sold, all of the
39 following:

1 (A) The number of gallons of fuel sold and the amount of sales
2 tax prepayments collected by the wholesaler.

3 (B) The number of tax-paid gallons purchased and the amount
4 of sales tax prepayments made by the wholesaler.

5 (C) In the event that the amount of sales tax prepayments
6 collected by the wholesaler is greater than the amount of sales tax
7 prepayments made by the wholesaler, then the excess constitutes
8 a debt owed by the wholesaler to the state until paid to the board,
9 or until satisfactory proof has been submitted that the retailer of
10 the fuel has paid the tax to the board.

11 (c) A supplier or wholesaler who pays the prepayment and issues
12 a resale certificate to the seller, but subsequently consumes the
13 motor vehicle fuel, aircraft jet fuel, or diesel fuel, shall be entitled
14 to a credit against his or her sales and use taxes due and payable
15 for the period in which the prepayment was made, provided that
16 he or she reports and pays the use tax to the board on the
17 consumption of that fuel.

18 (d) The amount of a prepayment paid by the retailer or a supplier
19 or wholesaler who has consumed the motor vehicle fuel, aircraft
20 jet fuel, or diesel fuel to the seller from whom he or she acquired
21 the fuel shall constitute a credit against his or her sales and use
22 taxes due and payable for the period in which the sale was made.
23 Failure of the supplier or wholesaler to report prepayments or the
24 supplier's or wholesaler's failure to comply with any other duty
25 under this article shall not constitute grounds for denial of the
26 credit to the retailer, supplier, or wholesaler, either on a temporary
27 or permanent basis or otherwise. To be entitled to the credit, the
28 retailer, supplier, or wholesaler shall retain for inspection by the
29 board any receipts, invoices, or other documents showing the
30 amount of sales tax prepaid to his or her supplier, together with
31 the evidence of payment.

32 (e) The rate of the prepayment required to be collected during
33 the period from July 1, 1986, through March 31, 1987, shall be
34 four cents (\$0.04) per gallon of motor vehicle fuel distributed or
35 transferred.

36 (f) *The rate of prepayment required to be collected for motor*
37 *vehicle fuel, aircraft jet fuel, and diesel fuel as established by the*
38 *board in effect on January 1, 2013, shall remain in effect through*
39 *June 30, 2013.*

40 (f)

1 (g) On ~~April~~ July 1 of each succeeding year, the prepayment
 2 rate per gallon for motor vehicle fuel, rounded to the nearest
 3 one-half of one cent (\$0.005), of the required prepayment shall be
 4 established by the board based upon 80 percent of the combined
 5 state and local sales tax rate established by Sections 6051, 6051.2,
 6 6051.3, 6051.5, 7202, and 7203.1, and Section 35 of Article XIII
 7 of the California Constitution on the arithmetic average selling
 8 price (excluding sales tax) as ~~determined~~ reported by the State
 9 Energy Resources Conservation and Development Commission,
 10 in its latest publication of the “Quarterly Oil Report,” an industry
 11 publication of all grades of gasoline sold through a self-service
 12 gasoline station. In the event the “Quarterly Oil Report” is delayed
 13 or discontinued, the board may base its determination on other
 14 sources of the arithmetic average selling price of gasoline. The
 15 board shall make its determination of the rate no later than
 16 ~~November~~ March 1 of the same year prior to as the effective date
 17 of the new rate. Immediately upon making its determination and
 18 setting of the rate, the board shall each year, no later than ~~January~~
 19 May 1, notify by mail every supplier, wholesaler, and retailer of
 20 motor vehicle fuel. In the event the price of fuel decreases or
 21 increases or an exemption from sales tax for sales of fuel is enacted,
 22 and the established rate results in or could result in prepayments
 23 which consistently exceed or are significantly lower than the
 24 retailers’ sales tax liability, the board may readjust the rate.

25 ~~(g)~~

26 (h) On ~~April~~ July 1 of each succeeding year, the prepayment
 27 rate per gallon for aircraft jet fuel, rounded to the nearest one-half
 28 of one cent (\$0.005), shall be established by the board based upon
 29 80 percent of the combined state and local sales tax rate established
 30 by Sections 6051, 6051.2, 6051.3, 6051.5, 7202, and 7203.1, and
 31 Section 35 of Article XIII of the California Constitution on the
 32 arithmetic average selling price (excluding sales and state excise
 33 tax) as determined by the board. The board shall make its
 34 determination of the rate no later than ~~November~~ March 1 of the
 35 year prior to the effective date of the new rate. The rate of the
 36 prepayment required to be collected for aircraft jet fuel shall be
 37 equal to 80 percent of the arithmetic average selling price of aircraft
 38 jet fuel as specified by industry publications. Immediately upon
 39 making its determination and setting of the rate, the board shall
 40 each year, no later than ~~January~~ May 1, notify by mail every

1 supplier, wholesaler, and retailer of aircraft jet fuel. In the event
2 the price of aircraft jet fuel decreases or increases, and the
3 established rate results in prepayments that consistently exceed or
4 are significantly lower than the retailers' sales tax liability, the
5 board may readjust the rate.

6 ~~(h)~~

7 (i) On ~~April~~ July 1 of each succeeding year, the prepayment
8 rate per gallon for diesel fuel, rounded to the nearest one-half of
9 one cent (\$0.005), shall be established by the board based upon
10 80 percent of the combined state and local sales tax rate established
11 by Sections 6051, 6051.2, 6051.3, 6051.5, ~~6051.8~~, 7202, and
12 7203.1, and Section 35 of Article XIII of the California
13 Constitution on the arithmetic average selling price (excluding
14 sales and state excise tax) as determined by the board. The board
15 shall make its determination of the rate no later than ~~November~~
16 ~~March~~ 1 of the ~~same~~ year ~~prior to~~ as the effective date of the new
17 rate. The rate of the prepayment required to be collected for diesel
18 fuel shall be equal to 80 percent of the arithmetic average selling
19 price of diesel fuel as specified by industry publications.
20 Immediately upon making its determination and setting of the rate,
21 the board shall each year, no later than ~~January~~ May 1, notify ~~by~~
22 ~~mail~~ every supplier, wholesaler, and retailer of diesel fuel. In the
23 event the rate of sales tax imposed on sales of diesel fuel increases
24 or decreases or the price of diesel fuel decreases or increases, and
25 the established rate results in or could result in prepayments that
26 consistently exceed or are significantly lower than the retailers'
27 sales tax liability, the board may readjust the rate.

28 ~~(i)~~

29 (j) (1) Notwithstanding any other provision of this section,
30 motor vehicle fuel sold by a supplier or wholesaler to a qualified
31 purchaser who, pursuant to a contract with the State of California
32 or its instrumentalities, resells that fuel to the State of California
33 or its instrumentalities shall be exempt from the prepayment
34 requirements.

35 (2) A qualified purchaser who acquires motor vehicle fuel for
36 subsequent resale to the State of California or its instrumentalities
37 pursuant to this subdivision shall furnish to the supplier or
38 wholesaler from whom the fuel is acquired an exemption
39 certificate, completed in accordance with any instructions or
40 regulations as the board may prescribe. The supplier or wholesaler

1 shall retain the certificate in his or her records in support of the
 2 exemption. To qualify for the prepayment exemption, both of the
 3 following conditions shall apply:

4 (A) The qualified purchaser does not take possession of the fuel
 5 at any time.

6 (B) The fuel is delivered into storage tanks owned or leased by
 7 the State of California or its instrumentalities via facilities of the
 8 supplier or wholesaler, or by common or contract carriers under
 9 contract with the supplier or wholesaler.

10 (3) For purposes of this subdivision, “qualified purchaser” means
 11 a wholesaler who does not have or maintain a storage facility or
 12 facilities for the purpose of selling motor vehicle fuel.

13 SEC. 18. Section 60116 of the Revenue and Taxation Code is
 14 amended to read:

15 60116. (a) Commencing on January 1, 1998, and on each
 16 January 1 thereafter ~~up to and including January 1, 2013~~, the board
 17 shall establish a tax rate per gallon, rounded to the nearest tenth
 18 of a cent, by multiplying the average retail price per gallon
 19 (including the federal excise tax and excluding the state excise tax
 20 and the sales and use tax) of diesel fuel sold in this state by a
 21 percentage equal to the combined state and local sales tax rate
 22 established by Part 1 (commencing with Section 6001) and Part
 23 1.5 (commencing with Section 7200) of Division 2 of the Revenue
 24 and Taxation Code and Section 35 of Article XIII of the California
 25 Constitution. The average retail price per gallon shall be the
 26 average of weekly retail prices for the 12-month period ending
 27 August 31 of the year prior to the effective date of the new rate.
 28 In determining the average retail price per gallon, the board shall
 29 use the weekly average retail price published by the State Energy
 30 Resources Conservation and Development Commission, in its
 31 publication “Fuel Price And Supply Update.” In the event the “Fuel
 32 Price And Supply Update” is delayed or discontinued, the board
 33 may base its determination on other sources of the average retail
 34 price of diesel fuel. The board shall make its determination of the
 35 rate no later than October 1 of the year prior to the effective date
 36 of the new rate.

37 (b) *The tax rate established by the board on January 1, 2013,*
 38 *shall remain in effect only through June 30, 2013.*

39 (c) *Commencing on July 1, 2013, and on each July 1 thereafter,*
 40 *the board shall establish a tax rate per gallon, rounded to the*

1 nearest one-tenth of one cent (\$0.001), by multiplying the average
2 retail price per gallon (including the federal excise tax and
3 excluding the state excise tax and the sales and use tax) of diesel
4 fuel sold in this state by a percentage equal to the combined state
5 and local sales tax rate established by Part 1 (commencing with
6 Section 6001) and Part 1.5 (commencing with Section 7200) of
7 Division 2 of the Revenue and Taxation Code and Section 35 of
8 Article XIII of the California Constitution. The average retail price
9 per gallon shall be the average of weekly retail prices for the
10 12-month period ending on the last day of January prior to the
11 effective date of the new rate. In determining the average retail
12 price per gallon, the board shall use the weekly average retail
13 price as reported by the United States Energy Information
14 Administration (EIA). In the event the EIA information is delayed
15 or discontinued, the board may base its determination on other
16 sources of the average retail price of diesel fuel. The board shall
17 make its determination of the rate no later than March 1 of the
18 same year as the effective date of the new rate.

19 SEC. 19. Section 349 of the Streets and Highways Code is
20 amended to read:

21 349. (a) Route 49 is from:

- 22 (1) Route 41 near Oakhurst to Route 140 at Mariposa.
- 23 (2) Route 140 at Mariposa to Route 120 near Moccasin.
- 24 (3) Route 120 near Chinese Camp to Route 80 near Auburn via
25 the vicinity of Sonora; via Angels Camp, San Andreas, and
26 Jackson; and via the vicinity of El Dorado, Diamond Springs, and
27 Placerville.
- 28 (4) Route 80 near Auburn to Route 20 in Grass Valley.
- 29 (5) Route 20 at Nevada City to Route 89 near Sattley via
30 Downieville.
- 31 (6) Route 89 near Sierraville to Route 70 near Vinton via
32 Loyalton.

33 ~~(b) (1) The commission may relinquish to the City of Auburn~~
34 ~~the portion of Route 49 that is located within the city limits of that~~
35 ~~city, upon terms and conditions the commission finds to be in the~~
36 ~~best interests of the state, if the department and the city enter into~~
37 ~~an agreement providing for that relinquishment.~~

38 ~~(2) A relinquishment under this subdivision shall become~~
39 ~~effective immediately following the county recorder's recordation~~

1 of the relinquishment resolution containing the commission's
2 approval of the terms and conditions of the relinquishment.

3 (3) On and after the effective date of the relinquishment, the
4 relinquished portion of Route 49 shall cease to be a state highway.

5 (4) The portion of Route 49 relinquished under this subdivision
6 shall be ineligible for future adoption under Section 81.

7 (5) For the portion of Route 49 that is relinquished under this
8 subdivision, the City of Auburn shall maintain within its
9 jurisdiction, signs directing motorists to the continuation of Route
10 49. The city may apply to the department for approval of a business
11 route designation in accordance with Chapter 20, Topic 21, of the
12 Highway Design Manual.

13 (b) *The relinquished former portion of Route 49 within the City
14 of Auburn is not a state highway and is not eligible for adoption
15 under Section 81. For the relinquished former portion of Route
16 49, the City of Auburn shall maintain within its jurisdiction signs
17 directing motorists to the continuation of Route 49. The city may
18 apply to the department for approval of a business route
19 designation in accordance with Chapter 20, Topic 21, of the
20 Highway Design Manual.*

21 SEC. 20. Section 366 of the Streets and Highways Code is
22 amended to read:

23 366. (a) Route 66 is from:

24 (1) Route 210 near San Dimas to the Los Angeles-San
25 Bernardino county line at the western city limit of the City of
26 Upland.

27 (2) The eastern city limit of the City of Fontana near Maple
28 Avenue to Route 215 in San Bernardino.

29 (b) The relinquished former portions of Route 66 within the city
30 limits of the Cities of Fontana, Rancho Cucamonga, and Upland
31 are not state highways and are not eligible for adoption under
32 Section 81. For the portions of Route 66 relinquished under this
33 section, the Cities of Fontana, Rancho Cucamonga, and Upland
34 shall maintain within their respective jurisdictions signs directing
35 motorists to the continuation of Route 66 and ensure the continuity
36 of traffic flow on the relinquished portions of Route 66, including
37 any traffic signal progression.

38 (c) (1) Notwithstanding subdivision (a), the commission may
39 relinquish to the City of Claremont ~~and the City of Rialto~~ the
40 respective portion of Route 66 that is located within the city limits

1 or the sphere of influence of ~~each~~ *the* city, upon terms and
2 conditions the commission finds to be in the best interests of the
3 state.

4 (2) A relinquishment under this subdivision shall become
5 effective immediately following the recordation by the county
6 recorder of the relinquishment resolution containing the
7 commission's approval of the terms and conditions of the
8 relinquishment.

9 (3) On and after the effective date of the relinquishment, both
10 of the following shall occur:

11 (A) The portion of Route 66 relinquished under this subdivision
12 shall cease to be a state highway.

13 (B) The portion of Route 66 relinquished under this subdivision
14 may not be considered for future adoption under Section 81.

15 (4) The City of Claremont ~~and the City of Rialto~~ shall ensure
16 the continuity of traffic flow on the relinquished portion of Route
17 66, including any traffic signal progression.

18 (5) For the relinquished ~~portions~~ *portion* of Route 66, the City
19 of Claremont ~~and the City of Rialto~~ shall maintain signs directing
20 motorists to the continuation of Route 66.

21 SEC. 21. Section 374 of the Streets and Highways Code is
22 amended to read:

23 374. (a) Route 74 is from:

24 (1) Route 5 near San Juan Capistrano to Route 15 near Lake
25 Elsinore.

26 (2) Route 15 near Lake Elsinore to Route 215 near Perris.

27 (3) Route 215 near Perris to the southern city limit of Palm
28 Desert.

29 (4) Highway 111 in Palm Desert to Route 10 near Thousand
30 Palms.

31 (b) The relinquished former portion of Route 74 within the City
32 of Palm Desert is not a state highway and is not eligible for
33 adoption under Section 81. For the relinquished former portion of
34 Route 74, the City of Palm Desert shall maintain within its
35 jurisdiction signs directing motorists to the continuation of Route
36 74.

37 (c) (1) The commission may relinquish to the City of Lake
38 Elsinore the portion of Route 74 located within the city limits of
39 that city, upon terms and conditions the commission finds to be
40 in the best interests of the state.

1 (2) Any relinquishment agreement shall require that the City of
2 Lake Elsinore administer the operation and maintenance of the
3 highway in a manner consistent with professional traffic
4 engineering standards.

5 (3) Any relinquishment agreement shall require the City of Lake
6 Elsinore to ensure that appropriate traffic studies or analyses will
7 be performed to substantiate any decisions affecting the highway.

8 (4) Any relinquishment agreement shall also require the City
9 of Lake Elsinore to provide for public notice and the consideration
10 of public input on the proximate effects of any proposed decision
11 on traffic flow, residences, or businesses, other than a decision on
12 routine maintenance.

13 (5) Notwithstanding any of its other terms, any relinquishment
14 agreement shall require the City of Lake Elsinore to indemnify
15 and hold the department harmless from any liability for any claims
16 made or damages suffered by any person, including a public entity,
17 as a result of any decision made or action taken by the City of Lake
18 Elsinore, its officers, employees, contractors, or agents, with
19 respect to the design, maintenance, construction, or operation of
20 that portion of Route 74 that is to be relinquished to the city.

21 (6) A relinquishment under this subdivision shall become
22 effective immediately after the county recorder records the
23 relinquishment resolution that contains the commission’s approval
24 of the terms and conditions of the relinquishment.

25 (7) On and after the effective date of the relinquishment, both
26 of the following shall occur:

27 (A) The portion of Route 74 relinquished shall cease to be a
28 state highway.

29 (B) The portion of Route 74 relinquished may not be considered
30 for future adoption under Section 81.

31 (8) The City of Lake Elsinore shall ensure the continuity of
32 traffic flow on the relinquished portion of Route 74, including any
33 traffic signal progression.

34 (9) For relinquished portions of Route 74, the City of Lake
35 Elsinore shall maintain signs directing motorists to the continuation
36 of Route 74.

37 ~~(d) (1) The commission may relinquish to the City of Perris~~
38 ~~the portion of Route 74 located within the city limits of that city~~
39 ~~between Seventh Street and Redlands Avenue, upon terms and~~

1 conditions the commission finds to be in the best interests of the
2 state.

3 ~~(2) Any relinquishment agreement shall require that the City of~~
4 ~~Perris administer the operation and maintenance of the highway~~
5 ~~in a manner consistent with professional traffic engineering~~
6 ~~standards.~~

7 ~~(3) Any relinquishment agreement shall require the City of~~
8 ~~Perris to ensure that appropriate traffic studies or analyses will be~~
9 ~~performed to substantiate any decisions affecting the highway.~~

10 ~~(4) Any relinquishment agreement shall also require the City~~
11 ~~of Perris to provide for public notice and the consideration of public~~
12 ~~input on the proximate effects of any proposed decision on traffic~~
13 ~~flow, residences, or businesses, other than a decision on routine~~
14 ~~maintenance.~~

15 ~~(5) Notwithstanding any of its other terms, any relinquishment~~
16 ~~agreement shall require the City of Perris to indemnify and hold~~
17 ~~the department harmless from any liability for any claims made~~
18 ~~or damages suffered by any person, including a public entity, as~~
19 ~~a result of any decision made or action taken by the City of Perris,~~
20 ~~its officers, employees, contractors, or agents, with respect to the~~
21 ~~design, maintenance, construction, or operation of that portion of~~
22 ~~Route 74 that is to be relinquished to the city.~~

23 ~~(6) A relinquishment under this subdivision shall become~~
24 ~~effective immediately after the county recorder records the~~
25 ~~relinquishment resolution that contains the commission's approval~~
26 ~~of the terms and conditions of the relinquishment.~~

27 ~~(7) On and after the effective date of the relinquishment, both~~
28 ~~of the following shall occur:~~

29 ~~(A) The portion of Route 74 relinquished shall cease to be a~~
30 ~~state highway.~~

31 ~~(B) The portion of Route 74 relinquished may not be considered~~
32 ~~for future adoption under Section 81.~~

33 ~~(8) The City of Perris shall ensure the continuity of traffic flow~~
34 ~~on the relinquished portion of Route 74, including any traffic signal~~
35 ~~progression.~~

36 ~~(9) For relinquished portions of Route 74, the City of Perris~~
37 ~~shall maintain signs directing motorists to the continuation of~~
38 ~~Route 74.~~

39 SEC. 22. Section 392 of the Streets and Highways Code is
40 amended to read:

1 392. (a) Route 92 is from:

2 (1) Route 1 near Half Moon Bay to Route 280.

3 (2) Route 280 to Route 580 near Castro Valley and Hayward.

4 ~~(b) (1) The commission may relinquish to the City of Hayward~~
5 ~~the portion of Route 92 located within the city limits of that city,~~
6 ~~upon terms and conditions the commission finds to be in the best~~
7 ~~interests of the state, if the department and the city enter into an~~
8 ~~agreement providing for that relinquishment.~~

9 ~~(2) A relinquishment under this subdivision shall become~~
10 ~~effective immediately after the county recorder's recordation of~~
11 ~~the relinquishment resolution containing the commission's approval~~
12 ~~of the terms and conditions of the relinquishment.~~

13 ~~(3) On and after the effective date of the relinquishment, both~~
14 ~~of the following shall occur:~~

15 ~~(A) The portion of Route 92 relinquished shall cease to be a~~
16 ~~state highway.~~

17 ~~(B) The portion of Route 92 relinquished shall be ineligible for~~
18 ~~future adoption under Section 81.~~

19 ~~(4) For relinquished portions of Route 92, the City of Hayward~~
20 ~~shall maintain signs within its jurisdiction directing motorists to~~
21 ~~the continuation of Route 92 or to the state highway system, as~~
22 ~~applicable.~~

23 *(b) The relinquished former portion of Route 92 within the City*
24 *of Hayward is not a state highway and is not eligible for adoption*
25 *under Section 81. For the relinquished former portion of Route*
26 *92, the City of Hayward shall maintain within its jurisdiction signs*
27 *directing motorists to the continuation of Route 92 or to the state*
28 *highway system, as applicable.*

29 SEC. 23. Section 410 of the Streets and Highways Code, as
30 amended by Section 30 of Chapter 525 of the Statutes of 2003, is
31 amended to read:

32 410. (a) Route 110 is from Route 47 in San Pedro to Glenarm
33 Street in Pasadena.

34 (b) The relinquished former ~~portion~~ *portions* of Route 110 that
35 *is are* located between *9th Street and Gaffey Street in the City of*
36 *Los Angeles and Glenarm Street and Colorado Boulevard in*
37 *Pasadena is are* not a state ~~highway~~ *highways* and *is are* not eligible
38 for adoption under Section 81. *For the relinquished former portions*
39 *of Route 110, the Cities of Los Angeles and Pasadena shall*

1 *maintain within their respective jurisdictions signs directing*
2 *motorists to the continuation of Route 110.*

3 SEC. 24. Section 410 of the Streets and Highways Code, as
4 added by Section 1 of Chapter 669 of the Statutes of 2008, is
5 repealed.

6 ~~410. (a) Route 110 is from 9th Street in San Pedro to Glenarm~~
7 ~~Street in Pasadena.~~

8 ~~(b) The relinquished former portion of Route 110 that is located~~
9 ~~between Glenarm Street and Colorado Boulevard in Pasadena is~~
10 ~~not a state highway and is not eligible for adoption under Section~~
11 ~~81.~~

12 ~~(c) (1) Notwithstanding subdivision (a), the commission may~~
13 ~~relinquish to the City of Los Angeles the portion of Route 110~~
14 ~~located within the city limits from Route 47 to 9th Street pursuant~~
15 ~~to the terms of a cooperative agreement between the city and the~~
16 ~~department, upon a determination by the commission that the~~
17 ~~relinquishment is in the best interests of the state.~~

18 ~~(2) A relinquishment under this subdivision shall become~~
19 ~~effective immediately following the recordation by the county~~
20 ~~recorder of the relinquishment resolution containing the~~
21 ~~commission's approval of the terms and conditions of the~~
22 ~~relinquishment.~~

23 ~~(3) On and after the effective date of the relinquishment, all of~~
24 ~~the following shall occur:~~

25 ~~(A) The portion of Route 110 relinquished under this subdivision~~
26 ~~shall cease to be a state highway.~~

27 ~~(B) The portion of Route 110 relinquished under this subdivision~~
28 ~~may not be considered for future adoption under Section 81.~~

29 ~~(C) Route 110 shall be from Route 47 in San Pedro to Glenarm~~
30 ~~Street in Pasadena.~~

31 ~~(4) For the portion of Route 110 that is relinquished under this~~
32 ~~subdivision, the city shall maintain within its jurisdiction signs~~
33 ~~directing motorists to the continuation of Route 110.~~

34 SEC. 25. Section 411 of the Streets and Highways Code is
35 amended to read:

36 411. (a) Route 111 is from:

37 (1) The international border south of Calexico to Route 78 near
38 Brawley, passing east of Heber.

39 (2) Route 78 near Brawley to Route 86 via the north shore of
40 the Salton Sea.

1 (3) The western city limits of Cathedral City to Route 10 near
2 Whitewater.

3 (b) The relinquished former portions of Route 111 within the
4 Cities of Cathedral City, Indian Wells, Indio, La Quinta, Palm
5 Desert, and Rancho Mirage are not state highways and are not
6 eligible for adoption under Section 81. ~~The Cities of~~ *For the*
7 *relinquished former portions of Route 111, the Cities of Cathedral*
8 *City, Indian Wells, Indio, La Quinta, and Palm Desert, as*
9 *applicable, shall maintain within their respective jurisdictions signs*
10 *directing motorists to the continuation of Route 111.*

11 SEC. 26. Section 446 of the Streets and Highways Code is
12 amended to read:

13 446. (a) Route 146 is from:

14 (1) Route 101 near Soledad to Pinnacles National Monument.

15 (2) Pinnacles National Monument to Route 25 in Bear Valley.

16 (b) ~~(1) Notwithstanding subdivision (a), the commission may~~
17 ~~relinquish to the City of Soledad the portion of Route 146 within~~
18 ~~the city limits of that city, upon terms and conditions the~~
19 ~~commission finds to be in the best interests of the state. The~~
20 ~~relinquished former portion of Route 146 within the City of Soledad~~
21 ~~is not a state highway and is not eligible for adoption under Section~~
22 ~~81. For the relinquished former portion of Route 146, the City of~~
23 ~~Soledad shall maintain within its jurisdiction signs directing~~
24 ~~motorists to the continuation of Route 146 until the entire route~~
25 ~~has been relinquished.~~

26 ~~(2)~~

27 (1) Notwithstanding subdivision (a), the commission may
28 relinquish to the County of Monterey the portion of Route 146
29 within the limits of that county, upon terms and conditions the
30 commission finds to be in the best interests of the state.

31 ~~(3)~~

32 (2) Notwithstanding subdivision (a), the commission may
33 relinquish to the County of San Benito the portion of Route 146
34 within the limits of that county, upon terms and conditions the
35 commission finds to be in the best interests of the state.

36 ~~(4)~~

37 (3) A relinquishment under this subdivision shall become
38 effective immediately after the county recorder records the
39 relinquishment resolution that contains the commission’s approval
40 of the terms and conditions of the relinquishment.

1 ~~(5)~~

2 (4) On and after the effective date of the relinquishment, that
3 portion of Route 146 relinquished shall cease to be a state highway
4 and may not be considered for future adoption under Section 81.

5 ~~(6)~~

6 (5) For portions of Route 146 relinquished under this
7 subdivision, ~~the City of Soledad and the Counties of Monterey~~
8 and San Benito shall maintain within their jurisdiction signs
9 directing motorists to the continuation of Route 146 until the entire
10 route has been relinquished.

11 SEC. 27. Section 478 of the Streets and Highways Code is
12 amended to read:

13 478. (a) Route 178 is from:

14 (1) Bakersfield to Route 14 near Freeman via Walker Pass.

15 (2) Route 14 near Freeman to Route 127.

16 (3) Route 127 to the Nevada state line in Pahrump Valley.

17 ~~(b) Upon a determination by the commission that it is in the~~
18 ~~best interests of the state to do so, the commission may, upon terms~~
19 ~~and conditions approved by it, relinquish to the City of Bakersfield~~
20 ~~the portion of Route 178 that is located within the city limits of~~
21 ~~that city if the city agrees to accept it. The following conditions~~
22 ~~shall apply upon relinquishment:~~

23 ~~(1) The relinquishment shall become effective on the date~~
24 ~~following the county recorder's recordation of the relinquishment~~
25 ~~resolution containing the commission's approval of the terms and~~
26 ~~conditions of the relinquishment:~~

27 ~~(2) On and after the effective date of the relinquishment, the~~
28 ~~relinquished portion of Route 178 shall cease to be a state highway.~~

29 ~~(3) The portion of Route 178 relinquished under this subdivision~~
30 ~~shall be ineligible for future adoption under Section 81.~~

31 ~~(4) For the portion of Route 178 that is relinquished under this~~
32 ~~subdivision, the City of Bakersfield shall install and maintain~~
33 ~~within its jurisdiction signs directing motorists to the continuation~~
34 ~~of Route 178.~~

35 *(b) The relinquished former portion of Route 178 within the*
36 *City of Bakersfield is not a state highway and is not eligible for*
37 *adoption under Section 81. For the relinquished former portion*
38 *of Route 178, the City of Bakersfield shall install and maintain*
39 *within its jurisdiction signs directing motorists to the continuation*
40 *of Route 178.*

1 SEC. 28. Section 485 of the Streets and Highways Code is
2 amended to read:

3 485. (a) Route 185 is from Route 92 in Hayward to Route 77
4 in Oakland.

5 ~~(b) (1) The commission may relinquish to the City of Hayward~~
6 ~~the portion of Route 185 located within the city limits of that city,~~
7 ~~upon terms and conditions the commission finds to be in the best~~
8 ~~interests of the state, if the department and the city enter into an~~
9 ~~agreement providing for that relinquishment.~~

10 ~~(2) A relinquishment under this subdivision shall become~~
11 ~~effective immediately after the county recorder's recordation of~~
12 ~~the relinquishment resolution containing the commission's approval~~
13 ~~of the terms and conditions of the relinquishment.~~

14 ~~(3) On and after the effective date of the relinquishment, both~~
15 ~~of the following shall occur:~~

16 ~~(A) The portion of Route 185 relinquished shall cease to be a~~
17 ~~state highway.~~

18 ~~(B) The portion of Route 185 relinquished shall be ineligible~~
19 ~~for future adoption under Section 81.~~

20 ~~(4) For relinquished portions of Route 185, the City of Hayward~~
21 ~~shall maintain signs within its jurisdiction directing motorists to~~
22 ~~the continuation of Route 185 or to the state highway system, as~~
23 ~~applicable.~~

24 *(b) The relinquished former portion of Route 185 within the*
25 *City of Hayward is not a state highway and is not eligible for*
26 *adoption under Section 81. For the relinquished former portion*
27 *of Route 185, the City of Hayward shall maintain within its*
28 *jurisdiction signs directing motorists to the continuation of Route*
29 *185 or to the state highway system, as applicable.*

30 SEC. 29. Section 493 of the Streets and Highways Code is
31 amended to read:

32 493. (a) Route 193 is from:

33 (1) Route 65 near Lincoln to Route 80 near Newcastle.

34 (2) Route 49 near Cool to Route 49 near Placerville via
35 Georgetown.

36 ~~(b) Upon a determination by the commission that it is in the~~
37 ~~best interests of the state to do so, the commission may, upon terms~~
38 ~~and conditions approved by it, relinquish to the City of Lincoln~~
39 ~~the portion of Route 193 that is located within the city limits of~~

1 that city if the city agrees to accept it. The following conditions
2 shall apply upon relinquishment:

3 (1) ~~The relinquishment shall become effective on the date~~
4 ~~following the county recorder's recordation of the relinquishment~~
5 ~~resolution containing the commission's approval of the terms and~~
6 ~~conditions of the relinquishment.~~

7 (2) ~~On and after the effective date of the relinquishment, the~~
8 ~~relinquished portion of Route 193 shall cease to be a state highway.~~

9 (3) ~~The portion of Route 193 relinquished under this subdivision~~
10 ~~shall be ineligible for future adoption under Section 81.~~

11 (4) ~~For the portion of Route 193 relinquished under this~~
12 ~~subdivision, the City of Lincoln shall apply for approval of a~~
13 ~~Business Route designation for the relinquished portion of the~~
14 ~~highway in accordance with Chapter 20, Topic 21, of the Highway~~
15 ~~Design Manual.~~

16 (5) ~~For the portion of Route 193 relinquished under this~~
17 ~~subdivision, the City of Lincoln shall install and maintain within~~
18 ~~its jurisdiction signs directing motorists to the continuation of~~
19 ~~Route 193 to the east and to Routes 65 and 80 to the west.~~

20 *(b) The relinquished former portion of Route 193 within the*
21 *City of Lincoln is not a state highway and is not eligible for*
22 *adoption under Section 81. For the relinquished former portion*
23 *of Route 193, the City of Lincoln shall install and maintain within*
24 *its jurisdiction signs directing motorists to the continuation of*
25 *Route 193 to the east and to Routes 65 and 80 to the west. The city*
26 *may apply to the department for approval of a business route*
27 *designation in accordance with Chapter 20, Topic 21, of the*
28 *Highway Design Manual.*

29 SEC. 30. Section 527 of the Streets and Highways Code is
30 amended to read:

31 527. (a) Route 227 is from Route 1 south of Oceano to Route
32 101 in San Luis Obispo.

33 (b) ~~(1) Notwithstanding subdivision (a), the commission may~~
34 ~~relinquish to the City of Arroyo Grande the portion of Route 227~~
35 ~~that is located within the city limits of that city, upon terms and~~
36 ~~conditions the commission finds to be in the best interests of the~~
37 ~~state, including, but not limited to, a condition that the City of~~
38 ~~Arroyo Grande maintain within its jurisdiction signs directing~~
39 ~~motorists to the continuation of Route 227.~~

1 ~~(2) A relinquishment under this subdivision shall become~~
2 ~~effective immediately following the recording by the county~~
3 ~~recorder of the relinquishment resolution containing the~~
4 ~~commission's approval of the terms and conditions of the~~
5 ~~relinquishment.~~

6 ~~(3) On and after the effective date of the relinquishment, both~~
7 ~~of the following shall occur:~~

8 ~~(A) The portion of Route 227 relinquished under this subdivision~~
9 ~~shall cease to be a state highway.~~

10 ~~(B) The portion of Route 227 relinquished under this subdivision~~
11 ~~may not be considered for future adoption under Section 81.~~

12 ~~(e) (1) Notwithstanding subdivision (a), the commission may~~
13 ~~relinquish to the City of San Luis Obispo the portion of Route 227~~
14 ~~that is located within the city limits of that city, upon terms and~~
15 ~~conditions the commission finds to be in the best interests of the~~
16 ~~state, including, but not limited to, a condition that the City of San~~
17 ~~Luis Obispo maintain within its jurisdiction signs directing~~
18 ~~motorists to the continuation of Route 227.~~

19 ~~(2) A relinquishment under this subdivision shall become~~
20 ~~effective immediately following the recording by the county~~
21 ~~recorder of the relinquishment resolution containing the~~
22 ~~commission's approval of the terms and conditions of the~~
23 ~~relinquishment.~~

24 ~~(3) On and after the effective date of the relinquishment, both~~
25 ~~of the following shall occur:~~

26 ~~(A) The portion of Route 227 relinquished under this subdivision~~
27 ~~shall cease to be a state highway.~~

28 ~~(B) The portion of Route 227 relinquished under this subdivision~~
29 ~~may not be considered for future adoption under Section 81.~~

30 ~~(4) For the portions of Route 227 that are relinquished, the City~~
31 ~~of San Luis Obispo shall maintain within its jurisdiction signs~~
32 ~~directing motorists to the continuation of Route 227.~~

33 *(b) The relinquished former portions of Route 227 within the*
34 *Cities of Arroyo Grande and San Luis Obispo are not state*
35 *highways and are not eligible for adoption under Section 81. For*
36 *the relinquished former portion of Route 227, the City of San Luis*
37 *Obispo shall maintain within its jurisdiction signs directing*
38 *motorists to the continuation of Route 227.*

39 SEC. 31. Section 538 of the Streets and Highways Code is
40 amended to read:

1 538. (a) Route 238 is from Route 680 in Fremont to Route 61
2 near San Lorenzo via Hayward.

3 ~~(b) (1) The commission may relinquish to the City of Hayward~~
4 ~~the portion of Route 238 located within the city limits of that city,~~
5 ~~upon terms and conditions the commission finds to be in the best~~
6 ~~interests of the state, if the department and the city enter into an~~
7 ~~agreement providing for that relinquishment.~~

8 ~~(2) A relinquishment under this subdivision shall become~~
9 ~~effective immediately after the county recorder's recordation of~~
10 ~~the relinquishment resolution containing the commission's approval~~
11 ~~of the terms and conditions of the relinquishment.~~

12 ~~(3) On and after the effective date of the relinquishment, both~~
13 ~~of the following shall occur:~~

14 ~~(A) The portion of Route 238 relinquished shall cease to be a~~
15 ~~state highway.~~

16 ~~(B) The portion of Route 238 relinquished shall be ineligible~~
17 ~~for future adoption under Section 81.~~

18 ~~(4) For relinquished portions of Route 238, the City of Hayward~~
19 ~~shall maintain signs within its jurisdiction directing motorists to~~
20 ~~the continuation of Route 238 or to the state highway system, as~~
21 ~~applicable.~~

22 *(b) The relinquished former portion of Route 238 within the*
23 *City of Hayward is not a state highway and is not eligible for*
24 *adoption under Section 81. For the relinquished former portion*
25 *of Route 238, the City of Hayward shall maintain within its*
26 *jurisdiction signs directing motorists to the continuation of Route*
27 *238 or to the state highway system, as applicable.*

28 SEC. 32. Section 27314.5 of the Vehicle Code is repealed.

29 ~~27314.5. (a) (1) Subject to paragraph (3), no dealer shall sell~~
30 ~~or offer for sale any used passenger vehicle of a model year of~~
31 ~~1972 to 1990, inclusive, unless there is affixed to the window of~~
32 ~~the left front door or, if there is no window, to another suitable~~
33 ~~location so that it may be seen and read by a person standing~~
34 ~~outside the vehicle at that location, a notice, printed in 14-point~~
35 ~~type, which reads as follows:~~

36 ~~“WARNING: While use of all seat belts reduces the chance of~~
37 ~~ejection, failure to install and use shoulder harnesses with lap belts~~
38 ~~can result in serious or fatal injuries in some crashes. Lap-only~~
39 ~~belts increase the chance of head and neck injury by allowing the~~
40 ~~upper torso to move unrestrained in a crash and increase the chance~~

1 of spinal column and abdominal injuries by concentrating excessive
2 force on the lower torso. Because children carry a disproportionate
3 amount of body weight above the waist, they are more likely to
4 sustain those injuries. Shoulder harnesses may be available that
5 can be retrofitted in this vehicle. For more information call the
6 Auto Safety Hotline at 1-800-424-9393.”

7 (2) The notice shall remain affixed to the vehicle pursuant to
8 paragraph (1) at all times that the vehicle is for sale.

9 (3) The notice is not required to be affixed to any vehicle
10 equipped with both a lap belt and a shoulder harness for the driver
11 and one passenger in the front seat of the vehicle and for at least
12 two passengers in the rear seat of the vehicle.

13 (b) (1) In addition to the requirements of subdivision (a), and
14 subject to paragraph (3) and subdivision (c), the dealer shall affix,
15 to one rear seat lap belt buckle of every used passenger vehicle of
16 a model year of 1972 to 1990, inclusive, that has a rear seat, a
17 notice, printed in 10-point type, that reads as follows:

18 “WARNING: While use of all seat belts reduces the chance of
19 ejection, failure to install and use shoulder harnesses with lap belts
20 can result in serious or fatal injuries in some crashes. Shoulder
21 harnesses may be available that can be retrofitted in this vehicle.
22 For more information, call the Auto Safety Hotline at
23 1-800-424-9393.”

24 (2) The notice shall remain affixed to the vehicle pursuant to
25 paragraph (1) at all times that the vehicle is for sale.

26 (3) The message is not required to be affixed to any vehicle
27 either equipped with both a lap belt and a shoulder harness for at
28 least two passengers in the rear seat or having no rear seat lap belts.

29 (e) A dealer is not in violation of subdivision (b) unless a private
30 nonprofit entity has furnished a supply of the appropriate notices
31 suitable for affixing as required free of charge or, having requested
32 a resupply of notices, has not received the resupply.

33 (d) The department shall furnish, to a nonprofit private entity
34 for purposes of this section, for a fee not to exceed its costs in so
35 furnishing, at least once every six months, a list of all licensed
36 dealers who sell used passenger vehicles.

O

Assembly Constitutional Amendment**No. 23****Introduced by Assembly Member Perea**

February 23, 2012

Assembly Constitutional Amendment No. 23—A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 4 of Article XIII A thereof, and by amending Section 2 of Article XIII C thereof, relating to taxation.

LEGISLATIVE COUNSEL'S DIGEST

ACA 23, as introduced, Perea. Local government transportation projects: special taxes: voter approval.

The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of $\frac{2}{3}$ of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.

This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.

Vote: $\frac{2}{3}$. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

- 1 *Resolved by the Assembly, the Senate concurring,* That the
- 2 Legislature of the State of California at its 2011–12 Regular

1 Session commencing on the sixth day of December 2010,
 2 two-thirds of the membership of each house concurring, hereby
 3 proposes to the people of the State of California that the
 4 Constitution of the State be amended as follows:

5 First—That Section 4 of Article XIII A thereof is amended to
 6 read:

7 Section 4. ~~Cities, Counties and special districts, Except as~~
 8 ~~otherwise provided by Section 2 of Article XIII C, a city, county,~~
 9 ~~or special district, by a two-thirds vote of the qualified electors of~~
 10 ~~such district its voters voting on the proposition, may impose~~
 11 ~~special taxes on such district a special tax within that city, county,~~
 12 ~~or special district, except an ad valorem taxes tax on real property~~
 13 ~~or a transaction transactions tax or sales tax on the sale of real~~
 14 ~~property within such City, County that city, county, or special~~
 15 ~~district.~~

16 Second—That Section 2 of Article XIII C thereof is amended
 17 to read:

18 SEC. 2. ~~Local Government Tax Limitation.~~ Notwithstanding
 19 any other provision of this Constitution:

20 (a) ~~All taxes~~ A tax imposed by any local government ~~shall be~~
 21 ~~deemed to be~~ is either a general taxes tax or a special taxes. Special
 22 ~~purpose districts tax.~~ A special district or agencies agency,
 23 including a school districts, ~~shall have district, has no power~~
 24 ~~authority to levy a general taxes tax.~~

25 (b) ~~No~~ A local government ~~may shall not~~ impose, extend, or
 26 increase any general tax unless and until that tax is submitted to
 27 the electorate and approved by a majority vote. A general tax ~~shall~~
 28 ~~is not be~~ deemed to have been increased if it is imposed at a rate
 29 not higher than the maximum rate so approved. The election
 30 required by this subdivision shall be consolidated with a regularly
 31 scheduled general election for members of the governing body of
 32 the local government, except in cases of emergency declared by
 33 a unanimous vote of the governing body.

34 (c) Any general tax imposed, extended, or increased, without
 35 voter approval, by any local government on or after January 1,
 36 1995, and prior to the effective date of this article, ~~shall may~~
 37 continue to be imposed only if *that general tax is* approved by a
 38 majority vote of the voters voting in an election on the issue of the
 39 imposition, which election ~~shall be is~~ held ~~within two years of the~~

1 ~~effective date of this article~~ *no later than November 6, 1998, and*
2 *in compliance with subdivision (b).*

3 (d) ~~No~~ *(1) Except as otherwise provided in paragraph (2), a*
4 *local government may shall not impose, extend, or increase any*
5 *special tax unless and until that tax is submitted to the electorate*
6 *and approved by a two-thirds vote of the voters voting on the*
7 *proposition. A special tax shall is not be deemed to have been*
8 *increased if it is imposed at a rate not higher than the maximum*
9 *rate so approved.*

10 *(2) The imposition, extension, or increase of a special tax by a*
11 *local government for the purpose of providing funding for local*
12 *transportation projects under its jurisdiction, as may otherwise*
13 *be authorized by law, requires the approval of 55 percent of the*
14 *voters voting on the proposition. A special tax for the purpose of*
15 *providing funding for local transportation projects is not deemed*
16 *to have been increased if it is imposed at a rate not higher than*
17 *the maximum rate previously approved in the manner required by*
18 *law. The Legislature shall define local transportation projects for*
19 *purposes of this paragraph.*

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DATE: March 23, 2012
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: OneBayArea Grant (OBAG) Projects and Priorities

Background:

The Regional Transportation Plan (RTP) is the long-range transportation plan for the 9-county Bay Area. It is prepared every 4 years by the Metropolitan Transportation Commission (MTC). The RTP sets out a 25-year vision for the region's transportation system, establishes goals and milestones for achieving that vision, and lists projects that are designed to help meet those goals.

Senate Bill (SB) 375 is a measure designed to help implement the state's goals for reduction of Greenhouse Gas (GHG) emissions from cars and light trucks, and coordinate regional land use and transportation planning. SB 375 requires the development of Sustainable Community Strategies (SCS) that act as the land use element of the RTP. The SCS and RTP must result in projected reductions of GHG emissions to levels set by the state, and accommodate all of the projected growth in housing for the time period of the RTP/SCS. The Bay Area SCS is being developed by the Association of Bay Area Governments (ABAG) and MTC, with input from other regional agencies.

In late December 2011, MTC released a preview of updated the guidelines for the OneBayArea Grant (OBAG) program. OBAG will combine funds for local streets and roads maintenance, Transportation for Livable Communities (TLC), regional bicycle network and Congestion Management Agency (CMA) Planning activities. The draft OBAG program proposes to direct \$16 million to Solano County for the three year federal Cycle 2 funding. Safe Routes to Schools (SR2S) is eligible for OBAG funding, but will also be receiving funds that are specifically allocated to SR2S.

On February 8, 2012, the STA Technical Advisory Committee (TAC) held a workshop to discuss the OBAG process, and to prepare local jurisdictions to identify top funding priorities. On February 29, 2012, TAC members had an opportunity to present preliminary project proposals for further OBAG funding consideration. These projects are shown in Attachment A. The City of Vacaville did not make a presentation, but subsequently reaffirmed its priority projects, which are also included in Attachment A.

Discussion:

As discussed at the February 8th TAC workshop, MTC is proposing a number of restrictions on OBAG funds. Those restrictions are listed below. MTC is considering requiring projects that are requesting listing in the current Transportation Improvement Plan (TIP) to meet these requirements before TIP listing.

- Project Locations in Priority Development Areas (PDAs). For the four North Bay counties including Solano, 50% of the OBAG funds must be spent on projects that are in or directly connect to PDAs. There are 10 designated PDAs in Solano County and 2 proposed PDAs.
- Complete Streets. MTC staff has proposed requiring local jurisdictions to amend their General Plan by no later than June 30, 2013, to be consistent with the Complete Street Act of 2008. No Solano County jurisdictions meet this requirement at this time. The CMAs are currently discussing other options with MTC staff to meet this requirement.
- Housing Element Certification. This requires each local jurisdiction to have a housing element that is certified by the State Department of Housing and Community Development. All Solano County local jurisdictions, except the City of Benicia, currently meet this requirement.

In addition, STA is requiring that any projects submitted for OBAG funding must be included as a priority project in an adopted STA plan.

The federal funds are a mix of Surface Transportation Program (STP) Congestion Mitigation and Air Quality (CMAQ) and Eastern Solano CMAQ (ECMAQ) funds. The STP funds are the most flexible and have therefore historically been used for Local Streets and Roads (LS&R) maintenance and CMA Planning, while CMAQ (including ECMAQ) funds are limited to programs and projects that contribute to air quality improvements and congestion relief. STA staff expects 60% of the OBAG funds to be STP. As a result, STA anticipates \$16 million in OBAG funds, as shown in Attachment B.

STA is recommending that existing STA based funding commitments (STA Planning, Solano Napa Commuter Information Program and Dixon West B Street Undercrossing) be maintained and funded from the total OBAG funds before new discretionary projects and programs are considered. The STA's CMA Planning funds amount to \$751,500 per year, and cover activities such as the Congestion Management Program update and Transportation for Livable Communities, participation in the MTC's regional committees, maintenance and updating of the traffic model and update of the Comprehensive Transportation Plan. SSCI Program funds cover staff and marketing, and account for \$400,000 over the 3-year cycle. Previously, the STA Board has approved a funding plan for the Dixon West B Street Pedestrian Undercrossing project that includes \$2.5 million.

This recommendation would designate \$6.5 Million for LS&R maintenance. This would leave \$10.8 Million for additional projects and programs, including Local Streets and Roads maintenance and support for transition funding for Solano County to compensate for no longer using TDA funds for local roads per the no longer unmet transit needs process. The existing commitments and remaining available funds are shown in Attachment C.

In February 2012, the TAC discussed recommendations to the STA Board to commit to a funding level for Local Streets and Roads (LS&R) operations and maintenance of 60% of the remaining OBAG funds. The Countywide Bicycle Master Plan and Countywide Pedestrian Master Plan (the Bike and Ped Plans, respectively) include priority project lists. At its meeting of March 22, 2012, the STA Bicycle Advisory Committee (BAC) recommended funding for the completion of the Vacaville Dixon Bike Route as the bike priority for OBAG funding.

The Solano SR2S Steering Committee met on March 14, 2012, and supported projects and programs for additional of \$84,000 in OBAG funds to fund the baseline program. In addition, the SR2S Committee recommended allocation of \$384,000 in OBAG funds to the SR2S program. This would fund additional countywide enforcement grants, and increase SR2S programs for the included SR2S communities. These funds would supplement the \$600,000 in SR2S county share funds from MTC.

At the February TAC meeting, the TAC, after review of several funding percentages for LS&R maintenance, indicated a preference for dedicating 60% of the remaining OBAG funds for LS&R maintenance.

Recommendation:

Forward a recommendation to the STA Board for the following:

1. Commit to funding the Existing STA Commitments for OBAG funding at the amounts identified in Attachment C for STA's CMA Planning, SNCI and Dixon's West B Street Pedestrian Undercrossing project; and
2. Designate 60% of the remaining OBAG funds to maintain Local Streets and Roads.

Attachments:

- A. Preliminary OBAG Funding Projects Presented to TAC on Feb. 29, 2012
- B. OBAG Fund Estimates
- C. Existing Commitments and TAC LS&R Maintenance Recommendation for OBAG Funds

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ATTACHMENT A
Preliminary OBAG Funding Projects
Presented to the STA TAC on February 29, 2012

1. Benicia
 - a. Various Safe Routes to School Traffic Calming & Pedestrian Improvements
(\$250,000 for construction in FY 2013-14)
 - b. First Street Complete Streets/Streetscape Project
(no details)
 - c. Industrial Area Transit Hub
(additional \$250,000 to \$500,000 to complete construction in combination with \$1.25M RM2 funds)

2. Dixon
 - a. West B Street Undercrossing (2.5 million for FY 2012-13)
 - b. Downtown Dixon Streetscape Project (Phase 3) (no details)

3. Fairfield
 - a. Fairfield/Vacaville Intermodal Station
(\$12.3M shortfall, applying for TIGER grant)
 - b. West Texas Gateway (\$2-3 million, phaseable)

4. Rio Vista
 - a. Transit Hub Specific Plan Update for Water Transit (ABAG Grant request for planning)
(\$250,000 for preliminary engineering with \$50,000 local match)
 - b. Promenade Park Connection Trail
(no details)
 - c. Request STA Water Transit Study be included in STA planning activities

5. Suisun City
 - a. Walters Road resurfacing (LS&R)
(no details)
 - b. Railroad Avenue Extension to Main Street
(\$3M with 33% to 50% local match)
 - c. Various Suisun City Train Station Improvements
(\$550,000; project is scalable)
 - d. Lotz Way Bike/Ped Improvements (Train Station to Grizzly Island Trail)
(\$250,000 in preliminary engineering and \$1M for Construction)

6. Vallejo
 - a. Downtown Streetscape Project
(\$1.2M per block, total remaining cost \$14.3M)

7. County of Solano
 - a. Vacaville-Dixon Bicycle Route
(approximately \$400,000 per mile with 2.7 miles remaining (or over \$1M in remaining construction costs). New estimates will be available after receiving bids for the currently funded project phase)

8. Vacaville
 - a. No projects presented.
 - b. Previous Vacaville e-mail identified priority projects as:
 - Ulatis Creek Bike/Pedestrian Path – McClellan Street to Comstock Way
 - Mason Street at Depot Street – Road Diet - Bike/Pedestrian Improvements
 - Allison Priority Development Area - Bike/Pedestrian Improvements
 - Vacaville Intermodal Station – Phase 2

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Attachment C: Revised Funding Distribution

| Cycle 2 OBAG | | | | |
|-----------------------|---|----------------------------------|--|---|
| (\$ millions) | | | | |
| County | Cycle 2 Status Quo Grant Program | July Initial Proposal | Revised* 50%-25%-25% (Pop-RHNA- Housing Production) | \$ Difference (Revised - July) |
| Alameda | \$25 | \$42 | \$48 | \$6 |
| Contra Costa | \$17 | \$31 | \$36 | \$5 |
| Marin | \$5 | \$6 | \$9 | \$3 |
| Napa | \$3 | \$4 | \$6 | \$2 |
| San Francisco | \$12 | \$25 | \$30 | \$5 |
| San Mateo | \$11 | \$17 | \$20 | \$2 |
| Santa Clara | \$28 | \$55 | \$66 | \$10 |
| Solano | \$9 | \$14 | \$16 | \$2 |
| Sonoma | \$12 | \$16 | \$19 | \$4 |
| Bay Area Total | \$122 | \$211 | \$250 | \$39 |

* Proposal includes Low-Income and Very Low-Income weighting

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Attachment C
Existing Commitments

| | | |
|--|----------------------------|--|
| Existing Commitments | Planning | \$2,254,500 (\$751,500/ year) |
| | SNCI | \$400,000 (\$133,000/ year) |
| | Dixon West B Undercrossing | \$2,500,000 |
| Total Existing Commitments | | \$5,154,500 |
| Total Available OBAG Funds | | \$16,000,000 |
| Available for Projects and LS&R | | \$10,845,500 |

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STP/CMAQ Cycle Funding Estimates, Expenditure Scenarios, and STA Commitments

Revised 03-23-2012

STP/CMAQ CYCLE FUNDING

| | Cycle 1 Actual* | | Cycle 2/OBAG Scenarios by STP Shares | | |
|----------------------------|--------------------|-----|--------------------------------------|---------------|---------------|
| | 59% STP | | 40% STP | 50% STP | 60% STP |
| STP | 8.952 | 59% | 5.600 | 40% | 7.000 |
| CMAQ | 3.254 | 41% | 2.700 | 60% | 2.900 |
| ECMAQ | 3.000 | | 2.700 | 50% | 2.700 |
| TE | 0.000 | | 2.000 | | 2.000 |
| TOTAL Cycle Funding | 15.206 | | 16.000 | 16.000 | 16.000 |

STP/CMAQ CYCLE EXPENDITURES

STA Board Commitments

| | | | | | |
|--|--------------|--|--------------|--------------|--------------|
| CMA Planning | | | | | |
| (STP, \$700,000/year for 3 years) | 2.166 | | 2.255 | 2.255 | 2.255 |
| Dixon, West B St Undercrossing (ECMAQ, TE) | 0 | | 2.500 | 2.500 | 2.500 |
| Solano Napa Commuter Info (ECMAQ) | 0.445 | | 0.400 | 0.400 | 0.400 |
| Total STA Commitments | 2.611 | | 5.155 | 5.155 | 5.155 |

Local Streets and Roads Cycle 1 & Cycle 2 Scenarios (STP)

| Agency | 2010 LS&R | | Cycle 1 | | | Cycle 2 LS&R Formula Shares of STP | | | Adjusted Cycle 2 LS&R Shares of STP** | | | Flex 40% of gains from 10% STP increases to Solano County LS&R instead of TDA Unmet Needs Process | | | |
|--------------------------|----------------|-----------------|-----------------|---------------|--------------|------------------------------------|--------------|--------------|---------------------------------------|--------------|--------------|---|--------------|--------------|--|
| | Formula result | Cycle 1 Formula | Cycle 1 Actual* | Cycle 1 Delta | 40% STP | 50% STP | 60% STP | 40% STP | 50% STP | 60% STP | 50% STP | Delta | 60% STP | Delta | |
| | | | 59% STP | | | | | | | | | | | | |
| County of Solano | 16.52% | 1.021 | 1.689 | 0.668 | 0.553 | 0.784 | 1.015 | 0.454 | 0.685 | 0.917 | 1.014 | 0.329 | 1.245 | 0.329 | |
| Benicia | 4.66% | 0.288 | 0.371 | 0.083 | 0.156 | 0.221 | 0.286 | 0.159 | 0.224 | 0.290 | 0.207 | -0.018 | 0.272 | -0.018 | |
| Dixon | 3.56% | 0.220 | | -0.137 | 0.119 | 0.169 | 0.219 | 0.337 | 0.387 | 0.436 | 0.373 | -0.013 | 0.423 | -0.013 | |
| Fairfield | 22.17% | 1.370 | 1.370 | 0.000 | 0.742 | 1.052 | 1.363 | 0.728 | 1.038 | 1.349 | 0.955 | -0.084 | 1.265 | -0.084 | |
| Rio Vista | 1.38% | 0.085 | | -0.085 | 0.046 | 0.066 | 0.085 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | |
| Suisun City | 7.07% | 0.437 | 0.437 | 0.000 | 0.237 | 0.335 | 0.434 | 0.232 | 0.331 | 0.430 | 0.304 | -0.027 | 0.403 | -0.027 | |
| Vacaville | 18.82% | 1.163 | 1.324 | 0.161 | 0.629 | 0.893 | 1.156 | 0.588 | 0.871 | 1.153 | 0.780 | -0.090 | 1.063 | -0.090 | |
| Vallejo | 25.82% | 1.595 | 1.595 | 0.000 | 0.864 | 1.225 | 1.587 | 0.848 | 1.209 | 1.571 | 1.112 | -0.097 | 1.473 | -0.097 | |
| LS&R Total | 100.00% | 6.179 | 6.786 | | 3.346 | 4.746 | 6.146 | 3.345 | 4.745 | 6.145 | 4.745 | 0.000 | 6.145 | 0.000 | |
| Alt Modes Funding | | 6.416 | 5.809 | | | | | 7.500 | 6.100 | 4.700 | 6.100 | | 4.700 | | |

40% Flex Calculations

| | |
|---------------------------------------|--------------|
| 50% STP | 4.745 |
| 40% STP | 3.345 |
| total increase from 40% to 50% | 1.400 |
| 40% of increase for county | 0.560 |
| Old 40% STP County share | 0.454 |
| New 50% STP County share | 1.014 |
| 60% STP | 6.145 |
| 50% STP | 4.745 |
| total increase from 50% to 60% | 1.400 |
| 40% of increase for county | 0.560 |
| Old 50% STP County share | 0.685 |
| New 60% STP County share | 1.245 |

* Does not include FAS or TDA funding, but does include 20% Bike/ped flexed money and remaining funding after funding swaps

** The Adjusted Cycle 2 LS&R figures account for the following:

- County of Solano received an additional \$88,000 in LS&R funds from the balance of various fund swaps during Cycle 1. STA staff reduced County of Solano funding by \$88,000 in each Cycle 2 scenario to repay the LS&R formula funds in Cycle 2.
- City of Benicia funds were supposed to be increased by \$89,000 in Cycle 1 per City of Dixon's funding swap, but only \$83,000 was added. STA staff increased City of Benicia's Cycle 2 LS&R funds by \$6,000 in each Cycle 2 scenario.
- City of Dixon deferred \$220,000 in Cycle 1 shares to Cycle 2 to deliver one larger LS&R project in Cycle 2. STA staff increased City of Dixon's Cycle 2 LS&R funds by \$220,000 in each Cycle 2 scenario.
- City of Rio Vista swapped both Cycle 1 & 2 funding to Vacaville for a local funding swap. STA staff reduced Rio Vista shares to zero during Cycle 2.
- City of Vacaville received Rio Vista's swapped Cycle 1 & 2 funding totalling \$161,000 (\$85,000 in Cycle 1 and \$76,000 in Cycle 2). STA staff reduced City of Vacaville's shares in Cycle 2 when the difference between Rio Vista's estimated Cycle 2 shares and \$76,000 was less than \$76,000. When Rio Vista's shares are less than \$76,000, STA staff recommends that Rio Vista swap out future cycles of federal funds until Vacaville is repaid. When Rio Vista's shares are greater than \$76,000, STA staff recommends amending the fund swap amount to include additional funds at \$0.90/\$1.00. This only occurs when there is 60% STP in OBAG (e.g., Rio Vista shares are \$87,000 at 60% STP, meaning an additional \$11,000 for Vacaville's LS&R share).

*** This remaining funding does not include other local funding opportunities for alternative modes projects, such as TDA Article 3, BAAQMD TFCA, or YSAQMD CAF.

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DATE: March 20, 2012
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Status Report on STA's Overall Work Plan (OWP) for Fiscal Year (FY) 2011-12 and FY 2012-13 and Development of FY 2012-13 and 2013-14 OWP

Background:

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year overall work plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2011-12 and FY 2012-13 includes a list of 42 priority projects, plans and programs.

The State Budget crisis continues to overshadow transportation funding in California. Three years ago, the Governor and the State Legislature opted to zero out the State Transit Assistance Fund (STAF). In recent years, the State Transportation Improvement Program (STIP) has had little or no new funds to be programmed or allocated by the California Transportation Commission (CTC). Three years ago, the federal government authorized ARRA funds that provided an one time infusion of federal funds for shovel ready projects and transit operations and capital. Solano County took advantage of these ARRA funds to deliver some critically needed projected such as the I-80 High Occupancy Vehicle Lanes, McGary Road, the State Park Road Overpass, and some street overlay projects. In addition, the ARRA funds provided two years of critically needed transit operating and capital funds which helped offset the one year loss of STAF. At the same time, the U.S. Congress has been unable to develop consensus on the composition and scope of the federal transportation authorization bill and there has been a de-emphasis on federal earmarks. All of these issues are having a direct impact on the STA's ability to fund elements of the Overall Work Program.

Discussion:

Attached as an information item is the status of the STA's current OWP for FY 2011-12 and FY 2012-13 (Attachment A). Despite the continuing impacts of the current State fiscal crisis, the STA has continued to work productively with the County's seven cities, the County of Solano, Caltrans, Metropolitan Transportation Commission (MTC), the Capitol Corridors, and others to implement the priority plans, projects and programs identified in this OWP. The loss and/or delay of state funding is projected to particularly impact the STA's ability to plan for and conduct project development activities for future priority projects. Over the past five years, the STA has dedicated a significant amount of time to analyzing and evaluating a range of transportation issues, obstacles, and options

for improving Solano County's transportation system. The emphasis in the timeframe of 2000 to 2005 was to complete the first Comprehensive Transportation Plan, initiate various corridor studies, and identify a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities and has expanded its transit coordination with Solano's multiple transit operators. The past five years, STA has managed and developed a couple of mobility programs designed to improve mobility and access for seniors, people with disabilities, and school age children traveling to and from school. The project development activities include completing environmental documents, designing projects, and managing construction. In 2009, the STA's eight member agencies approved a modification to the STA's Joint Powers Agreement that authorizes the STA to undertake right of way functions for specified priority projects, such as the North Connector, the Jepson Parkway, State Route (SR) 12 Jameson Canyon, and the I-80 Truck Scales Relocation Project. STA managed programs include the Solano Napa Commuter Information (SNCI) Program, Solano Safe Routes to Schools, Solano Abandon Vehicles Abatement (AVA) Program, Solano Express Transit Routes, Guaranteed Ride Home Program the Lifeline Program (targeted for lower income communities), and the Transportation Planning and Land Use Solutions (T-Plus) Program.

OWP Milestones in 2011-12 - Planning

The following milestones were obtained for OWP plans during this current fiscal year:

1. State Route 12 Corridor Study with San Joaquin COG, MTC and Caltrans (OWP# 32)
2. I-80 Corridor Management Plan completed and Operational Analysis and Ramp Metering implementation initiated (OWP # 10)
3. The new Solano County Transit Joint Powers Authority (SolTrans) entered into its first year of operation, and was able to achieve over a million dollars in annual operations saving through the merger of its three operating contracts. STA has assisted SolTrans during its transition phase through consultant and financial assistance and the new SolTrans Board initiated its transition plan (OWP #13)
4. The East Fairfield Community Based Transit Plan was initiated (OWP #14)
5. The Countywide Bicycle and Pedestrian Plan updates were completed (OWP #20 & 21)
6. Update of Senior and Disabled Transportation Study was completed (OWP #24)
7. STA initiates Alternative Fuels and Infrastructure Plan in partnership with three air districts. (OWP #35)

OWP Milestones in 2011-12 – Projects

1. Draft Biological Assessment for EIR/EIS for I-80/I-680/SR12 Interchange was completed (OWP #1)
2. The California Transportation Commission authorized new Express Lanes on I-80 and I-680 in Solano County as part of future Bay Area Express Lanes Network with STA advancing preliminary engineering and starting environmental clearance process for conversion and new Express (HOT) Lanes on I-80 (OWP #4)
3. I-80 EB Cordelia Truck Scales design and right of way completed, project funding allocated for construction, and groundbreaking scheduled for April 2012. (OWP #8)
4. SR 12 Jameson Canyon project right of way completed, project funding allocated for construction, and groundbreaking scheduled for April 2012. (OWP #30)

5. Vallejo Station Phase A under construction with Vallejo to host ribbon cutting in summer 2012. (OWP # 33a)
6. Vallejo Bus Transit Center construction completed and SolTrans staff moved into facility as part of SolTrans start up in July 2011. (OWP #39)
7. STA Board approved \$73 million funding agreements for two phases of Jepson Parkway Project with design phases initiated for phases in Vacaville and to be implemented for phase in Fairfield. (OWP #6)
8. STA develops \$24 million fund swap with the CTC, Caltrans and MTC to keep the next phase of the I-80/I-680/SR 12 Interchange fully funded with trade corridor funds.

OWP Milestones in 2011-12 - Programs

1. 12 schools have held 14 events as part of STA's Solano Countywide Safe Routes to School Program with 24 more schools scheduled to participate by June 2012 (OWP #15)
2. STA lands \$500,000 federal Safe Routes to Schools grant to fund walking school bus program countywide (OWP #15)
3. STA renews Solano AVA Program for next ten years and ? vehicles are abated in the first six months of FY 2011-12 (OWP #16)
4. Solano Express Routes 30, 78 and 90 Ridership Continues to Grow with a 4% increase in ridership in FY 2010-11. (OWP #35)
5. SNCI program completed Fifth Annual Employer Commute Challenge with 51 employers and 768 of their employees participating and started up 35 new vanpools (OWP #27)
6. A total of 161 employees participated in the STA's Guaranteed Ride Home Program in FY 2011-12. (OWP #27)
7. Draft greenhouse gas inventory for six cities and County completed per STA's Solano Climate Change Strategy (OWP #34)

PROJECT DELIVERY/NEAR TERM CONSTRUCTION PROJECTS

Based on the Budget for FY 2010-11 and FY 2011-12, the following OWP projects are currently fully funded and are projected to be under construction this year with construction to be concluded during the next two to three years.

- SR 12 Jameson Canyon Widening
- I-80 East Bound Cordelia Truck Scales Relocation and Upgrade
- B Street Pedestrian Undercrossing in Dixon
- SR 12 East Safety Projects – SR 113 to Rio Vista

Two of the highway related projects are being conducted in project development partnerships with Caltrans.

In addition, STA has working to continue to advance through the project development process two additional priority projects. The next two phases of the Jepson Parkways are slated to begin construction in the next two to four years if it remains on schedule and the funding agreement developed by STA is approved by the cities of Fairfield and Vacaville, and County of Solano. The STA has been working with the CTC, MTC and Caltrans on an alternative funding plan that involves the swapping of State Proposition 1B funds to fund the next phase of the I-80/I-680/SR 12 Interchange. Subject to approval of this revised funding plan by the CTC, the next phase of the Interchange is scheduled to begin construction in FY 2013-14.

- Jepson Parkway Project – Two Phases from the future Fairfield-Vacaville Train Station north along Vanden to Leisure Town Road up to Elmira.
- Next Phase of I-80/I-680/SR 12 Interchange

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

- I-80/I-680/SR 12 Interchange – Environmental document for full interchange and design for next phase
- Express Lanes (HOT Lanes) – Preliminary Engineering and environmental document for Initial Two Segments
- Fairgrounds 360 Access Project – Environmental Document

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

- I-80 HOV Lanes Project –SR 29 to 37
- I-80 HOV Lanes Project – Air Base Parkway to I-505
- Jepson Parkway – remaining phases
- North Connector – West Segment
- Peabody Road
- SR 12/Church Road

TRANSIT CENTERS

There are several priority transit centers that the STA has successfully pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are moving into the project development stage. The agency sponsor for each of these transit projects is one of the cities. Four of the projects were recipients of Regional Measure 2 funds for which the STA is the project sponsor, but the cities are delivering the projects.

One of these projects has a phase fully funded and is currently under construction.

- Vallejo Station – Phase A

Three additional projects have phases fully funded or are nearly funded and expect to be under construction in two to five years.

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

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

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

STA PLANNING ACTIVITIES

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

- Regional Traffic Impact Fee (RTIF) Study
- Comprehensive Transportation Plan Update
- Follow up to Countywide Transit Consolidation Study - SolTrans Transition
- Financial Assessment of Solano Transit Operators
- Updated Transit Ridership Survey
- Solano Coordinated Short Range Transit Plan (SRTP)
- Community Based Transportation Planning (CBTP) – Fairfield East
- SR 12 Major Investment Study (MIS) and Economic Analysis Study by Solano EDC
- Public Private Partnership Study of I-80 Transit Centers
- Alternative Fuels and Infrastructure Plan

The update of the STA's Comprehensive Transportation Plan (CTP) is a large undertaking with a number of individual studies and plan updates grouped under the CTP. These include the following individual studies that have been updated and approved by the STA Board:

- Safe Routes to Transit
- Countywide Bike Plan Update
- Countywide Pedestrian Plan Update
- Senior and People with Disabilities Transportation Plan Update

- Countywide TLC Update and Identification of Project Development Areas
- Safe Routes to Schools Plan Update – Increasing Number of Schools from 10 to 60
 - Intercity Transit Operations Plan Update

The following plans are not currently funded in the STA budget.

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

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

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

Prior to the STA's development of its FY 2012-13 & 2013-14 budget, staff is providing this status update of the current Overall Work Program (OWP) and has agendaized the development of the updated OWP for discussion by the TAC and Board this month in preparation for a recommendation on the STA's OWP by the TAC at their April meeting and adoption by the STA Board at their meeting in May.

Recommendation:

Informational.

Attachments:

- A. Status of STA's Overall Work Plan (Priority Projects) for FY 2011-12 and FY 2012-13



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|---|-----------|--|---|--|------------------------------|------------------------------|---|--|
| STA Lead - Projects | 1. | <p><u>I-80/680/SR 12 Interchange</u></p> <p>A. Interchange Complete EIR/EIS ➤ Alt B and Alt C Alt C Phase 1 Preferred Alt.</p> <p>B. Breakout Seek Funding and Build Logical Components</p> <p>Status: Draft EIR/EIS circulation in August 2010. STA identified Locally PDT and Resource Agencies have identified Preferred Alternative that was included in Draft EIR/EIS. (Alt C Phase 1). Identification Phasing of construction packets has been completed. <u>Initiation of Early Right of Way Acquisition for Initial Construction Package has been approved by Caltrans and the STA Board. Project awarded Prop 1B CMIA Savings of \$24M by CTC in summer 2010. Construction on first construction packet by 20122013. "North Connector Project" East Segment to be combined with this Project due to revised alignment and new proposed interchange at SR 12 West. CTC to approve fund source of \$24M of CMIA funds for \$24 million of TCIF.</u></p> <p>Milestones: Draft EIR/EIS circulation -COMPLETED Completed. LEDPA - COMPLETED Initiate Early Right-of-Way Acquisition (ICP)</p> <p>Estimated Completion Date (ECD): Final Environmental Document Fall 2011 July 2012 Start Construction Summer 2013</p> | STA | \$9M TCRP \$50M RM2 \$50.7 M AB 1171 \$24 M CMIA Prop 1B \$11 M STIP Current Shortfall in funding \$1B | X | X | \$9.6 M for EIR/EIS \$12 M Prelim Engineering \$1 B to 1.2 B (Capital Cost) By Construction Package: #1) \$111 M #2) \$ #3) \$ #4) \$ #5) \$ #6) \$ #7) \$ | Projects Janet Adams |
| STA Lead - Projects ST A Lead Projects | 2.2. | <p><u>North Connector City of Dixon - West B Street Undercrossing</u></p> <p>Construct new pedestrian undercrossing to replace existing at grade RR crossing.</p> | STA (East and West Segments) City of | \$3M TCRP (environmental) \$21.3M RM2/STIP East | X X | X X | \$32M West Segment (Capital Cost) | Projects Janet Adams Projects Janet Adams/Jessica |



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| | | <p><u>Status:</u> STA Board approved funding plan – May 2011 STA Board approved funding agreement with City of Dixon – STA to administer project on behalf of City.</p> <p><u>Milestones</u> ED – COMPLETED PS&E – COMPLETED</p> <p><u>ECD:</u> Construction will begin in 2012-13.</p> <p>A. East Segment (STA) B. Central Segment (Fairfield) C. West Segment (STA)</p> <p>Status: Construction for the East and Central Segment opened in fall 2010. STA to develop funding plan for West Segment with Fairfield and County. The West Segment will be constructed as part of I 80/I 680/SR 12 Interchange improvements, which include a interchange at SR 12 and the new roadway (West Segment).</p> <p><u>Milestones:</u> Phase 1 Construction Completed Phase 2 (East Segment) Roadway Opened</p> <p><u>ECD:</u> East Segment – COMPLETED Central Segment – COMPLETED</p> | Fairfield (Central Segment) STA | <p>Section</p> <p>\$20M City of Fairfield \$1M County of Solano Central Segment</p> <p>Current Shortfall in funding \$32M</p> <p>West Section \$1 M City of Dixon \$1.2 M STIP TE \$975k TDA Swap \$2.5 M OBAG</p> | | | \$6.1 M | McCabe |



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|-----------------------------------|---------------|---|----------------|----------------------|--|---|----------------------|-------------------------------------|
| STA Lead- Projects | 3. | <u>I-80 HOV Projects</u> A. Red Top to Air Base Parkway 8.7 miles new HOV Lanes. COMPLETED (Fall 2009) <u>Ramp Metering (HOV Lane Component)</u> PA/ED: 4/07 PS&E: 10/09 R/W: None Begin Construction: 2/2011 B. WB I 80 Carquinez Bridge to SR 29 This project has a completed PSR approved by Caltrans. Project is currently unfunded (\$20M). Note: HOV Lanes to be implemented as part of Express Lanes OWP# 4 | STA | CMIA \$6M | X | X | CMIA \$6M | Projects Janet Adams |



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| STA Lead – Projects | 4. | <p><u>Express Lanes (HOT Lanes)</u></p> <p>A. -Convert Existing I-80 HOV Lanes to Express Lanes</p> <p>B. I-80 Air Base Pkwy to I-505</p> <p>C. I-80 SR 29 to SR 4<u>Carquinez Bridge to SR 37</u></p> <p>D. I-80 SR 37 to SR 29-680</p> <p><u>Status:</u> CTC approved authorized Bay Area Regional Express Lanes. STA approved to complete-completed PSR/PR for Project (Red Top Rd to I-505) by Caltrans, \$16.4 M allocated from Bridge Toll funds for the PA/ED of this Project. PA/ED will formally be initiated in April 2012, underway with estimated 2 years to complete this phase of the Project.</p> <p><u>Milestones:</u> \$16.4M Allocation from Bridge Tolls. Consultants selected for first 2 priority segments. PSR - COMPLETED</p> <p>PA/ED – March 20132014</p> | STA PA/ED Design | \$16.4 M Bridge Tolls | X | X | <p><u>A. & B.</u> \$100 to \$150M (Red Top to I-505)</p> <p><u>C.</u> \$60 to \$80 M</p> | Projects Janet Adams |
| STA Lead – Projects | 5. | <p><u>Redwood Parkway – Fairgrounds Drive Improvement Project</u></p> <p>STA, City and County began PA/ED 2010, Scoping Meeting held January 2011.</p> <p><u>Status:</u> All Technical Studies have been completed, Draft ED expected for public comment in summer 2012.</p> <p><u>Milestones:</u> The PA/ED for Redwood Pkwy – Fairgrounds Dr Improvement Project began 2010.</p> | STA PA/ED | Federal Earmark | X | X | \$65M | |



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| STA Lead – Projects | 6. | <p><u>Jepson Parkway Project</u></p> <p>A. Vanden Rd. B. Leisure Town Rd. C. Walters Rd. Extension</p> <p><u>Status:</u> FEIR March 2009 Board, FEIS scheduled to be completed by April 2011 <u>EIR, EIS completed June 2011. STA Approved MOU and Funding Agreements for first two segments (Cement Hill Rd/Vandon I/S to Leisure Town Rd./Elmira I/S). STA working with Partners (County/Cities of Fairfield and Vacaville) to advance the Vanden Rd. to (Elmira) Leisure Town Segment. Design to be completed by June 2013 and construction to start in FY 2014-15.</u></p> <p><u>Milestones:</u> <u>\$2.4 M for PS&E allocated by CTC in 2010: PA/ED- COMPLETED</u> <u>MOU – COMPLETED</u> <u>Funding Agreements (Phase 1 & 2) - COMPLETED</u></p> <p><u>ECD:</u> <u>PA/ED: 3/09 (EIR), 6/11 (EIS)</u> <u>PS&E: 12/12/13</u> R/W: 6/14 Beg Con: FY 2014-15</p> | <p>STA</p> <p>Partners: Vacaville Fairfield County Suisun City</p> | <p>STIP 2006 STIP Aug Fed Demo Local</p> <p>Current Shortfall in funding \$59 Regional \$98 Local</p> | X | X | \$185 M | Projects Janet Adams |



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| STA Lead – Projects | 7. | State Route (SR) 12 East A. SR 12/Church Road PSR a. PSR completed, Summer 2010 b. Initiate PA/ED for SR 12/ Church Rd. with 2010 SHOPP/STIP B. Rio Vista Bridge Study a. Study completed Summer 2010 C. \$46 M in rehabilitation improvements completed December 2010 (Suisun City to SR 113) D. B. Shoulder widening near Rio Vista segment to begin construction in 2013 pending resolution of right of way acquisition. E. C. SR 12/113 intersection improvements Priority for future SHOPP funds F. D. SR 12 Corridor Economic Study (Initiated Dec. 2011) <u>Milestones:</u> PSR for Church Road and the Bridge Study Report have been completed. Construction for the Rehabilitation Construction from Suisun City to SR 113 completed. —STA Board requested the SR 12/Church Rd. improvements and the SR 12/113 interection improvements be included in the Caltrans SHOPP program. SR 12/Church Road PSR – COMPLETED <u>Rio Vista Bridge Study – COMPLETED</u> \$46 M in rehabilitation – COMPLETED <u>EDC:</u> SR 12 near Rio Vista scheduled for construction 2012-13 | STA | STA PSR Funds | X | X | \$ 2.5 M – (Capital Cost) | Projects Janet Adams |
| | | | STA | Rio Vista – Fed Earmark | | | \$ TBD – Capital Cost | |
| | | | CT | SHOPP | | | \$ 35 M – Capital Cost | |
| | | | CT | SHOPP | | | | |
| | | | <u>STA/Solano EDC</u> | <u>Rio Vista – Fed Earmark</u> | <u>X</u> | | | |



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| STA Lead Projects | 8. | <p><u>I-80 EB Cordelia Truck Scales</u> New EB Truck Scales with STA lead in partnership with CHP and Caltrans.</p> <p><u>Status:</u> The design is completed and R/W activities are on-going, but the project has rights to the properties and can proceed to construction. Construction planned to begin in 2011 pending funding allocation by the CTC began early 2012.</p> <p><u>Milestones:</u> PS&E completed. Permits obtained. Right of Way Acquisition on going. All early construction projects by the STA (tree removal, SID relocation and the Building Demo are completed. Caltrans opened bids in Dec 2011.</p> <p><u>ECD:</u> PA/ED COMPLETED PS&E COMPLETED R/W ALL RIGHTS OBTAINED Begin Con 6/114/12 End Con 12/13</p> | STA • PA/ED • Design Caltrans • R/W • Con | \$49.8 M Bridge Tolls \$49.8 M TCIF | X | X | \$100.6 M | Projects Janet Adams |



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| STA Lead Studies | 9. | <p><u>Private Public Partnerships (P3)</u> Feasibility Study to consider options for P3 within the County. Study to consider a range of options for this financing/delivery of capital projects.</p> <p><u>Status:</u> Scoping and partnerships for the Study are being developed.</p> <p><u>ECD:</u> Spring 2013 Project Manager retained. STA has submitted competitive grant application to Caltrans for additional resources and expanded scope.</p> | STA | \$150k STAF | X | X | \$150,000 | Projects Janet Adams <u>Sam Shelton</u> |



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| STA Lead – Studies | 10. | <p><u>I-80 Corridor Management Policy(s) Freeway Performance Initiative (FPI)</u> This includes, but is not limited to ITS <u>Elements Ramp, Ramp</u> Metering Policy, and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features).</p> <p><u>Status</u> The Study has been completed and set a foundation to initiate the discussions for Ramp Metering Implementation and other Operational Improvements implementation along the I-80 corridor. <u>The SoHip Group continues to meet to work with MTC And Caltrans to develop the technical documentation that is necessary background to ramp metering MOUs.</u></p> <p><u>Milestones:</u> I-80 Corridor Management - COMPLETED</p> <p><u>ECD:</u> Operational Analysis – <u>Fall 2011 Ramp Meteringspring 2012</u> -MOU – <u>Jan-late summer/fall 2012</u></p> | STA | | X | X | N/A | Projects Janet Adams/ Sam Shelton |



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| STA Lead – Studies | 11. | <u>Regional Traffic Impact Fee (RTIF) Nexus Study</u> <ul style="list-style-type: none"> • Public Outreach • Technical Study • Options/Scenario <p><u>Status:</u> The traffic demand model land use and 2010 base year have been updated. The initial county wide project list has been developed by working groups. Potential project packages and draft nexus study completed and under review.</p> <p><u>ECD:</u> December 2011July 2012</p> | STA | PPM | X | X | \$300,000 | Projects Sam Shelton/ Robert Macaulay |



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| STA Lead – Studies | 12. | <p><u>Comprehensive Transportation Plan (CTP) Update</u> ALL: Project cost consultant contract RFP released 3/11. Work completion est. 12/11. Consultant hired fall 2011. Land Use chapter adopted; TLC/TSC plan draft completed.</p> <p>Arterials, Highways and Freeways <u>Milestones:</u> Adopted Goals, State of the System report, Goal Gap Analysis, updated Routes of Regional Significance, project list.</p> <p>Alternative Modes <u>Milestones:</u> Adopted Goals, State of the System report, Goal Gap Analysis, Project List; Bike plan update completed. Develop State of the System report. TLC Plan update consultant contract RFP released 3/11 <u>TLC/TSC Plan draft completed.</u></p> <p>Transit <u>Milestones:</u> Adopted Goals, State of the System report, Goal Gap Analysis, Transit Capital List updated. Senior and Disabled Transit Study update underway. Rail Crossing Inventory adopted 2/11.</p> <p>Safe Routes to Transit Consultant contract RFP released 3/11. Plan completion est. adopted 12/11.</p> | STA | Combination of STIP/STP fund swap and TDA fund swap | X X | X X | | Planning Robert Macaulay/ Robert Guerrero/ Sara Woo |



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| STA Lead – Studies | 13. | <p><u>Countywide Transit Consolidation Study</u></p> <p>Implementation of recommended options</p> <p>A. Option 1: Benicia/Vallejo Transit Consolidation JPA and Transition Plan approved; SolTrans Board organized 4c: Interregional express bus route consolidation pending<u>will be evaluated FY 2012-13</u></p> <p><u>Status:</u> Implementation of Transition Plan underway. STA funding and coordinating transition team. <u>Transition complete. Soltrans started operating July 1, 2011</u> Option 4c FY 2011-12 after transition process completed, evaluation will begin.</p> <p><u>ECD:</u> July Dec. 2011 SolTrans agency formed and operating <u>as of July 1, 2011.-</u></p> | STA/Vallejo/Benicia | STAF | X | X | \$400,000 | Transit/ SNCL <u>Elizabeth Richards</u> <u>Liz Niedziela</u> |
| STA Lead – Studies | 14. | <p><u>Community Based Transportation Plan (CBTP)</u></p> <p>A. Vacaville FY 2009-10; <u>Adopted</u></p> <p>B. East Fairfield/TAFB FY 2010-11<u>2011-12</u></p> <p><u>Milestones:</u> Vacaville CBTP Completed; E Fairfield RFP to be<u>was</u> released by Fall 2011<u>and is scheduled to be completed by Fall 2012.</u></p> <p><u>ECD</u> Vacaville Study completed Fall 2010; East Fairfield study to be completed by June<u>Fall</u> 2012</p> | STA/MTC | MTC/CBTP STAF | X | X | \$120,000 | Transit/ SNCL Liz Niedziela |



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| STA Lead – Programs | 15. | <p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></p> <ol style="list-style-type: none"> 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Funding of Program 6. Update of Plan <p><u>Status:</u> Over \$2 million in SR2S funding obtained to date. Two-Year Work SR2S Plan approved. STA to continue to seek additional grant funds. SR2S 2012+ <u>Incorporate Plan Update findings and new maps. Implement Walking School Bus program. Plan update initiated along with countywide mapping project.</u> As of March 2012+, 15-12 schools have held 41-14 events while 11-15 additional schools have 28-29 more events scheduled for school year ending June 2012+. <u>First Walking School Bus was formed through pilot program. Staff to plan countywide SR2S event in Fall 2011.</u></p> | STA | STP Planning Gas Tax ECMAQ CMAQ TFCA-PM TFCA- Regional Yolo/Solano YSAQMD BAAQMD TDA FHWA SRTS | X | X | Total cost \$32 M Engineering \$1 M/year Encouragement, Education and Enforcement (29 schools out of 100 schools in Plan) | Projects Sam Shelton Transit/SNCI Danelle Carey/ Judy Leaks |
| STA Lead – Programs | 16. | <p><u>Abandoned Vehicle Abatement Program</u></p> <p><u>Status:</u> Ongoing – 1,195 vehicles abated in of the first 6 months of FY 2010-11.</p> | STA | DMV | X | X | 09-10 \$254,180 county wide distribution | Projects/ Finance Susan Furtado |
| STA Lead – Programs | 17. | <p><u>Congestion Management Program (CMP)</u></p> <p><u>Status:</u> Conduct 2011 CMP bi-annual update.</p> <p><u>Milestones:</u> Draft CMP 6/11; final CMP 9/11Final CMP approved by MTC 11/11.</p> | STA | STP Planning | X | | | Planning Robert Macaulay |



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| STA Lead – Programs | 18. | <p><u>Countywide Traffic Model and Geographic Information System</u></p> <p>A. Develop 2040 network, land uses and projections</p> <p>B. Maintenance of Model, including formalizing Model TAC and creation of Land use subcommittee</p> <p>C. Develop in-house modeling capacity</p> <p>D. Develop in-house GIS expertise</p> <p><u>Milestones:</u> New 2030 model created; new Model TAC and Model Land Use Committee created; on-call model consultant selected.</p> <p><u>Status:</u> New model for 2040, consistent with <u>SCS City and County projected land uses and truck fraction draft completed, to be developed in FY 2011-12. Land use and network consistent with draft 2040 RTP/SCS to be developed in FY 12-13. Traffic counts to support 2013 CMP update to be done in spring 2013.</u></p> <p>ECD: Model update 6/12.</p> | <p>STA, NCTPA STA</p> <p>STA</p> <p>T-Plus</p> | <p>Funded by T-PLUS</p> | X | X | <p>\$200,000</p> <p>\$24,000</p> <p>\$25,000</p> | <p>Planning Robert Macaulay/ Robert Guerrero</p> <p>Projects Sam Shelton (GIS)</p> |



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| STA Lead – Programs | 19. | <u>Development of STA’s Transportation for Livable Sustainable Communities (TLCTSC) Program and MTC’s Transportation Planning for Land Use Solutions (T-PLUS) Program</u> A. TLC Corridor Studies 1. Update Jepson Parkway TLC Plan B. County TLC Plan Update – Update and integrate Priority Development Areas implementation plan <u>Status:</u> <u>TLC Planning Grants prepared for award. TLC Plan update consultant contract RFP issued 3/11/Draft Solano TSC plan released February 2012; final adoption anticipated June 2012.</u> | STA | Regional TLC CMAQ STP Planning | X | X X | | Planning Robert Guerrero |
| STA Lead – Programs | 20. | <u>Implementation of Countywide Bicycle Plan Priority Projects</u> A. <u>Solano Bikeway Phase 2 McGary Road completed in 2010</u> B. Jepson Parkway Bikeway (next phase) – Roadway design to include TLC components C. <u>Benicia Bike Route: Rose Drive/I 780 OC – Constructed in 2010</u> D. Vacaville-Dixon Bike Route Ongoing as funding is available E. Jameson Canyon path/trail study; <u>released; completion set for FY10-11/adopted December 2011.</u> | City of Fairfield Vacaville; Fairfield; County, STA City of Benicia Solano County; STA Solano County; STA; Fairfield | TDA Article 3 TLC STP CMAQ Regional Bike/Ped Program SR2S TDA Article 3; Bay Area Ridge Trail | X X X | | \$2.3 M \$3.2 M \$543,000 \$55,000 | <u>Planning Sara Woo</u> <u>Planning Robert Guerrero/ Sara Woo</u> |



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|---------------------|-----------|--|--|--|---|---|-------------------|--|------------------------------|
| | | <p>F. North Connector TLC Elements; Plan adopted, elements incorporated into Suisun Parkway segment. Incorporate elements into future West Segment design.</p> <p><u>Status:</u> Suisun City gap closure (Central Bikeway Project); McGary Road and Rose Drive completed. Jameson Canyon path study completed.</p> <p>Draft update to Solano Bicycle Master Plan; completedUpdate of Countywide Bicycle Master Plan adopted December 2011.</p> <p>ECD: Ongoing</p> | <p>STA; NCTPA; Ridge Trail</p> <p>STA; Fairfield</p> <p>STA</p> | T-PLUS | | X | \$85,000 | | |
| STA Lead – Programs | 21. | <p><u>Countywide Pedestrian Plan and Implementation Plan</u></p> <ul style="list-style-type: none"> Vacaville Creekwalk Extension SR 12 Jameson Canyon Trail Study - COMPLETED Develop Ped Project Implementation Plan Update of Solano Pedestrian Master Plan; underway. EDC Fall 2010 - COMPLETED West B Street Ped Crossing – Approved Funding Plan <p><u>Status:</u> Vacaville Creekwalk ready for construction (NOTE – may be delayed); Jameson Canyon Trail Study completed. Ped Plan update release pending. Funding plan for West B Street Ped Crossing draftedapproved. Update of Countywide Pedestrian Master Plan adopted January 2012.</p> <p><u>ECD:</u> Pedestrian Plan update scheduled for July 2011 <u>Ongoing</u></p> | <p>STA Solano County</p> <p>Vacaville Fairfield Fairfield Dixon</p> <p>STA County County</p> | <p>State TEA Bay Trails TDA-ART3 Regional Bike/Ped Program RM 2 Safe Routes to Transit</p> | X | X | X | <p>\$3-\$5M (Capital Cost)</p> <p>\$1 million</p> <p>\$100,000 Bay and Delta Trail Planning Grants TDA – Art 3</p> | <p>Planning Sara Woo</p> |



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| STA Lead – Programs | 22. | <u>Clean Air Fund Program and 3-Monitoring</u> A. BAAQMD/TFCA B. YSAQMD Five year funding plan and project monitoring completed for BAAQMD; pending for YSAQMD. 3-part funding priority plan established. <u>Status:</u> Allocated annually | STA YSAQMD | TFCA Clean Air Funds | X | X | \$290,000 Annually (TFCA) \$260,000 CY2010 (YSAQMD Clean Air) | Planning Robert Guerrero |
| STA Lead – Programs | 23. | <u>STA Marketing/Public Information Program</u> A. Website B. Events C. STATUS D. Project Fact Sheets and Public Outreach 1. 1-80 STATUS E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy H. Annual report <u>Status:</u> New web site design and hosting completed 4/11. Published Annual Report, STATUS, SR 12 STATUS, Rio Vista Bridge flyers. 2010-2011 Annual Awards held in Suisun City Fairfield. STA Facebook page launched. | STA | TFCA Gas Tax Sponsors | X | X | | Planning Jayne Bauer |



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| STA Lead – Programs | 24. | <p><u>Paratransit Coordinating Council and Senior and People with Disabilities Mobility programs</u></p> <p>A. Manage PCC Committee</p> <p>B. Follow up to Senior Summits focused on transportation</p> <p>C. Coordinate implementation of new Senior and People with Disabilities Transportation Advisory Committee</p> <p>D. Update Solano Senior and People with Disabilities -Transportation Plan</p> <p><u>Status:</u> PCC Work Plan was updated and includes making recommendations for 5310 funding, TDA claim review, additional outreach, and other items. New Sr/Disabled Transportation brochure distributed. <u>Two Summits for Seniors and People with Disabilities were held.</u></p> <p><u>ECD-Milestone:</u> <u>Solano Transportation Study for Senior and People with Disabilities Study Update due to be completed approved June 2011/January 2012-- COMPIETED</u></p> | STA | TDA | X | X | \$100,000 | Transit/ SNCI Liz Niedziela |
| STA Lead – Programs | 25. | <p><u>Intercity Transit Coordination</u></p> <p>A. Multi-year intercity funding agreement</p> <p>B. TDA Fund Coordination</p> <p>C. RM2 Transit Operating Fund Coordination</p> <p>D. Solano Express Intercity Transit Marketing</p> <p>E. Manage Intercity Transit Consortium</p> <p>F. Intercity Ridership Study Update</p> <p>G. Unmet Transit Needs Coordination & Phase-out plan</p> <p><u>Status:</u> Intercity Transit Funding agreement being updated for FY2011<u>12-13.</u></p> | A-F STA G:MTC/ STA | TDA | X | X | | Transit/ SNCI Elizabeth Richards/ Liz Niedziela |



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| | | Updated intercity transit funding agreements and cleared Unmet Transit Needs process. Rio Vista and County of Solano acted to remove themselves from the Unmet Transit Needs process and use all TDA funds for transit. Worked with transit operators to update Intercity Transit Funding agreement. Intercity operating plan to be updated FY 2011 2012-1213. | | | | | | |
| STA Lead – Programs | 26. | <p><u>Lifeline Program Management</u></p> <p>A. Call for Projects B. Project Selection C. Monitor Projects</p> <p><u>Status:</u> Monitor projects selected in first and second call for projects Administer third Call for Projects summer winter of 20112012. State budget constraints slowing implementation of Lifeline projects.</p> | STA/MTC | TDA/STAF | X | X | \$15,000 | Transit/ SNCI Liz Niedziela |
| STA Lead – Programs | 27. | <p><u>Solano Napa Commuter Information (SNCI) Program</u></p> <p>A. Marketing SNCI Program B. Full Incentives Program C. Emergency Ride Home (ERH) Program D. Employer Commute Challenge E. Vanpool Program F. Coordination with Napa G. Campaigns/Events</p> <p><u>Status:</u> Implement Spring Bike to Work campaign and continue to deliver overall services to Solano and Napa employers and the general public.</p> <p>Fourth-Fifth Commute Challenge completed with increased employer and employee participation</p> | STA | MTC/RRP TFCA ECMAQ | X X X X X X X | X X X X X X X | \$500,000 | Transit/SNCI Judy Leaks |



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| | | 620768 ; 3545 new vans were started to/from Solano/Napa counties and SNCI supported 171 <u>191</u> vanpools; Staffed 2946 events in the first six months of FY1 <u>2</u> . | | | | | | |
| STA Co-Lead | 28. | <p><u>Regional Transportation Plan Update</u></p> <p>A. <u>RTP Call for Projects</u></p> <p>B. <u>Participate in RTP update</u></p> <p>C. <u>Participate in Regional Housing Needs Allocation</u></p> <p>Status: MTC has initiated RTP update; ABAG is preparing Sustainable Communities Strategy (SCS). Draft SCS land use plan scheduled Fall 2011. RTP Draft in 2012. Regional Housing Needs Assessment (RHNA) local participation approved 2/11; steering committee established.</p> <p><u>Status:</u> Developing project cost estimates, prioritized project list and implementing policies. Developing prioritized list of follow-up studies and plans, including: Alt Fuels Strategy Safe Routes to Transit Plan Safe Routes to School Plan Update</p> <p><u>ECD:</u> Jan. 2012 <u>April 2013</u></p> | MTC/STA | STA Planning | X | X | | Planning Robert Macaulay |



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| STA Co-Lead Projects | 29. | <p><u>Travis Air Force Base Access Improvement Plan (North & South Gates)</u></p> <p>A. South Gate Access (priority) B. North Gate Access</p> <p><u>Status:</u> County lead working with STA, City of Suisun City, and Travis AFB for South Gate implementation. Environmental Studies for South Gate underway. Work on the North Gate has been suspended pending City of Fairfield Train Station Specific Plan and how it may impact planned improvements along Cannon Rd and North Gate Rd. County initiated Environmental Study.</p> <p>EDC (South Gate): PA/ED: 12/126/12 PS&E: 39/13 R/W: 12/136/14 Beg Con: 8/12/14</p> | <p>STA Funding lead</p> <p>County Implementing lead</p> | <p>\$3.2M Federal Earmark</p> <p>South Gate Fully Funded</p> <p>North Gate Funding Short Fall \$5 M</p> | X | X | <p>South Gate \$3M</p> <p>North Gate \$7.6 M</p> | <p>Projects Janet Adams/ <u>Sam Shelton</u></p> |
| STA Co-Lead Projects | 30. | <p><u>SR 12 West (Jameson Canyon)</u></p> <p>Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Project will be built with 2 construction packages.</p> <p><u>Status:</u> All design work has been completed; all right-of-way rights have been obtained. All utility agreements have been executed. Ready for CTC construction allocation. Project ready for Construction began 2012. Grounbreaking April of 2012</p> <p><u>ECD:</u> Begin Con 2011 Delayed Due to State Budget Crisis to 3 years to complete construction.</p> | <p>Caltrans STA NCTPA</p> | <p>\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark</p> | | | <p>\$139-134 M</p> | <p>Projects Janet Adams NCTPA Caltrans</p> |



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| STA Co-Lead Plans | 31. | <u>SR 29 MIS</u> Status: NCTPA seeking Partnership Planning Grant and MTC support, <u>with FY 12-13 focus on corridor transit funds</u> . Previous submittals have not received grant funding. Target for FY 2012-13 | NCTPA | Unfunded – seeking Partnership Planning Grant and MTC funds | | X | \$650,000 | Planning Robert Macaulay |
| STA Co-Lead Plans | 32. | <u>SR 12 MIS</u> Develop MIS for SR 12 corridor (I-80 to I-5); create Corridor Advisory Committee to steer MIS and implementation. Coordinate MIS with Rio Vista bridge study. Meetings of Corridor Advisory Committee (STA, Sac County, SJCOG elected officials). Initiate Economic Assessment of SR 12 Corridor in partnership with SolanoEDC. Status: Complete MIS funding package assembled; MTC has contracted with <u>PBS&J Atkins</u> ; study work is underway, <u>with draft Existing Conditions, Environmental Scan and Safety reports out to technical advisory group; future conditions report reviewed by project development team and CAC draft of final report due in April 2012 and final version due before June 29, 2012.</u> ECD: Complete Draft Economic Assessment of SR 12 in Oct. 2011 <u>March 2012</u> . Draft MIS complete in 2012 <u>April 2012; final in June 2012.</u> | STA SJCOG, SACOG, MTC, Caltrans | STP PPM, SJCOG and SACOG funds Caltrans HQ funds | X | X | \$950,000 (STA \$150,000) | Planning Robert Macaulay Daryl Halls |



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| STA Co-Lead Plans | 33. | <u>Ten-Year Transit Capital Funding Plan</u> Status: 10-Year Transit Capital Plan and process for Major, Minor and fleet under development. Completing 2011 update and prioritize plan to maximize funding opportunities such as Prop H1B , Federal Economic Stimulus funds, earmarks, etc. | STA | Prop 1B Transit Capital Federal Earmarks Fed-ARRA | X | X | | Transit/ Rideshare Liz Niedziela |



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| STA Co-Lead Programs | 34. | <u>Regional Measure 2 (RM 2) Implementation (Capital)</u> A. Vallejo Station (Phase A under construction) <u>Status:</u> The Transfer Center began - COMPLETED construction and scheduled to be open May 2011 B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal) <u>Status:</u> 1. Vacaville Transportation Ctr Phase 1 – COMPLETED 2. Curtola - began PA/ED. 3. Benicia Intermodal - completed PA/ED; has initiated PS&E and is expected to begin construction summer 20112012. C. Rail Improvements 1. Capitol Corridor Track Improvements 2. Fairfield Vacaville Rail Station <u>Status:</u> 1. Capitol Corridor Track Improvements– Completed 2. Rail Station Phase 1- completed 65 95 % PS&E. Scheduled to begin construction FY 2011-12. | STA Fairfield Vallejo Vacaville Benicia CCJPA MTC | RM 2 | X | X | \$28 M \$20 M \$25 M | Projects Janet Adams Jessica McCabe |



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| STA Co-Lead Programs | 35. | <p><u>Solano Climate Action Program</u></p> <p>A. Conduct county-wide greenhouse gas emission inventory</p> <p>B. Develop STA-specific GHG emission inventory (Fall 2011)</p> <p>C. Develop and implement county-wide and agency-specific GHG reduction programs and projects, with 4Cs guidance</p> <p><u>Status:</u> AECOM under contract to conduct GHG inventory for county and five cities; 75% complete. STA lead on state grant application for subsequent Climate Action Plan; final reports provided to cities in October 2011. PG&E grant to fund energy-sector Climate Action Plan in final contract review; state Strategic Growth Council grant for non-energy CAP submitted in February 2012.</p> <p><u>Status: Energy CAP to be completed in 2012; award of SGC grants to be made in June 2012.</u></p> | STA | YSAQMD BAAQMD TFCA Program Manager Funds | X | X | <p>\$60,000 to initiate</p> <p><u>PG&E Grant \$247,000</u></p> <p><u>SGC Grant approx. \$250,000</u></p> | Planning Robert Macaulay |
| STA Co-Lead Programs | 36. | <p><u>Solano Express Route Management</u></p> <p>A. Rt. 30/78/90</p> <p>1. Performance & -Monitoring</p> <p>2. Funding Agreement Update</p> <p>B. Countywide Intercity Solano Express Marketing & Capital Replacement</p> <p>C. Development of multi-year funding plan</p> <p><u>Status:</u> STA will work <u>coordinated</u> with FAST on proposed service changes for Rt. 30/90 and Vallejo TransitSolTrans regarding Rt. 78. Rt. 30/90 agreement extension option approved with FAST.</p> | [ER1]STA | TDA RM2 Lifeline | X | X | | Transit/ Rideshare Elizabeth Richards Liz Niedziela |



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| STA Monitoring Projects | 37. | <u>I-80 SHOPP Rehabilitation Projects</u> A. <u>In Vallejo – Tennessee Street to American Canyon</u> --COMPLETED B. <u>Near Vallejo – American Canyon to Green Valley Road</u> -- COMPLETED C. <u>Air Base to Leisure Town OC</u> – COMPLETED D. <u>SR 12 East to Air Base</u> – COMPLETED E. <u>Leisure Town OC to SR 113 South</u> Programmed in 2010 SHOPP for FY 2011-12 F. <u>SR 113 South to Yolo County Line</u> – COMPLETED | Caltrans | SHOPP | X | X | \$124 M \$50 M | Projects Caltrans |



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| STA Monitoring Projects | 38. | <p><u>Capitol Corridor Rail Stations/Service</u></p> <p><u>Status:</u> Individual Station Status:</p> <p>A. Fairfield/Vacaville Train Station: Fairfield/Vacaville station fully funded; design underway. Construction anticipated 2013.</p> <p>B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. funding plan for downtown crossing improvements</p> <p>C. Solano Rail Crossing Inventory and Improvement Plan adopted 2/11.</p> <p>D.C. Update Solano Passenger Rail Station Plan; identify ultimate number and locations of rail stations.</p> <p>E.D. Conduct Napa/Solano Rail Feasibility Study:</p> <ul style="list-style-type: none"> Identify right-of-way preservation needs Implement action plan <p><u>ECD:</u> Updated Solano Passenger Rail Station Plan in 2012/13. Fairfield/Vacaville Station construction scheduled to begin in 2013.</p> | <p>City of Fairfield</p> <p>City of Dixon</p> <p>STA</p> <p>City of Benicia</p> <p>STA/ NCTPA</p> | <p>RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds</p> <p>STP Planning, Vaca TDA, CCJPA</p> <p>MTC Rail Program</p> | X | X | <p>\$42 M FF/VV Station (Preliminary estimates for required track access and platform improvements.</p> <p>\$66,050</p> | <p>Planning Robert Macaulay</p> |



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| STA Monitoring Projects | 39. | <p><u>Baylink Ferry Support and Operational Funds</u></p> <p>A. Vallejo Station B. Maintenance Facility C. Ferry Service Transition Plan</p> <p><u>Status:</u> Monitor project schedule and phasing plan for Vallejo Station. <u>Vallejo Transit Center completed in 2011.</u> Phases I and II of the Maintenance Facility are funded. STA is supporting Vallejo's efforts on WETA Transition Plan and implementation issues. Support Rt. 200 ferry complementary service and NCTPA VINE's new Ferry Feeder service. Bus Transfer Center under construction; Vallejo Station Phase II has begun</p> | Vallejo | RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD | X | X | \$65M \$10.8M \$0.5M | Transit/ SNCF Elizabeth RichardsLiz Niedziela |
| STA Monitoring Programs | 40. | <p><u>Monitor Delivery of Local Projects/Allocation of Funds</u></p> <p>A. Monitor and manage local projects. B. Develop Pilot Solano Project Mapper and Management Webtools</p> <p><u>Status:</u> Monitoring of local projects is an on-going activity; STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. The new pilot Mapper project is being developed in partnership with Solano County GIS group. Expect a roll out of the draft project tool summer 2011.</p> <p>ECD: Ongoing activity.</p> | STA | STIP-PPM | X | X | N/A | Projects Jessica McCabe Sam Shelton |

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| STA Monitoring Project | 41. | <u>Peabody Road</u> Work with County to develop a funding strategy for improvements to the roadway in unincorporated County. Project proposed to be added to RTIF. | County | Unfunded | | | | Projects |
| STA Monitoring Project | 42. | <u>Land Use/Operational Study of I-80 Adjacent to City of Vallejo</u> Status: New Proposal | STA/Vallejo | Unfunded | | | | Daryl Halls |

Completed Work FY 2010-11:

- ~~I-80/I-680/SR 12 Draft EIR/EIS — COMPLETED~~
- ~~North Connector East and Central Segments — COMPLETED~~
- ~~Jepson Parkway FEIS — EXPECTED MAY 2011~~
- ~~I-80 EB Cordelia Truck Scales PS&E and R/W COMPLETED~~
- ~~Rio Vista Bridge Study — COMPLETED~~
- ~~SR 12/Church Rd PSR — COMPLETED~~
- ~~SR 12 Jameson Canyon PS&E and R/W COMPLETED~~
- ~~I-80 Rehabilitation — SR 113 to Yolo County — COMPLETED~~
- ~~Vacaville Intermodal — Phase 1 — COMPLETED~~
- ~~SR 12 East Roadway Reconstruction — COMPLETED~~
- ~~Solano Rail Crossing Inventory and Improvement Plan COMPLETED.~~
- ~~SR 12 Jameson Canyon Bicycle and Pedestrian Connection Plan — COMPLETED~~
- ~~Solano Countywide Bicycle Plan — COMPLETED~~
- ~~Solano Countywide Pedestrian Plan — COMPLETED~~

Completed Work in FY 2011-12

- I-80/I-680/SR 12 EIR/EIS – EXPECTED JUNE/JULY 2012 COMPLETED
- Jepson Parkway FEIS – COMPLETED
- I-80 EB Cordelia Truck Scales PS&E and R/W COMPLETED
- I-80 Express Lanes PSR – COMPLETED
- Redwood Parkway/Fairgrounds Drive Draft EIR/EA – EXPECTED JUNE 2012 COMPLETED
- SR 12 Jameson Canyon PS&E and R/W COMPLETED
- B Street Undercrossing – ED and PS&E COMPLETED



SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY ~~2011~~2012-1213, & FY ~~2012~~2013-1314
Board Adopted May 11, 2011

| | | |
|-----------------|----------|---------|
| STA Lead: | Project# | 1 - 27 |
| STA Co-Lead: | Project# | 28 - 36 |
| STA Monitoring: | Project# | 37 - 42 |

- Vallejo Transit Facility – COMPLETED
- Solano Countywide Bicycle Plan – COMPLETED
- Solano Countywide Pedestrian Plan – COMPLETED
- Updated TCL Plan – Expected May 2012
- SolTrans Consolidation - COMPLETED



DATE: March 15, 2012
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director and Director of Project
RE: Project Initiation Document (PID) Work Plans

This report will be provided under separate cover.

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DATE: March 15, 2012
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Local Street and Roads (LS&R) Proposed Solano County Annual Report
Development Update

Background:

On June 27th, STA staff presented detailed information regarding each Solano County local agency's street rehabilitation investments at a STA Board workshop. After reviewing the Metropolitan Transportation Commission's (MTC) recent publication "The Pothole Report: Can the Bay Area Have Better Roads?", STA staff recommended additional research and annual reports that focus on Solano County's roadway conditions. Specifically, Geographic Information System (GIS) data can help map and analyze specific street conditions to assist in project planning and funding requests.

At the June 29th, TAC meeting, TAC members specifically recommended collecting accurate street rehabilitation funding information and asked that the STA produce maps and reports that would help public works staff present pavement rehabilitation issues to the public and to decision makers.

On September 6, 2011, the STA Board directed STA staff to develop a Local Streets and Roads (LS&R) Solano County Annual Report in close collaboration with public works staff (Attachment A). This scope of work includes 1) street condition maps, 2) summary handouts of pavement issues, and 3) a countywide report on investment histories, future shortfalls, and funding outlooks for pavement projects.

Discussion:

Progress Update on Pavement Condition Maps (Oct 2011 to Apr 2012)

On January 17, 2012, the Solano Project Delivery Working Group (Solano PDWG) reviewed draft maps of pavement conditions for each agency in Solano County. Over the last two months, STA staff has assisted local street maintenance staff and Streetsaver users with linking pavement management data to GIS maps. Using data from Streetsaver as of March 19th, STA staff will present draft pavement condition index (PCI) map handouts at the TAC meeting (Attachment B).

Progress Update on Summary Handouts of Pavement Issues (Dec 2011 to May 2012)

On January 17, 2012, STA staff discussed with PDWG members about requesting preventative maintenance and capital project investment history. Since map creation created more review time for local agency staff than originally anticipated, this request was delayed until maps were finalized. Draft handout formats will be presented to the PDWG in April.

Progress Update on Countywide Report (Apr 2012 to July 2012)

On December 5, 2011, MTC released "Final Draft Local Streets and Roads Long-Range Needs/Revenue Assessment" for the Plan Bay Area Regional Transportation Plan (RTP). MTC estimated how much funding each county in the Bay Area would need to maintain their current PCIs or reach a PCI target of 75 over the next 28 years, which are shown in the two tables below.

| Draft 28-Year Plan Bay Area LS&R Capital Needs and Revenues (In Millions) | | | | | | | |
|---|--|--|---|---|--|---|--|
| County | Revenues for Capital Pavement Rehab Needs* | Cost to "Maintain Existing PCI" Scenario | Cost to reach a "State of Good Repair, PCI 75" Scenario | Shortfall, "Maintain Existing PCI" Scenario | Shortfall, "State of Good Repair, PCI 75" Scenario | Ratio of "Maintain Existing PCI" Cost to Revenues | Ratio of "State of Good Repair, PCI 75" Cost to Revenues |
| | A | B | C | B-A | C-A | B/A | C/A |
| Solano | 488 | 2,186 | 3,195 | 1,699 | 2,707 | 4.5 | 6.5 |
| Napa | 219 | 872 | 1,516 | 653 | 1,297 | 4.0 | 6.9 |
| Sonoma | 994 | 2,858 | 5,018 | 1,863 | 4,023 | 2.9 | 5.0 |
| Marin | 393 | 1,054 | 1,506 | 661 | 852 | 2.7 | 3.8 |
| Santa Clara | 3,374 | 8,817 | 10,894 | 5,443 | 7,519 | 2.6 | 3.2 |
| Alameda | 2,153 | 5,332 | 7,798 | 3,179 | 5,650 | 2.5 | 3.6 |
| San Mateo | 1,368 | 3,317 | 3,913 | 1,950 | 2,471 | 2.4 | 2.9 |
| Contra Costa | 2,868 | 4,863 | 5,786 | 1,995 | 2,871 | 1.7 | 2.0 |
| San Francisco | 2,299 | 3,263 | 4,778 | 965 | 2,480 | 1.4 | 2.1 |
| REGION | 14,156 | 32,563 | 44,404 | 18,407 | 29,869 | 2.3 | 3.1 |

* Revenues include committed sources such as gas taxes, sales taxes, registration fees and other local revenues and are net of revenues needed for operations

Solano County's local agencies may not have the highest combined shortfall for maintaining streets and roads, but they do have some of the highest need/revenue ratios compared to other counties. Solano County's local agencies will need 4.5 times more revenue to maintain current PCIs and 6.5 times more revenue to reach a PCI of 75.

| Draft 28-Year Solano County LS&R Capital Needs and Revenues (In Millions) | | | | | | | |
|---|--|--|---|---|--|---|--|
| Solano Agencies | Revenues for Capital Pavement Rehab Needs* | Cost to "Maintain Existing PCI" Scenario | Cost to reach a "State of Good Repair, PCI 75" Scenario | Shortfall, "Maintain Existing PCI" Scenario | Shortfall, "State of Good Repair, PCI 75" Scenario | Ratio of "Maintain Existing PCI" Cost to Revenues | Ratio of "State of Good Repair, PCI 75" Cost to Revenues |
| | A | B | C | B-A | C-A | B/A | C/A |
| Dixon | 5.7 | 100.2 | 112.2 | 94.5 | 106.5 | 17.6 | 19.7 |
| Benicia | 16.5 | 137.3 | 217.0 | 120.8 | 200.5 | 8.3 | 13.2 |
| Vallejo | 60.2 | 357.9 | 874.0 | 297.6 | 813.8 | 5.9 | 14.5 |
| Fairfield | 105.9 | 561.3 | 664.6 | 455.3 | 558.6 | 5.3 | 6.3 |
| Vacaville | 119.1 | 515.9 | 584.0 | 396.7 | 464.8 | 4.3 | 4.9 |
| Suisun City | 35.6 | 116.4 | 176.7 | 80.7 | 141.0 | 3.3 | 5.0 |
| Rio Vista | 5.6 | 15.5 | 61.6 | 9.9 | 56.0 | 2.8 | 11.0 |
| County | 139.1 | 382.0 | 504.8 | 242.9 | 365.7 | 2.7 | 3.6 |
| TOTAL | 487.8 | 2186.4 | 3194.8 | 1698.5 | 2707.0 | 4.5 | 6.5 |

Based on MTC's figures, the countywide local streets and roads shortfall over the next 28 years will range from \$1.7 billion to maintain current PCI levels to \$2.7 billion to reach a PCI of 75.

The accuracy of these 28-year planning figures relies heavily on the projected available revenue for capital projects. As noted in the first table, revenues for "operations" were omitted. MTC identified a total of \$1.1 billion in streets and roads revenue sources for Solano agencies over the next 28 years, ranging from gas taxes, AB 105, Prop. 1B and other local revenues. After discussions with local agency staff, MTC projected only \$488 million to be available for capital projects over the next 28 years.

This data was generated using Streetsaver's new Target-Driven Scenario model. This allows user to set a performance target (a specific PCI) and determine the necessary budget to reach that target. Unlike the current "Budget Scenario" program in Streetsaver, where it shows the impact of funding based on a fixed budget, the Target-Driven Scenario gives users control of setting performance measures for their network and the program will determine the amount of investment needed to reach the target for each year. On March 15, 2012, MTC released the Target-Driven Scenario program to all Streetsaver Users for their use in creating pavement budget scenarios (see attachment C).

STA staff intends to request additional details from MTC regarding the underlying funding availability assumptions as well as attempt to generate 5-year PCI-targeted budget scenarios for each city to create a 5-year PCI-targeted budget scenario. Completing these deliverables by July 2012 will depend on the readiness of local agency Streetsaver users to use the budget scenario functions of Streetsaver. STA staff has already discussed potential training opportunities beyond the bi-annual MTC Streetsaver User Weeks with both Solano PDWG members and MTC Streetsaver staff.

Recommendation:

Informational.

Attachments:

- A. STA Annual Local Streets and Roads Report, Scope of Work
- B. Draft Local Streets and Roads Pavement Condition Maps, 03-15-2012 (To be provided under separate cover).
- C. MTC Streetsaver Target-Driven Scenario Release (03-15-2012)

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Local Street and Roads (LS&R) Proposed Solano County Annual Report

Draft Scope of Work, 08-29-2011

Background: The Metropolitan Transportation Commission's (MTC) and the California Association of Counties (CSAC) produce statewide and bay area wide local streets and roads annual reports. After reviewing these documents, STA staff recommends drafting annual reports that focus on Solano County's roadway conditions.

Purpose: Produce a comprehensive annual report describing the condition of Solano County's local streets and roads pavement rehabilitation efforts, pavement conditions, and financial shortfalls to:

1. Assist public works staff with project planning and funding requests; and
2. Help public works and STA staff present pavement rehabilitation issues to the public and to decision makers.

Deliverables & Timeline:

1. Street Condition Maps based on Geographic Information System (GIS) data, derived from the Metropolitan Transportation Commission's (MTC) Streetsaver Program.
(October 2011 – April 2012)
2. One-to-Two page Summary Handouts describing:
 - a. General street pavement rehabilitation issues; and,
 - b. Individual Local Agency Street Pavement Conditions, past efforts, and planned efforts.
(December 2011 – May 2012)
3. Countywide Local Streets and Roads Annual Report to include:
 - a. Countywide pavement conditions along the federal aid system and local street systems.
 - b. Countywide pavement investments, planned investments, and financial shortfalls.
 - c. Current and future funding outlook for local streets and roads projects.
(April – July 2012)

Approach: STA staff will work closely with MTC's StreetSaver Program staff and the Solano Project Delivery Working Group to produce and review each deliverable prior to presenting drafts and final drafts to the STA Technical Advisory Committee and the STA Board.

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If you are unable to view this email properly, [click here](#) to view online.



Target-Driven Scenario is Now Available

StreetSaver has released a new Target-Driven Scenario feature, allowing users to set a performance target and determine the necessary budget to reach that target. Unlike Budget Scenario where it shows the impact of funding based on a fixed budget, the Target-Driven Scenario gives users control of setting performance measures for their network and the program will determine the amount of investment needed to reach the target for each year.

Create Target-Driven Scenario

File Windows

Step 1 - Scenario

Description: 5 Year Objectives

Step 2 - Review Optimal Target Caps

| | Condition Before Analysis | Optimal Target Cap |
|--|---------------------------|--------------------|
| Pavement Condition Index for the Entire Network | 72 | 84 |
| Percentage of the Pavement Network in Very Good Condition | 65% | 98% |
| Percentage of the Pavement Network in Poor and Very Poor Condition | 8% | 1% |
| Pavement Remaining Service Life for the Entire Network (years) | 19 | 26 |

Step 3 - Objective Values

Objective: Minimum Network Average PCI Use Yearly

Overall Values by Year

| Scenario Year | Minimum Network Average PCI |
|---------------|-----------------------------|
| Year 1 | 65.0 |
| Year 2 | 66.5 |
| Year 3 | 68.0 |
| Year 4 | 68.5 |
| Year 5 | 70 |

Step 4 - Weighting Factors

| Functional Class | Factor |
|-------------------|--------|
| Arterial | 1 |
| Collector | 0.72 |
| Residential/Local | 0.55 |
| Other | 0.55 |

Step 5 - Selection Criteria

Functional Class = C - Collector

Step 6 - Project Selection

5 yr plan 8 mil/yr - 5 yr plan \$8 mil/yr

Clear Delete Save Save & New Save & Close Close

This screenshot shows the "Minimum Network Average PCI" selected as the objective, with the goal of reaching PCI of 70 by Year 5.

Users will be able to enter a target value(s) in one of four objectives:

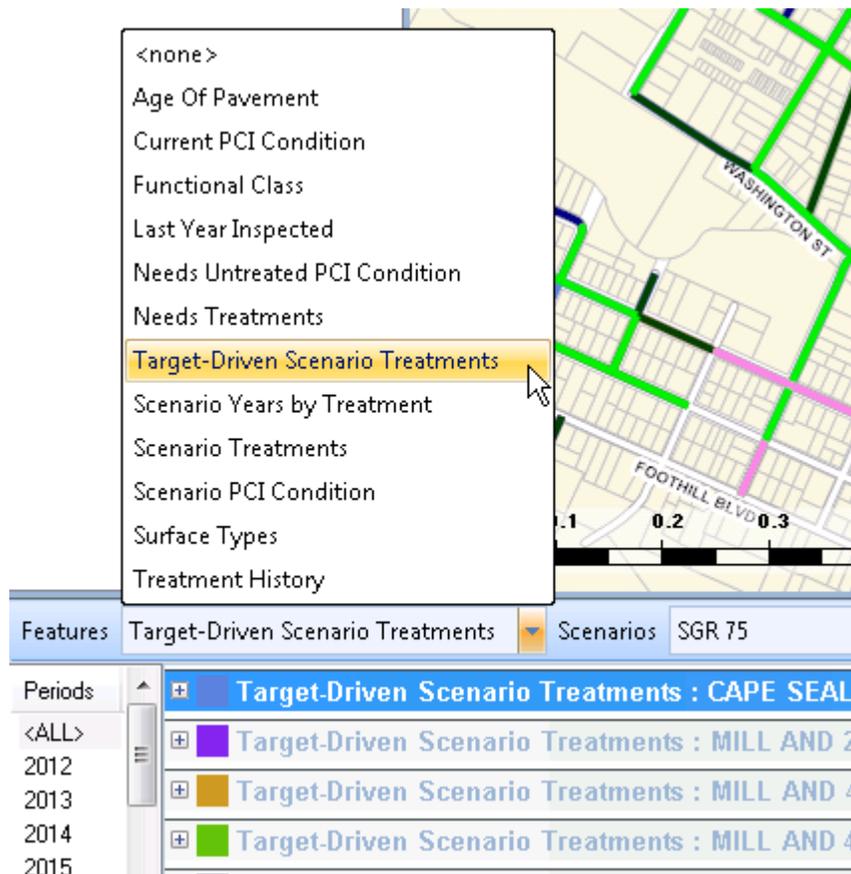
- Network average Pavement Condition Index (PCI)
- Network average remaining service life
- Percent of the network in good condition
- Percent of the network in poor and very poor condition

Timely Application of Preventive Maintenance

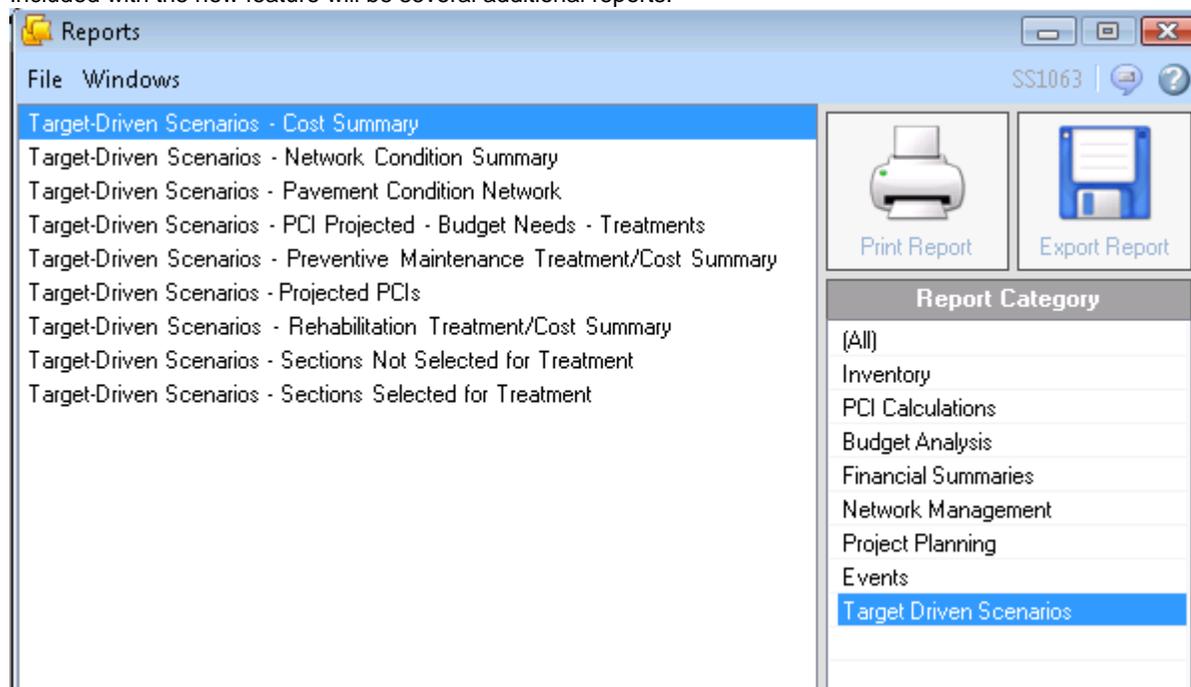
Two important goals of StreetSaver are to emphasize preventive maintenance and to assist in setting up an effective pavement preservation strategy. With the Target-Driven Scenario, StreetSaver has risen to the challenge of maintaining the pavement network at the desired state at the minimum cost, and at the same time identifying the best combination of projects to maximize

treatment effectiveness. Backed by a dynamic calculation engine, the Target-Driven Scenario has pushed the preventive maintenance envelope further by making selection of treatment and timing even more effective. StreetSaver applies preventive maintenance at the right time to reduce future investment needs.

In the GIS Toolbox, new Target-Driven Scenario will aid in selecting proactive treatments and creating better project selection.



Included with the new feature will be several additional reports:

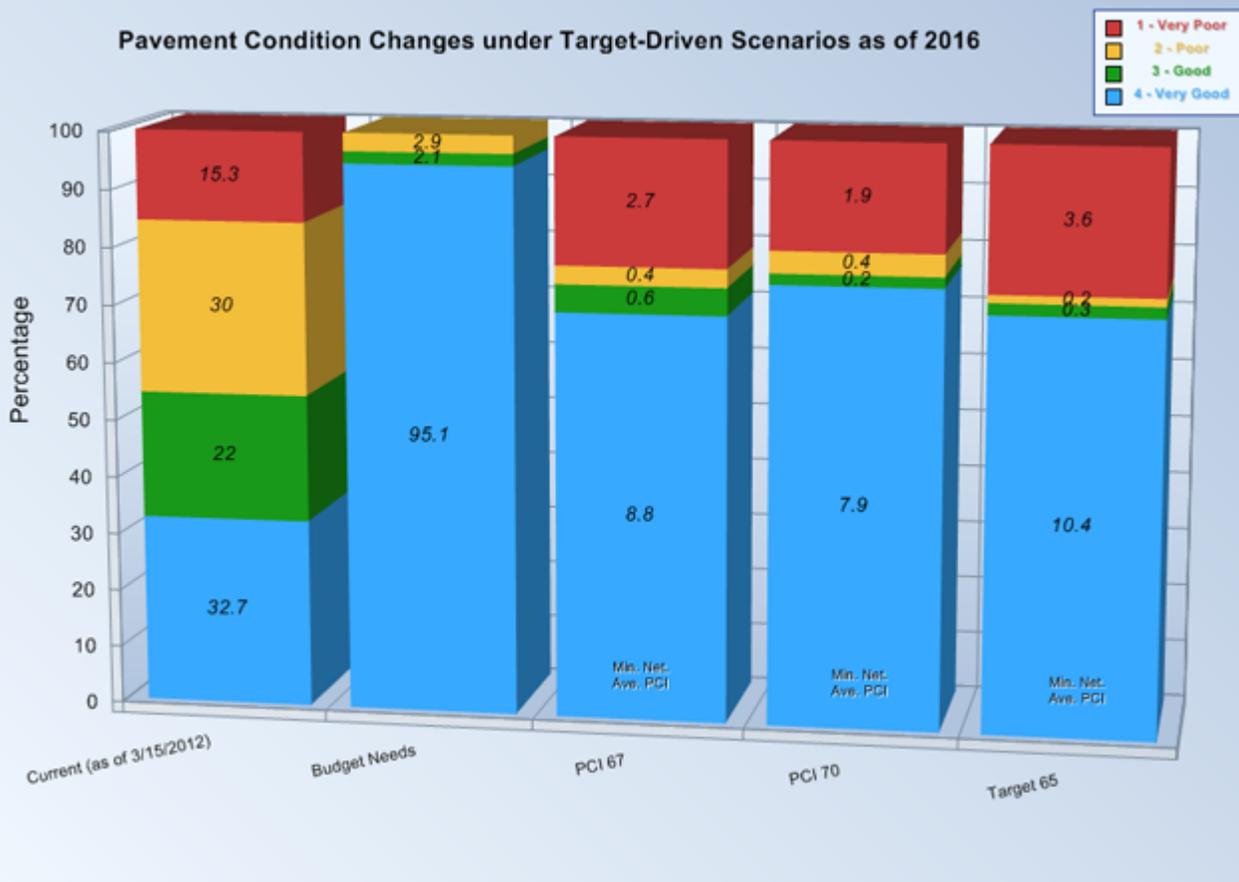


As well as graphs like these:

Target-Driven Scenario Comparison - Deferred Maintenance and PCI



Pavement Condition Changes under Target-Driven Scenarios as of 2016



We are committed to providing you with a Pavement Management Software that will save time and money while helping implement your preventative maintenance strategy. Login to StreetSaver now and explore the new Target-Driven features at www.streetsaveronline.com.





DATE: March 19, 2012
 TO: STA TAC
 FROM: Sam Shelton, Project Manager
 Jason Moody, Economic Planning Systems (EPS)
 RE: Review of Regional Transportation Impact Fee (RTIF) Project Package Proposals

Background:

Basis for STA Conducting a Regional Transportation Impact Fee Study

The STA focuses limited federal and state funding, projected over the next 25 years, on mostly a handful of regionally significant projects (Attachment A). While the STA lobbies to secure additional federal and state funds to advance these few projects, the STA still depends on local funding to leverage federal, state and regional funds to develop competitive "shovel-ready" projects. If Solano County's local agencies want to deliver other local projects or advance projects that could be competitive for federal, state, or regional funding, additional local funds will be needed to achieve these goals.

STA 50/50 Policy Only Pays for 50% of Any Local Reliever Route Project

Many of the top priority RTP listed projects assume that the STA will fund 50% of the project's costs while the other 50% must come from local funding sources, such as bond measures or impact fees. For example, several segments of the Jepson Parkway have agreements with detailed funding strategies between the STA and Fairfield, Solano County, and Vacaville to fund these segments with an estimated 50% local funds. A Regional Transportation Impact Fee (RTIF) would count towards the local contribution.

RTIF Development Progress

On December 10, 2008, the STA Regional Transportation Impact Fee (RTIF) Policy Committee of Solano County's mayors, city managers, a county supervisor, and the county administrator as well as the STA Board approved the scope of the STA's RTIF Nexus Study. Since that time, STA staff and the study consultants, has completed the following deliverables of that study's scope along with an update to the STA's travel demand model:

| Date Completed | Regional Transportation Impact Fee (RTIF) development milestones |
|-----------------------|--|
| 07-09-2008 | STA Board Direction to conduct RTIF Feasibility Study |
| 12-10-2008 | RTIF Scope of Work approved by STA RTIF Policy Committee and Board |
| 01-14-2009 | RTIF Feasibility Study Approved by STA Board |
| 01-05-2009 | Request for Proposals (RFP) for Nexus Study Consultant Services |
| 03-06-2009 | Economic Planning Systems (EPS) Selected for RTIF Nexus Study |
| 09-10-2009 | EPS Scope amended to update STA travel demand model for RTIF uses |
| 03-10-2010 | STA Board approves STA Comprehensive Transportation Plan (CTP) Project List |
| 03-10-2010 | STA Board approves RTIF project eligibility and ranking criteria (217 projects) |
| 05-12-2010 | STA Board approves RTIF project list based on CTP list and draft costs (89 projects) |
| 01-13-2011 | RTIF Working Group refines project list based on approved criteria (28 projects) |
| 06-22-2011 | STA Model TAC approves use of STA travel demand model for RTIF uses |
| 09-12-2011 | RTIF Working Group approves nexus and project cost estimation methodology |
| 03-12-2012 | RTIF Working Group forwards draft implementation packages to STA TAC (12 projects) |

Since September 2011, STA and EPS staff have worked to finalize a technically sufficient RTIF Nexus Study for RTIF and STA committee review and approval.

Discussion:

RTIF Working Group Requests to Develop Implementation Packages

At the September 12, 2011 RTIF Working Group meeting, many different implementation options and their associated revenue estimates were presented to the RTIF Working Group. At the meeting, working group members recommended approval of preliminary project cost estimates and the maximum nexus methodology and draft calculations. During the topic of “Revised RTIF Implementation Options & Revenue Estimates”, working group members were generally supportive of the technical accuracy of the information, but requested additional time to discuss specific implementation options and projects in preparation for a presentation to a future RTIF Policy Committee meeting.

County of Solano Releases Request for Qualifications (RFQ) for a Public Facility Fee Update

On September 28, 2011, the County Administrator's Office issued a RFQ for consultant services for a comprehensive analysis and update of Solano County Public Facilities Fees. The RFQ specifically describes how "Solano County is considering establishing and/or modifying Public Facilities Fees to include roads and animal control facilities". On December 22, 2011, county opted to reissue a it’s RFQ. Since then, STA staff and County of Solano staff have discussed how STA RTIF roadway capacity projects could coordinate with or be incorporated into the County's Public Facility Fee.

RTIF Working Group Revises RTIF Packages and Recommends Pursuing Public Facility Fee Partnership

STA staff organized meetings throughout the Fall of 2011 to discuss each of the potential elements of a RTIF implementation package (see email from Attachment B). Also attached is a summary of these discussions that helped inform draft RTIF implementation packages (Attachment C).

On March 12, 2012, the RTIF Working Group reviewed and revised the draft RTIF implementation packages and recommended that the STA should pursue a partnership with the County of Solano to incorporate RTIF projects within the framework of a future Public Facility Fee update study, rather than propose a new RTIF Fee (Attachment B). The following RTIF projects and project working groups are part of the proposed RTIF implementation packages (Attachment B).

| Agencies | Project | Project Cost |
|---|---|---------------------|
| <i>Package 1, Jepson Parkway Corridor</i> | | |
| Fairfield | Remaining Segments of Jepson Parkway | \$ 28.0 M |
| Vacaville | Remaining Segments of Jepson Parkway | \$ 93.1 M |
| <i>Package 2, State Route 12 Corridor</i> | | |
| Rio Vista, Solano County, Suisun City | State Route 12 Improvements | ? |
| Rio Vista | State Route 12, Church Road Interchange | \$ 2.0 M |
| <i>Package 3, Solano 360 Project Area Investments</i> | | |
| City of Vallejo | SR37/Redwood St/Fairgrounds Dr | \$ 65.0 M |
| County of Solano | 360 Transit Center Improvements | ? |
| <i>Package 4, Central County I-80 Reliever Route</i> | | |
| City of Fairfield | North Connector West | \$ 32.0 M |
| County of Solano | Local Project Share | ? |

Package 5, Express Bus Transit Centers and Train Stations

| | | |
|---------------------|--|---|
| City of Benicia | Benicia Industrial Park Multi-modal Transit Center | |
| City of Dixon | Dixon Multimodal Transportation Center | |
| City of Fairfield | Fairfield Transportation Center, next phase | 5% to 10% of total fees collected |
| City of Fairfield | Fairfield/Vacaville Train Station, next phase | |
| City of Suisun City | Suisun City Train Station improvements | |
| City of Vacaville | Vacaville Transportation Center, next phase | |
| City of Vallejo | Vallejo Station or Curtola Park & Ride, next phase | |
| Solano County | 360 Project Area Transit Center | |

The RTIF Working Group also recommended the following allocated policies and strategies to deliver these packages of projects:

1. Countywide fees collected should be returned to each district, with 5% to 10% taken off the top for Package #5 Express Bus Transit Centers and Train Stations.
2. District Working Groups to develop recommendation for how to spend fees on RTIF projects within each district.
3. Fees collected would count towards the local share of STA's 50/50 policy.
4. STA recommends how Package #5 transit funds are allocated, through coordination with the STA TAC and Transit Consortium meetings.

The RTIF Working Group approved this recommendation on a 6-1 vote, with the City of Vacaville voting against the recommendation and the City of Vallejo being absent from the discussions. STA staff intends to bring these recommendations back to the STA TAC on April 25, 2012 to request a recommendation to forward these recommendations to the RTIF Policy Committee and the STA Board.

Recommendation:

Informational.

Attachments:

- A. STA Submitted T-2040 Regional Transportation Plan (RTP) Projects (03-19-2012)
- B. Revised Feasible RTIF Implementation & Revenue Projection Packages (03-20-2012)

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Projects Recommended for Inclusion in Solano Transportation Authority's (STA) Regional Transportation Plan (RTP)
 Submittal to the Metropolitan Transportation Commission (MTC)

Updated March 2012

* funding in thousands

| | Projected Revenues | Total Project Costs | Recommended RTP Project Funding | Running Balance |
|--|--------------------|---------------------|------------------------------------|-----------------|
| MTC Project Budget for Solano County (Oct 6, 2011) | \$ 645,500 | | \$ | 645,500 |
| Mandatory OneBayArea Grant Projects | | \$ 276,500 | \$ 276,500 | \$ 369,000 |
| STA Planning Funds TLC/PDA Projects | | | | |
| Bike/Ped/SR2S/SR2T/Planning/Alt Fuel | | | | |
| Local Streets and Roads Maintenance | | | | |
| Recommended RTP Projects for Solano County (RTP ID No.)* | | | | |
| 80/680/12 Interchange (230326) | | \$ 700,000 | 231,200 | \$ 137,800 |
| Jepson Parkway (94151) | | \$ 185,000 | 46,600 | \$ 91,200 |
| I-80 Aux Lanes (230468) | | \$ 51,600 | 51,600 | \$ 39,600 |
| Redwood Parkway (230313) | | \$ 65,000 | 3,000 | \$ 36,600 |
| Fairfield Transportation Center Expansion (22795) | | ? | 21,800 | \$ 14,800 |
| Curtola Transit Center Expansion (22794) | | ? | 6,000 | \$ 8,800 |
| Vacaville Transportation Center Phase 2 (230635) | | ? | 8,737 | \$ 63 |
| TOTALS | \$ 645,500 | \$ 1,001,600 | \$ 645,437 | \$ 356,163 |

* All Project Costs not covered by recommended RTP Project Funding will be covered by other funding sources or other Bay Area RTP Projects.

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RTIF Packages Summary (Draft, 03-20-2012)

| Package | A | B | A/B | 10-year Revenue Estimate by Fee Range per DUE (= B/2 * Max Fee or amount below, whatever is smaller) | | | |
|--|----------------|------------------|-----------|--|--------------|--------------|--------------|
| | Max Nexus Cost | 20-yr DUE Growth | Max Fee | \$750 | \$1,000 | \$1,500 | \$2,000 |
| Package #1 (Jepson) | \$78,152,900 | 20,309 | \$3,848 | \$7,615,771 | \$10,154,361 | \$15,231,541 | \$20,308,722 |
| % of total RTIF Costs | | | | 9.7% | 13.0% | 19.5% | 26.0% |
| Package #2 (Hwy. 12 Corridor) | \$22,924,642 | 14,045 | \$1,632 | \$5,266,795 | \$7,022,393 | \$10,533,590 | \$11,462,321 |
| % of total RTIF Costs | | | | 23.0% | 30.6% | 45.9% | 50.0% |
| Package #3 (Fairgrounds / 360) | \$26,650,000 | 16,406 | \$1,624 | \$6,152,183 | \$8,202,911 | \$12,304,366 | \$13,325,000 |
| % of total RTIF Costs | | | | 23.1% | 30.8% | 46.2% | 50.0% |
| Package #4 (North Connector West) | \$11,616,000 | 6,855 | \$1,694 | \$2,570,777 | \$3,427,703 | \$5,141,555 | \$5,808,000 |
| % of total RTIF Costs | | | | 22.1% | 29.5% | 44.3% | 50.0% |
| Package #5 (Countywide Transit)¹ | | | | | | | |
| 5% of Fees | NA | 65,792 | 5% | \$1,233,606 | \$1,644,807 | \$2,467,211 | \$3,289,615 |
| 10% of Fees | NA | 65,792 | 10% | \$2,467,211 | \$3,289,615 | \$4,934,422 | \$6,579,230 |
| Total Fee Revenue | | | | | | | |
| W / Transit @ 5% of Fees | \$139,343,542 | 65,792 | Varies by | \$22,839,132 | \$30,452,175 | \$45,678,263 | \$54,193,658 |
| W / Transit @ 10% of Fees | | 65,792 | District | \$24,072,737 | \$32,096,983 | \$48,145,474 | \$57,483,273 |

(1) Applies to entire County (not just areas covered in each package) as an add on percentage to the fee amount (e.g. from 5% of \$750 to 10% of \$2,000, depending on scenario).

Boundary Definition for DUE Growth:

Package 1 (Jepson Parkway) is the northern part of Fairfield (north of SR 12), all of Vacaville, and the unincorporated County areas between them.

Package 2 (SR 12) is all of Suisun City, all of Rio Vista, and the unincorporated County areas along SR 12.

Package 3 (Solano Fairgrounds) is the entire City of Vallejo.

Package 4 (Central County Reliever Routes) is the southern part of Fairfield (below SR 12) and the unincorporated areas around the 80/680/12 interchange.

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Package #1

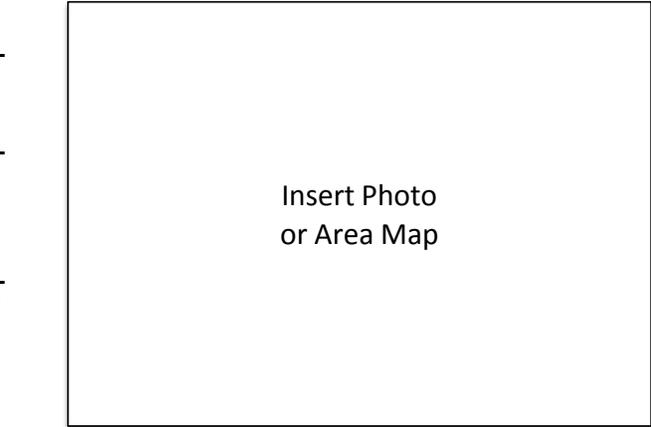
Jepson Parkway Corridor

The Jepson Parkway corridor, between Suisun City, Fairfield, Vacaville, and Solano County, have some of the highest modeled regional trips of any RTIF project. Existing project funding MOUs for Jepson help set the stage for additional coordination along these corridors to fund the remaining project segments. As a Regional Transportation Plan (RTP) Priority, Jepson Parkway will be able to leverage RTIF funds for future Federal and State funds.

| Included Projects | | | <i>Regional Trip</i> | <i>RTIF Eligible</i> |
|--------------------------|------------------------------|-----------------------|----------------------|----------------------|
| <i>Agency</i> | <i>Projects</i> | <i>Total Costs</i> | <i>Nexus %</i> | <i>Costs</i> |
| Jepson Parkway | | | | |
| Vacaville | Remaining Vacaville Segments | \$ 28,000,000 | 60.0% | \$ 16,800,000 |
| Fairfield | Remaining Fairfield Segments | \$ 93,100,000 | 65.9% | \$ 61,352,900 |
| | | \$ 121,100,000 | 64.5% | \$ 78,152,900 |
| Max Nexus | | | | |

| Revenue Estimates | | | | |
|--------------------------|----|-------------------------------------|----------------|------------------------------|
| <i>Fee Range</i> | | <i>Annual (Jepson/Peabody Dist)</i> | <i>10-year</i> | <i>(10-yr Rev/RTIF Cost)</i> |
| \$750/DUE | \$ | 761,577 | \$ 7,615,771 | 9.74% |
| \$1,000/DUE | \$ | 1,015,436 | \$ 10,154,361 | 12.99% |
| \$1,500/DUE | \$ | 1,523,154 | \$ 15,231,541 | 19.49% |
| \$2,000/DUE | \$ | 2,030,872 | \$ 20,308,722 | 25.99% |

| Partners: | Interests: |
|-------------------|---|
| City of Fairfield | Focus on projects with clear regional benefit, leverage funding |
| City of Vacaville | Priority Vacaville RTIF Project, Support GP preferred alternative land uses in Eastern Vacaville, avoid piecemeal MOUs if possible. |
| County of Solano | Funds top two County priority RTIF projects, focus of prior facility fee nexus studies |



Governance
 RTIF Area working group between Fairfield, Vacaville, and County of Solano through an MOU.

Package #2

State Route 12 Corridor (Church Road Interchange & Pennsylvania Avenue Interchange)

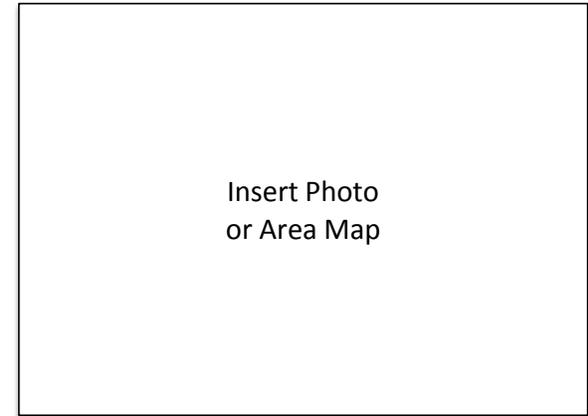
The SR12 Corridor east of I-80 carries traffic between the cities of Fairfield, Suisun City, and Rio Vista, and large expanses of unincorporated county land. Although, more local in geographic scope, the Church Road Interchange at SR12 in Rio Vista benefits the movement of all regional traffic along SR12 moving to Solano's cities. Suisun City's Pennsylvania Avenue Interchange project is identified as an element of the I-80/I-680/SR12 Interchange project, which will help alleviate traffic flowing more freely from other future completed sections of the I-80/I-680/SR12 interchange project.

| Included Projects | | | <i>Regional Trip</i> | <i>RTIF Eligible</i> |
|--------------------------|---|----------------------|----------------------|----------------------|
| <i>Agency</i> | <i>Projects</i> | <i>Total Costs</i> | <i>Nexus %</i> | <i>Costs</i> |
| Rio Vista | SR12 & Church Rd Interchange | \$ 2,000,000 | 45.9% | \$ 918,000 |
| Suisun City | SR 12 and Pennsylvania Avenue Interchange | \$ 50,000,000 | 44.0% | \$ 22,006,642 |
| | | | | \$ - |
| | | | | \$ - |
| | | \$ 52,000,000 | 44.1% | \$ 22,924,642 |
| | | | | Max Nexus |

| Revenue Estimates | | | | |
|--------------------------|----|------------------------------------|----------------|------------------------------|
| <i>Fee Range</i> | | <i>Annual (SR12 East Corridor)</i> | <i>10-year</i> | <i>(10-yr Rev/RTIF Cost)</i> |
| \$750/DUE | \$ | 526,679 | \$ 5,266,795 | 22.97% |
| \$1,000/DUE | \$ | 702,239 | \$ 7,022,393 | 30.63% |
| \$1,500/DUE | \$ | 1,053,359 | \$ 10,533,590 | 45.95% |
| \$1,632/DUE | \$ | 1,146,232 | \$11,462,321 | 50.00% |

| Partners: | Interests: |
|------------------|---|
| Rio Vista | Top two RTIF projects, addresses traffic on SR12 Corridor |
| Suisun City | Top Priority RTIF project |
| County of Solano | Top priority RTIF project |

| Governance |
|---|
| SR12 Corridor Working Group of Suisun City, Rio Vista and County of Solano. Option to include additional partners on the SR12 Corridor Working group in the future. |



Package #3

Solano 360 Project Area Investments (Fairgrounds/SR37 and Transit Center)

The Solano 360 Project area will be a major near-term growth area that has both roadway projects currently in design (SR37 & Fairgrounds Improvements) and transit center improvements as part of the initial specific area plan visions.

| Included Projects | | | <i>Regional Trip</i> | <i>RTIF Eligible</i> |
|--------------------------|--------------------------|----------------------|----------------------|----------------------|
| <i>Agency</i> | <i>Projects</i> | <i>Total Costs</i> | <i>Nexus %</i> | <i>Costs</i> |
| City of Vallejo | SR37/Redwood/Fairgrounds | \$ 65,000,000 | 41.0% | \$ 26,650,000 |
| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |
| | | \$ 65,000,000 | 41.0% | \$ 26,650,000 |
| | | | | Max Nexus |

Revenue Estimates

| <i>Fee Range</i> | | <i>Annual (Vallejo growth)</i> | <i>10-year</i> | <i>(10-yr Rev/RTIF Cost)</i> |
|------------------|----|--------------------------------|----------------|------------------------------|
| \$750/DUE | \$ | 615,218 | \$ 6,152,183 | 23.09% |
| \$1,000/DUE | \$ | 820,291 | \$ 8,202,911 | 30.78% |
| \$1,500/DUE | \$ | 1,230,437 | \$ 12,304,366 | 46.17% |
| \$1,624/DUE | \$ | 1,332,500 | \$13,325,000 | 50.00% |



| Partners: | Interests: |
|------------------|---|
| City of Vallejo | Top priority RTIF project, support for transit and regional projects, near-term development |
| County of Solano | 360 project area investments |

Governance
RTIF Working group between City of Vallejo and County of Solano.

Package #4

Central County I-80 Reliever Routes

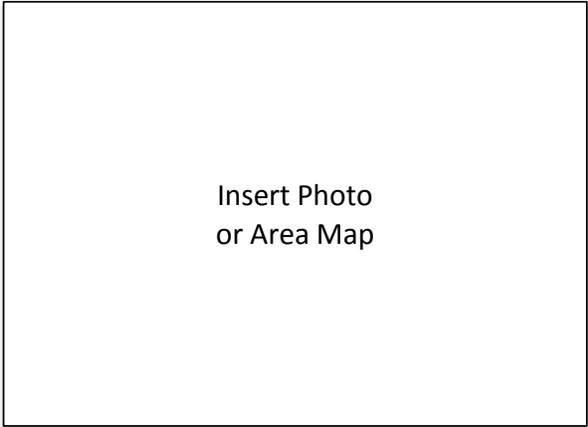
Local traffic on I-80 in the Fairfield/Cordelia area continue to use I-80 until the North Connector project and the first phases of the I-80/I-680/SR12 Interchange project are complete. Additional growth in the Cordelia area will only further reduce the traffic flow for all regional trips along I-80 in Fairfield. Although, the project has clear regional benefits, Cordelia is geographically isolated, meaning the County of Solano is the only potential local partner agency.

| Included Projects | | | <i>Regional Trip</i> | <i>RTIF Eligible</i> |
|--------------------------|----------------------|----------------------|----------------------|----------------------|
| <i>Agency</i> | <i>Projects</i> | <i>Total Costs</i> | <i>Nexus %</i> | <i>Costs</i> |
| City of Fairfield | North Connector West | \$ 32,000,000 | 36.3% | \$ 11,616,000 |
| County of Solano | Local Project Share | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |
| | | \$ 32,000,000 | 36.3% | \$ 11,616,000 |
| | | | | Max Nexus |

| Revenue Estimates | | | | |
|--------------------------|----|---|----------------|------------------------------|
| <i>Fee Range</i> | | <i>Annual (Central County District)</i> | <i>10-year</i> | <i>(10-yr Rev/RTIF Cost)</i> |
| \$750/DUE | \$ | 257,078 | \$ 2,570,777 | 22.13% |
| \$1,000/DUE | \$ | 342,770 | \$ 3,427,703 | 29.51% |
| \$1,500/DUE | \$ | 514,155 | \$ 5,141,555 | 44.26% |
| \$1,694/DUE | \$ | 580,800 | \$ 5,808,000 | 50.00% |

| Partners: | Interests: |
|-------------------|--|
| City of Fairfield | Top priority RTIF projects, focus on regional benefits |
| County of Solano | Can become member of many working groups |

| Governance |
|---|
| RTIF Working Group with City of Fairfield and County of Solano. |

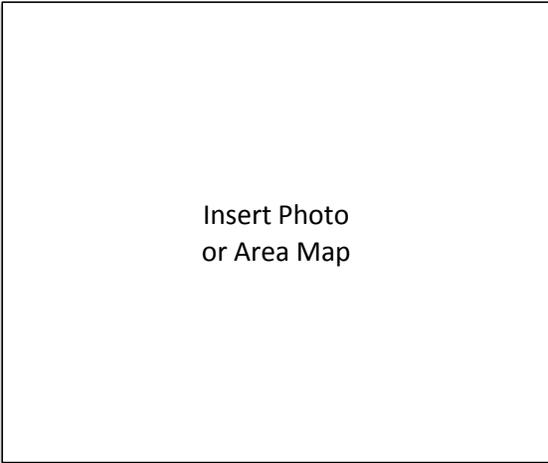


Package #5

I-80 Express Bus Transit Centers

Regional Express Bus service demand is expected to grow at a faster rate as the Bay Area express lane system expands and the cost of gas continues to rise. Existing regionally significant transit centers, such as the Fairfield Transportation Center, the Vacaville Transportation Center, and the Vallejo Station will need expansion while new transit center facilities at the Solano Fairgrounds 360 project area and the Fairfield/Vacaville Train Station will need matching funds. Without establishing a modeled nexus, other RTIF programs set a low fee percentage to go back to transit capital, such as 5% of all fees collected.

| Included Projects | | <i>Regional Trip</i> | <i>RTIF Eligible</i> |
|--------------------------|---|----------------------|----------------------|
| <i>Agency</i> | <i>Projects</i> | <i>Total Costs</i> | <i>Nexus %</i> |
| City of Benicia | Benicia Industrial Park Multi-modal Transit Cntr. | SRTP update | |
| City of Dixon | Dixon Multimodal Transportation Center | SRTP update | |
| Fairfield | FTC or FF/VV Train Station | SRTP update | |
| Solano County | Solano 360 | SRTP update | |
| Vacaville | Vacaville Transportation Center | SRTP update | |
| Vallejo | Vallejo Station/ Curtola | SRTP update | |
| | | \$ - | \$ - |
| | | Max Nexus | |



| Revenue Estimates | | | | |
|--------------------------|--------------------------|-------------------|--------------------|----|
| <i>Fee Range</i> | <i>10-year estimates</i> | <i>5% of fees</i> | <i>10% of fees</i> | |
| \$750/DUE | \$ 22,839,132 | \$ 24,072,737 | | NA |
| \$1,000/DUE | \$ 30,452,175 | \$ 32,096,983 | | NA |
| \$1,500/DUE | \$ 45,678,263 | \$ 48,145,474 | | NA |
| \$2,000/DUE | \$ 54,193,658 | \$ 57,483,273 | | |

| Partners: | Interests: |
|-------------------|--|
| City of Benicia | Support for Transit Centers |
| City of Dixon | Support for Transit Centers |
| City of Fairfield | Focus on projects with clear regional benefit, leverage funding |
| City of Vacaville | Support GP preferred alternative land uses in Eastern Vacaville, avoid piecemeal MOUs if possible. |
| City of Vallejo | Supports 360 and other transit centers |
| County of Solano | Funds top Transit County priority RTIF project, supports near-term growth in 360 project area |

Governance
 Countywide through STA TAC and Solano Express Transit Consortium.

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DATE: March 23, 2012
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Status Report

Background:

SR 12 has been a priority roadway for the STA and its member agencies for years, due to safety and operational concerns. In 2010, the STA, San Joaquin Council of Governments (SJCOG), the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans) completed a scope of work and a funding agreement for a study of the SR 12 corridor, from Interstate 80 (I-80) in Solano County to I-5 in San Joaquin County.

In 2011, after completion of the Rio Vista Bridge Alignment Study, STA updated to partner with the Solano Economic Development Corporation (EDC) use remaining federal earmark funds from the bridge study to cover Economic Assessment of SR12.

Discussion:

Both the Corridor Study and the Economic Study for SR12 are nearing completion. The funding agreements for the SR 12 Corridor Study require a draft report to be publically released by the end of April 2012, and a final report by the end of June 2012. On February 27, 2012, the SR 12 Corridor Study Technical Advisory Group (TAG) and Stakeholders Group met to review the draft Alternatives Analysis Report. The Alternatives Analysis Report examines 3 alternatives to the existing conditions: the Gap Fill strategy (improve sub-standard intersections to provide turn lanes), the 2-Lane Divided strategy (Gap Fill plus a center divider and shoulder improvements for the entire corridor) and the 4-Lane Divided strategy (Gap Fill plus 4 travel lanes, shoulders and a center divider for the entire corridor, and replacement of the Rio Vista, Mokelumne River and Potato Slough bridges with 4-lane non-opening structures). The TAG concluded that the Alternatives Analysis is complete and accurate, and is ready for public release. The information provided to the TAG is provided in Attachment A.

The SR12 Economic Study currently consists of two data gathering efforts. Dr. Robert Fountain has been gathering information from public databases on communities along the corridor and interviewing business owners, including trucking companies, regarding their use of SR 12. The consulting firm of ArchiLogics has developed an on-line survey for SR 12 users, and has been conducting community outreach to promote use of the survey.

An interim report on the SR12 Economic Study will be delivered to the Solano EDC membership at their monthly meeting of March 29th. The ArchiLogics survey will still be open to users at that time, so the final data will not yet be available, However, general trends on roadway users and economic activity should be available. The SR 12 Corridor Study Alternatives Analysis will be available for public release on or just after that date.

Both studies are scheduled for discussion at the April 11, 2012 STA Board meeting. STA and SJCOG also plan to schedule an SR 12 Corridor Advisory Committee (CAC) meeting, involving elected officials from Solano, San Joaquin and Sacramento counties, later in the month of April.

Once the SR12 Corridor and Economic studies are completed, staff will request policy direction from STA Board and the SR12 Corridor Advisory Committee (CAC) regarding next steps to take to implement improvements on the SR12 corridor.

Recommendation:

Informational.

Attachments:

- A. February 27, 2012 TAG Presentation "Vq'dg'r tqxkf gf 'wpf gt'ugr ctcvg"eqxgt0"



DATE: March 23, 2012
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan Update

Background:

The Regional Transportation Plan (RTP) is the long-range transportation document for the 9-county Bay Area. In previous RTPs, the Metropolitan Transportation Commission (MTC) has used residential and employment projections provided by the Association of Bay Area Governments (ABAG); ABAG has, in turn, developed projections based upon past development trends.

In response to state legislation related to climate change concerns, including Senate Bill (SB) 375, MTC and ABAG have developed land use development projections based upon desired policies and land uses, rather than projection of past trends into future years. This is in response to the SB 375 requirement to more closely coordinate regional land use and transportation planning through the development of a Sustainable Communities Strategy (SCS).

Discussion:

On March 9, 2012, ABAG released a document titled “PlanBayArea Jobs-Housing Connection Scenario,” which is Attachment A. This is ABAG’s preferred Land Use Scenario for the SCS, and it including projected housing and employment numbers. The Solano Planning Directors are reviewing the housing and employment projections, and will prepare comments to ABAG prior to May 1st.

MTC will release the draft transportation investment scenario, which will accompany the land use scenario, on April 13th. The Draft SCS will be approved by a joint MTC/ABAG board meeting in May, 2012.

Financial Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Draft – Jobs-Housing Connection Scenario (To be provided under separate cover.)

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DATE: March 18, 2012
TO: STA TAC
FROM: Sara Woo, Associate Planner
RE: STA Complete Streets Policy

Background:

The Metropolitan Transportation Commission (MTC) is discussing the various policies associated with the Regional Transportation Plan (RTP), which has been named One Bay Area Plan for the 2012 update. The funding program to support the RTP is respectively called One Bay Area Grant (OBAG). A new requirement of the RTP is a certified Sustainable Communities Strategy (SCS) as mandated by SB 375.

As a result of this adjustment in the RTP development, there has been a greater emphasis on the subject of Complete Streets as part of the OBAG funding decisions. Complete Streets encompasses access and mobility for all users of the transportation network (e.g., bicyclists, pedestrians, children, transit users, persons with disabilities, and goods movement). In addition to the OBAG Complete Streets policy requirement, MTC is revising the MTC Complete Streets Policy to require the inclusion of bicycle and pedestrian transportation accommodation in all projects. These two moving pieces are shaping the development of STA's Complete Streets Policy.

Discussion:

Planning and designing complete streets is context-sensitive and includes community involvement. It is both a process and a finished product. This report explains MTC's two approaches for improving Complete Streets implementation in the 9-county Bay Area.

OBAG Complete Streets Requirement

The Metropolitan Transportation Commission (MTC) is proposing to require that local jurisdictions amend their General Plan circulation element by July 1, 2013, to be consistent with the California Complete Streets Act of 2008 to be eligible for the One Bay Area Grant (OBAG) program. Due to comments from Congestion Management Agencies (CMAs) and local jurisdictions, the policy is being reconsidered with an ordinance or resolution approach instead. The final OBAG policy on the Complete Streets subject has not been finalized yet. At the March 15, 2012 Active Transportation Working Group Meeting, it was discussed that a potential option was to require an ordinance in place of a July 1, 2013 deadline. STA staff advocated for a resolution option which is required to include language from a local jurisdiction's existing General Plan that is consistent with Complete Streets for their jurisdiction.

MTC Complete Streets Policy Requirements

MTC staff is proposing to require that all projects *must* include bicycle, pedestrian, and/or transit accessibility as part of all projects that receive funding through MTC. This proposal is supported by the Active Transportation Working Group and is pending Commission approval. If a project

is not able to meet this proposed requirement, specific documentation and reporting will be required to apply for exemption from the requirement. Guidelines for exemption have not yet been finalized.

STA staff will circulate comments to project sponsors over the next few weeks regarding proposed language and past experiences with implementing the Complete Streets Checklist. These comments will be sent to MTC planning staff for consideration.

The STA Complete Streets Policy will be developed based on the final approval of MTC's OBAG Complete Streets requirement and pending revision of Resolution 3765. STA staff will work closely with project sponsors to develop a context sensitive approach and policy strategy that will enhance and standardize Complete Streets reference materials and policies.

Fiscal Impact:

There is no fiscal impact to STA.

Recommendation:

Informational.



DATE: March 19, 2012
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs for Fiscal Year (FY) 2011-12 Update

Background:

Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is annually determined by the Regional Transportation Planning Agency (RTPA) that all reasonable unmet transit needs have been met.

Solano County is the only county in the Bay Area that has a local jurisdiction using TDA funds for streets and roads. For FY 2010-11, the County of Solano was the only jurisdiction that used TDA funds for streets and roads.

When MTC took final action on the FY 2009-10 Unmet Transit Needs process and concluded that there were no reasonable unmet transit needs, they also took action that directed Rio Vista and the County of Solano to develop a TDA phase out plan. Since MTC took this action, MTC and STA have met with both Rio Vista and County of Solano to discuss the TDA phase out plan. As a result of this, in February 2010 Rio Vista City Council took action directing that Rio Vista no longer use TDA funds for streets and roads beginning FY 2010-11. A strategy to phase the County of Solano out of the Unmet Needs process was approved by the STA Board April 14, 2010. The County of Solano will no longer be claiming funding for streets and roads after FY 2011-12. Therefore, the Unmet Transit Needs process was still required to allow Solano County to claim TDA for streets and roads in FY 2011-12.

The Unmet Transit Needs Hearing was held on Thursday, December 2, 2010 at 6:00 pm at the Solano County Administration Center (SCAC) in the Board of Supervisors Chambers. Based on comments raised at the hearing and the received written comments, MTC staff then selected pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is forwarded to MTC. In evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan.

Discussion:

MTC has summarized the key issues of concern and forwarded them to the STA (Attachment A). The STA staff forwarded a worksheet to each transit operators that identified the issues specific to their operators for a response. The STA staff worked with the transit operators to address the issues and coordinate a response to MTC. A preliminary response to the issues was submitted to MTC on March 16, 2012. MTC staff may ask for additional information and/or clarification on some of the responses to the issues. Once MTC staff has reviewed the responses and the additional information is provided, STA staff will bring the responses to the STA committees for review and approval.

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs will allow MTC to process the streets and road element of the TDA claims from the County of Solano. For FY 2012, the County’s TDA claim for local streets and roads will be held by MTC until this process is completed.

As FY 2011-12 will be the last year the County of Solano uses TDA for streets and roads, the Unmet Needs process will no longer be required in Solano County since no jurisdiction will be using TDA funds for streets and roads.

The following is the draft revised schedule.

| Schedule to Submit Response to MTC | |
|---|---|
| April 18, 2011 | Assign the questions to the Transit Operators. |
| March 9, 2012 | Extended Deadline for Transit Operators to provide responses to STA. |
| April 25, 2012 | Consortium and TAC review and approve responses. |
| May 9, 2012 | STA Board review and approval. |
| May 10, 2012 | Submit responses to MTC. |
| May 17, 2012 | Present issues to the PCC |
| June 13, 2012 | Responses are submitted for approval to the Programming and Allocations Committee at MTC. |

The streets and roads portion of the County of Solano TDA claim will be processed once the Unmet Needs process is complete.

Recommendation:

Informational.

Attachments:

- A. MTC March 31, 2011 Letter Summarizing FY 2011-12 Unmet Transit Needs



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Attachment A

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
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TTY/TDD 510.817.5769
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March 31, 2011

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U.S. Department of Housing
and Urban Development

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Jake Mackenzie
Sonoma County and Cities

Kevin Mullin
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and Housing Agency

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Ann Flemer
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Andrew B. Premier
Deputy Executive Director, Operations

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

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the Solano County Unmet Transit Needs public hearing held on December 2, 2010, and also reviewed comments contained in correspondence received by MTC during the public comment period. As you know, the recently concluded unmet transit needs public participation process pertains to FY 2011-12 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

Enclosed with this letter is a copy of the transcript of the public hearing, and copies of all correspondence received by MTC as a result of the public participation in the Solano County Unmet Transit Needs process. These materials encompass all comments received by MTC.

Unmet transit needs pertain to the levels and locations of service, fare and transfer policies, and matters related to transit facilities (e.g. bike racks, bus stops) and transit safety. In addition, unmet transit needs include requirements of the Americans with Disabilities Act and the provision of welfare-to-work public transit. The purpose of this hearing, set forth by statutes, is to ascertain those reasonable transit needs not being met by current service in Solano County. Several of the comments made at the hearing or received by MTC are deemed to be minor or are not relevant to specific transit service and the use of TDA funding.

Listed below are the preliminary issues that were raised as part of this year's Solano County Unmet Transit Needs process.

Vallejo

Service Design

- Lack of Glen Cove service;
- Run bus on Hwy. 37 from Vallejo to San Rafael;
- Keep current schedule and lines for the 78 and 76 buses; and
- Route 5 is important for students to get to the Vallejo campus.

Operational and Scheduling Issues

- Better coordination between drivers and dispatchers;
- Scheduling trips, especially timing, is confusing;
- Shorten paratransit transfers;
- Problem with canceled paratransit trip;
- Driver not wanting to tie wheelchair down;
- General issues with driver's treatment of passengers;
- Drivers drive a little rough for some passengers; and
- Make transit more senior friendly e.g. with the use of 'transit ambassadors' and transit training.

Fairfield

Service Design

- Routing issues of DART service;
- Route 20 could run later to match route 90;
- Would like to see one pass in use not multiple passes;
- Extra bus stop needed at business center in Cordelia;
- Cordelia underserved by transit;
- Improve Red Top Road Park and Ride;
- Direct bus to San Francisco;
- Concerns about transit for seniors in Green Valley;
- Keep Fairfield Taxi program;
- Expand Capitol Corridor schedule;
- Extend hours of current FAST schedule extended to at least 10:00 PM;
- Need for Sunday service;
- Lack of good transportation for elderly;
- Lack of bus stops on bus lines;
- Bus stops too far apart; and
- Need to create a regional code of bus etiquette.

Operational and Scheduling Issues

- Reduction from 7 to 5 buses makes reservations more difficult (DART);
- Some dispatchers are not customer friendly;
- Lack of professionalism on phone by dispatchers;
- Drivers need more training to be sensitive to needs of passengers; and
- Travel times and transfers make service inconvenient.

Capital Improvements

- Need more bus stations (shelters);
- Better signage for bus system;
- Need for bus shelters;
- More curb cuts at stops/stations;
- Increased capacity for bikes on buses; and
- More conveniently located and more easily accessible bus stops.

Vacaville

Service Design

- Keep bus line #3; needed to get to work;
- Need local buses after 6:30 p.m. to Solano College; and
- Needs bus service on Sundays to go to church.

Operational and Scheduling Issues

- Buses need to run later and connect better with #20 and #30.

Capital Improvements

- More bus stations (shelters);
- Repair Vacaville bus shelters, some stops have no shelters;
- Include public restrooms in any new transit plaza planning;
- Build bus shelters and benches; and
- Need directional bus stop signs.

Benicia

Service Design

- Need for direct bus between Benicia and Glen Cove Shopping Center.

The list above summarizes all *relevant* comments made through this year's unmet transit needs process without regard to the merit or reasonableness of the comment or request. However comments deemed to be minor or not relevant to specific transit service and the use of TDA funding were not included. These would include the following types of comments:

- Comments regional in nature and not germane to the use of TDA funds for streets and

roads purposes (e.g., extending BART to Vallejo)

- Comments already identified in last year's unmet transit needs process and addressed satisfactorily by the Solano Transportation Authority (STA) response.
- Incidents (e.g., tardiness of a bus or paratransit van; behavior of a particular driver) do not rise to the level of an unmet transit need; unless, public comment reveals a pattern to such incidents that might warrant policy or operational changes. Other "minor" issues include better distribution of transit information, better information on the location of late paratransit vehicles, minor delays in picking up passengers etc. While these comments are important to the comfort and convenience of the transit systems' patrons, they are not unmet transit needs. MTC is confident that the STA, working with the transit operators, can address these issues.
- Finally, general transportation issues such as the economics of automobile use, the transportation impacts of land-use decisions, and the priorities of federal gas tax revenues, etc. which are not directly germane to specific transit services in Solano County are not considered to be relevant to the unmet transit needs process.

The next step in the unmet transit needs process is for a review of the preliminary issues by Solano Transportation Authority staff, in cooperation with staff members of the city and county jurisdictions in Solano County. Please provide us with an evaluation of each of the issues. Your response, as well as a description of the approach the cities and County intend to take in addressing these issues, will help us develop recommendations in a complete and fair manner. Authority staff should provide MTC with substantive information supporting one of the following for each issue:

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2010-11; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or
4. that the evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

"Substantive information" supporting categories (1), (2) or (3) above could include reports to the Solano Transportation Authority Board describing recent or planned changes in service; citation to a recently completed study such as a Short Range Transit Plan or a Countywide Transportation Plan; or, a short narrative describing how the issue was or will be addressed. Any issues which fall into category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee (PAC) as an unmet transit need.

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC's PAC identifying those issues that the cities and County must address prior to MTC's

consideration of FY 2011-12 TDA fund requests for streets and roads purposes. Receipt of your responses are requested one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Please contact me or Bob Bates of my staff at (510) 817-5733 if you have any questions.

Sincerely,



Alix A. Bockelman
Director, Programming and Allocations Section

Enclosures

cc (without enclosures):

Jim Spering, MTC Commissioner
Gene Cortright, City of Fairfield
Gary Leach, City of Vallejo
Rod Moresco, City of Vacaville
Robert Sousa, City of Benicia
Jeff Matheson, City of Dixon
Morrie Barr, City of Rio Vista
Dan Kasperson, City of Suisun City
Paul Weise, County of Solano
Jamie Johnson, Chair, Solano County PCC (c/o Elizabeth Richards, STA)

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DATE: March 19, 2012
TO: STA TAC
FROM: Sara Woo, Associate Planner
RE: Funding Opportunities Summary

Discussion:

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

| | FUND SOURCE | AMOUNT AVAILABLE (approximately) | APPLICATION DEADLINE |
|--------------------------|--|---|---------------------------------------|
| Local¹ | | | |
| 1. | Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area) | Approximately \$20 million | Due On First-Come, First Served Basis |
| 2. | Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area) | Approximately \$10 million | Due On First-Come, First-Served Basis |
| 3. | Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP) | Up to \$5,000 rebate per light-duty vehicle | Due On First-Come, First-Served Basis |
| 4. | Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) | Approximately \$10,000 to \$45,000 per qualified request | Due On First-Come, First-Served Basis |
| 5. | YSAQMD Clean Air Funds (CAF) | Approximately \$244,000 | Due March 23, 1012 |
| 6. | Priority Development Area (PDA) Planning Program – Call for Applications* | N/A | Due April 12, 2012 |
| State | | | |
| | N/A | N/A | N/A |
| Federal | | | |
| 6. | The Job Access and Reverse Commute program (JARC – FTA Section 5316)* | \$13.5 million | March 23, 2012 |
| 7. | New Freedom (NF -- FTA Section 5317)* | \$13.5 million | March 23, 2012 |

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

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

| Fund Source | Application Contact** | Application Deadline/Eligibility | Amount Available | Program Description | Proposed Submittal | Additional Information |
|--|--|---|--|---|---|--|
| Local Grants¹ | | | | | | |
| Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area) | Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov | Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services | Approx. \$20 million | Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions. | \$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor STA staff contact: Janet Adams | Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx |
| Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area) | Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org | Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services | Approx. \$10 million , maximum per project is \$4.5 million | The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment. | N/A | Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyrerp/index.shtml |
| Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)* | Meri Miles ARB (916) 322-6370 mmiles@arb.ca.gov | Application Due On First-Come, First-Served Basis | Up to \$5,000 rebate per light-duty vehicle | The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE). | N/A | Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm |
| Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)* | To learn more about how to request a voucher, contact: info@californiahvip.org | Application Due On First-Come, First-Served Basis | Approx. \$10,000 to \$45,000 per qualified request | The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses. | N/A | Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/ |

*New Funding Opportunity

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

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

| Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds Program* | Jim Antone YSAQMD (530) 757-3653 jantone@ysaqmd.org | Applications Due on March 23, 2012 | Approx. \$244,000 per qualified request | The Clean Air Funds (CAF) Program is designed to reduce emissions from motor vehicles by supporting cleaner vehicle technologies and alternative modes of transportation, increasing transit ridership and educating the public about air pollution. The program offers incentive funding for projects or programs that reduce emissions from mobile sources of air pollution that are not yet subject to local regulation or state or federal air pollution laws. The CAF program is funded through an annual Department of Motor Vehicles (DMV) fee of \$4.00 on every motor vehicle registered in the District and AB 8 Solano County property tax revenue. The grant application period runs from approximately mid-January to mid-March. | N/A | Eligible Projects: Clean Technologies/Low Emission Vehicles, Alternative Transportation Program, Transit Services, and Public Education. http://www.ysaqmd.org/Incentives10.php |
|--|--|---|--|---|---------------------------|---|
| Fund Source | Application Contact** | Application Deadline/Eligibility | Amount Available | Program Description | Proposed Submittal | Additional Information |
| Priority Development Area (PDA) Planning Program – Call for Applications* | Therese Trivedi MTC ttrivedi@mtc.ca.gov (510) 817-5767 | Applications Due on April 12, 2012 | N/A | The PDA Planning Program is an initiative to finance planning in Priority Development Areas (PDA) that will result in intensified land uses around public transit hubs and bus and rail corridors around the region. | N/A | For the application and more information about the program, see http://www.mtc.ca.gov/planning/smart_growth/stations/ |
| State Grants | | | | | | |
| N/A | | | | | | |
| Federal Grants | | | | | | |

| | | | | | | |
|--|---|----------------|--|--|-----|--|
| The Job Access and Reverse Commute program (JARC – FTA Section 5316)* | Lynn Ly (916) 657-4192 | March 23, 2012 | \$400,000 per year up to three years – maximum request \$1.2 million | The Department will give priority to projects that have a significant impact on desirable long-term outcomes for the Nation, a metropolitan area, or a region. The following: <ul style="list-style-type: none"> • State of Good Repair: Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs. • Economic Competitiveness: Contributing to the economic competitiveness of the United States over the medium- to long-term. • Livability: Fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people in communities across the United States. • Environmental Sustainability: Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment. • Safety: Improving the safety of U.S. transportation facilities and systems. | N/A | Eligible Projects: http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Jarc-NF/jarcnfwkshp012012.pdf http://www.dot.ca.gov/hq/MassTrans/5316.html |
| New Freedom (NF -- FTA Section 5317)* | Elizabeth Niedziela STA (707) 399-3217 eniedziela@sta-snci.com | March 23, 2012 | \$200,000 per year up to three years – maximum request \$600,000 | The purpose of the program is to help: <ul style="list-style-type: none"> • Enhance transportation for people with disabilities • Improve public transportation beyond the ADA • Develop new alternatives to public transportation beyond the ADA | N/A | Eligible Projects: http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Jarc-NF/jarcnfwkshp012012.pdf http://www.dot.ca.gov/hq/MassTrans/5317.html |

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STA Board Meeting Highlights
6:00 p.m., March 14, 2012

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Summary Actions of the March 14, 2012 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of March 14, 2012. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

| | |
|-------------------------|---------------------|
| Jack Batchelor, Chair | City of Dixon |
| Elizabeth Patterson | City of Benicia |
| Rick Vaccaro | City of Fairfield |
| Jan Vick | City of Rio Vista |
| Pete Sanchez | City of Suisun City |
| Ron Rowlett (Alternate) | City of Vacaville |
| Osby Davis | City of Vallejo |
| Jim Spering | County of Solano |

BOARD MEMBERS ABSENT:

| | |
|-------------|-------------------|
| Harry Price | City of Fairfield |
|-------------|-------------------|

SWEARING IN OF NEW STA BOARD ALTERNATE MEMBER

- **Rick Vaccaro**
Alternate Board Member Representing the City of Fairfield

ACTION – FINANCIAL ITEMS

A. I-80/I-680/State Route (SR) 12 Interchange Project Bridge Toll Allocation Request

Recommendation:

Approve the attached Resolution No. 2012-04 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$14.28 million in Regional Measure 2 or AB1171 funds for the I-80/I-680/SR 12 Interchange Project for right of way acquisition.

On a motion by Board Member Spering, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation.

B. Jepson Parkway Project Funding Agreements

Recommendation:

Once the Memorandum of Understanding between the City of Fairfield, the City of Vacaville and the County of Solano for the Maintenance of a portion of the Jepson Parkway Project is executed, authorize the Executive Director to:

1. Make minor changes and execute the Jepson Parkway Funding Agreement between the STA and the City of Fairfield; and
2. Make minor changes and execute the Jepson Parkway Funding Agreement between the STA, Solano County and the City of Vacaville.

Board Comments:

Board Member Spring commented on the landscaping portion of the project in the Fairfield segment of the project and asked Fairfield staff about opportunities to reduce these costs and put more of the project funding into Rail Station fixtures and passenger amenities.

George Hicks responded that the specific plan has been approved which dictates in general terms that the design standards for the walls, landscaping and expecting the cost to double for the project. With regards to deferring, the work is expected to be paid by the developer to embellish any improvements that need to be made to the train station.

With regards to the MOU for maintenance of the roadway, Board Member Spring requested clarification on the process for approval.

Bernadette Curry responded that the action is a recommendation from staff that there be approval on the funding agreement subject to the execution of the MOU. She cited that the funding agreement will not be executed until such time an agreement has been reached by the Cities of Fairfield and Vacaville and the County of Solano for the MOU. She added that the funding agreement addresses the funding swap outlined by Janet Adams related to the design, construction, and any maintenance would be subject to the MOU.

Daryl Halls noted that the two City Managers and the County Administrator were meeting to work out the details of the MOU.

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

C. Solano Coordinated Short Range Transit Plan (SRTP)/Transit Corridor Study/Solano Ridership Survey and Analysis

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to:

1. Enter into an agreement with MTC for \$140,000 to develop the Solano Coordinated SRTP including Enhanced Coordination;
2. Amend the Scope of Work for the Enhanced Coordination to include a Limited English Plan (LEP) under Item 6.b;
3. Enter into a contract for the Solano Coordinated SRTP and Transit Corridor Study for an amount not-to-exceed \$290,000; and
4. Enter into a contract for the Solano County Ridership Survey and Analysis for an amount not-to-exceed \$150,000.

On a motion by Board Member Patterson, and a second by Alternate Board Member Rowlett, the STA Board unanimously approved the recommendation.

ACTION NON-FINANCIAL ITEMS

A. Acquisition of Properties for the I-80/I-680/State Route (SR) 12 Interchange Project

Recommendation:

Approve the following:

1. Resolution No. 2012-03 (Attachment D), including acceptance of the determination that the project is exempt from CEQA (Attachment C) prepared by STA for the project; and
2. Direct the Executive Director to File a Notice of Exemption with the State Office of Planning and Research and County Clerk of Solano County and authorize payment of the filing fees.

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

CONSENT CALENDAR

On a motion by Board Member Patterson, and a second by Board Member Sanchez, the STA Board approved Consent Calendar Items A through Q with the exception to pull the following for public comment:

- Item L, PDA Grant Applications
- Item P, Jepson Parkway Project – Right of-Way

A. Minutes of the STA Board Meeting of January 11, 2012

Recommendation:

Approve STA Board Meeting Minutes of January 11, 2012.

B. Draft Minutes of the TAC Meeting of February 29, 2012

Recommendation:

Approve Draft TAC Meeting Minutes of February 29, 2012.

C. Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Overall Work Plans (OWP) for 2012-13

Recommendation:

Adopt the 2012-13 BAC and PAC Overall Work Plans as shown in Attachments A and B.

D. Solano Mobility Management Plan Request for Proposal (RFP) and Grant Application

Recommendation:

Forward a recommendation to the STA Board to:

1. Release a Request for Proposal (RFP) and enter into a contract not-to-exceed \$150,000 to develop a Mobility Management Plan for Solano County; and
2. Authorize the STA Chair to provide a letter of support for Intercity Taxi Scrip Program and Faith in Action Program to Caltrans for New Freedom Funding.
3. Authorize the Executive Director to execute a contract or agreement with Caltrans for JARC funding for the Solano Mobility Management Program including submitting and approving request for reimbursement of funds as stated in JARC Authorizing Resolution 2012-02 Attachment B.

- E. Appointment of Paratransit Coordinating Council (PCC) Member**
Recommendation:
 Appoint Edith Thomas, Social Service Provider, to the Paratransit Coordinating Council for a three-year term.
- F. 2012 Paratransit Coordinating Council (PCC) Work Plan**
Recommendation:
 Approve the 2012 PCC Work Plan as shown in Attachment A.
- G. Solano Paratransit Vehicle Surplus**
Recommendation:
 Authorize the Executive Director to donate one Compressed Natural Gas (CNG) van to the Solano Faith In Action program.
- H. Contract Amendment for SolTrans Financial Consultant**
Recommendation:
 Authorize the Executive Director to amend the contract with Nancy Whelan Consulting for SolTrans Financial and Technical Services for an amount not-to-exceed \$132,480.
- I. Contract Amendment #2 and Extension for James McElroy for Services as Interim Executive Director for Solano County Transit (SolTrans)**
Recommendation:
 Authorize the Executive Director to execute a contract amendment #2 and extension until June 30, 2012 with Jim McElroy to serve as Interim Executive Director for SolTrans in an amount not-to-exceed \$40,000 for staff services.
- J. Appointment of Lifeline Advisory Committee Members**
Recommendation:
 Appointment the Lifeline Advisory Committee Members as listed in Attachment A.
- K. SolTrans Logo and Branding Contract Amendment with Page Design**
Recommendation:
 Authorize the Executive Director to amend contract with Page Design to include \$21,672 for the completion of items listed in the Scope of Work and to extend the contract date to December 31, 2012.
- L. Letters of Support:**
- 1. City of Fairfield PDA Grant**
 - 2. SolTrans Streetscape Grant**
 - 3. Cities of Dixon and Rio Vista PDAs**
- Recommendation:
 Authorize the Executive Director to submit Letters of Support for the following:
1. City of Fairfield grant application to the Metropolitan Transportation Commission (MTC) Priority Development Area (PDA) grant program for a Downtown Fairfield PDA land use update;
 2. Solano County Transit (Soltrans) application to the Federal Transit Administration (FTA) Bus Livability Grant Program for the Vallejo Downtown Pedestrian Improvement Project; and
 3. PDA Designations in Dixon and Rio Vista by Association of Bay Area Governments (ABAG).

Public Comments:

Representatives from the Old Town Neighbors group in Dixon came forward to read portions from a letter objecting to the application submitted by the City of Dixon to designate the downtown commercial district as part of a PDA through the ABAG's FOCUS Program.

Chair Batchelor commented the City of Dixon was in support of the PDA application for Dixon.

Michael Ceremello, City of Dixon Councilmember, suggested STA defer decisions until a later date.

On a motion by Board Member Patterson, and a second by Board Member Sanchez, the STA Board unanimously approved the recommendation.

M. Fiscal Year (FY) 2012-13 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds

Recommendation:

Approve the following:

1. \$220,000 from FY 2012-13 TFCA Program Manager Funds for the Solano Napa Commuter Information Program; and
2. Issue a call for projects for the remaining balance of FY 2012-13 TFCA Program Manager Funds in the amount of \$59,000.

N. Accept Construction Contract for the Solano Irrigation District (SID) Facilities Modification Project

Recommendation:

Approve the following:

1. Accept the SID Facilities Modifications Project contract as complete; and
2. Direct the Executive Director to file a Notice of Completion with the County Recorder's office.

O. Contract Amendment for the I-80 Eastbound Cordelia Truck Scales Relocation Project - Engineering Services During Construction

Recommendation:

Approve a contract amendment for HDR in the not-to-exceed amount of \$630,000, to cover engineering services during construction of the I-80 Eastbound Cordelia Truck Scales Relocation Project.

P. Jepson Parkway Project – Right of Way

Recommendation:

Authorize the Executive Director to issue a Request for Proposals (RFP) for Right of Way Services needed to appraise all properties needed for the Jepson Parkway Phase 1 and 2; including acquisition services for those parcels that are not acquired through dedications and enter in to a contract for an amount not-to-exceed \$400,000.

Public Comment:

June Guidotti noted her opposition to the project.

On a motion by Board Member Vick, and a second by Board Member Sanchez, the STA Board unanimously approved the recommendation.

Q. Proposed Revisions to the Solano County Transit (“SolTrans”) Joint Powers Agreement Recommendation:

Authorize the Executive Director to execute the First Amendment to the Solano County Transit (“SolTrans”) Joint Powers Agreement.

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

- A. MTC Report:**
None presented.
- B. Caltrans Report:**
None presented.
- C. STA Directors Report:**
 - 1. Planning**
 - 2. Projects**
 - 3. Transit/Rideshare**

INFORMATIONAL ITEMS

- A. Transit Funding Priorities**
 - 1. Status of Transit Funding**
 - 2. Overview of Transit Funding**
 - 3. Discussion of Transit Funding Priorities**
- B. OneBayArea Grant (OBAG)/Regional Transportation Plan (RTP) Update**
- C. State Route (SR) 12 Update**
- D. Transportation for Sustainable Communities Plan**
- E. Project Delivery for Fiscal Year (FY) 2011-12 Projects**
- F. Legislative Update**
- G. Fiscal Year (FY) 2011-12 Abandoned Vehicle Abatement (AVA) Program First Quarter Report**
- H. Transit Operating and Capital Needs**
- I. Lifeline Proposition 1B**
- J. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2011-12 Update**
- K. Funding Opportunities Summary**

**L. STA Board and Advisory Committee Meeting Schedule
for Calendar Year 2012**

BOARD MEMBER COMMENTS

ADJOURNMENT

The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, April 11, 2012, Suisun City Hall Council Chambers.**

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DATE: March 20, 2012
TO: STA TAC
FROM: Johanna Masielat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012

Background:

Attached are the STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2012



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2012**

(Last Updated by JM: March 20, 2012)

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

| DATE | TIME | DESCRIPTION | LOCATION | STATUS |
|------------------------|---------------|--|-----------------------------|-----------|
| Wed., March 28 | 10:00 a.m. | SolanoExpress SolanoExpress Transit Consortium | STA Conference Room | Confirmed |
| | 1:30 p.m. | Technical Advisory Committee (TAC) | STA Conference Room | Confirmed |
| Wed., April 11 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | Confirmed |
| Thurs., April 19 | 6:00 p.m. | Pedestrian Advisory Committee (PAC) | STA Conference Room | Tentative |
| Wed., April 25 | 10:00 a.m. | SolanoExpress Transit Consortium | STA Conference Room | Confirmed |
| | 1:30 p.m. | Technical Advisory Committee (TAC) | STA Conference Room | Confirmed |
| Thurs., April 26 | 12 Noon | Solano Sr. & People w/ Disabilities | Solano County Events Center | Confirmed |
| Wed., May 9 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | Confirmed |
| Wed., May 16 | 1:30 p.m. | Safe Routes to School Advisory (SR2S-AC) | STA Conference Room | Tentative |
| Thurs., May 17 | 1:00 p.m. | Paratransit Coordinating Council (PCC) | TBD | Confirmed |
| Thurs., May 17 | 6:30 p.m. | Bicycle Advisory Committee (BAC) | STA Conference Room | Tentative |
| Wed., May 30 | 10:00 a.m. | SolanoExpress Transit Consortium | STA Conference Room | Confirmed |
| | 1:30 p.m. | Technical Advisory Committee (TAC) | STA Conference Room | Confirmed |
| Wed., June 13 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | Confirmed |
| Thurs., June 21 | 6:00 p.m. | Pedestrian Advisory Committee (PAC) | STA Conference Room | Tentative |
| Wed., June 27 | 10:00 a.m. | SolanoExpress Transit Consortium | STA Conference Room | Confirmed |
| | 1:30 p.m. | Technical Advisory Committee (TAC) | STA Conference Room | Confirmed |
| Wed., July 11 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | Confirmed |
| Thurs., July 19 | 1:00 p.m. | Paratransit Coordinating Council (PCC) | TBD | Confirmed |
| Thurs., July 19 | 6:30 p.m. | Bicycle Advisory Committee (BAC) | STA Conference Room | Tentative |
| July 25 (No Meeting) | SUMMER RECESS | SolanoExpress Transit Consortium | N/A | N/A |
| | | Technical Advisory Committee (TAC) | N/A | N/A |
| August 10 (No Meeting) | SUMMER RECESS | STA Board Meeting | N/A | N/A |
| Wed., August 15 | 1:30 p.m. | Safe Routes to School Advisory (SR2S-AC) | STA Conference Room | Tentative |
| Thurs., August 16 | 6:00 p.m. | Pedestrian Advisory Committee (PAC) | STA Conference Room | Tentative |
| Wed., August 29 | 10:00 a.m. | SolanoExpress Transit Consortium | STA Conference Room | Confirmed |
| | 1:30 p.m. | Technical Advisory Committee (TAC) | STA Conference Room | Confirmed |
| Wed., September 12 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | Confirmed |
| Thurs., September 20 | 1:00 p.m. | Paratransit Coordinating Council (PCC) | TBD | Confirmed |
| Thurs., September 20 | 6:30 p.m. | Bicycle Advisory Committee (BAC) | STA Conference Room | Confirmed |
| Wed., September 26 | 10:00 a.m. | SolanoExpress Transit Consortium | STA Conference Room | Confirmed |
| | 1:30 p.m. | Technical Advisory Committee (TAC) | STA Conference Room | Confirmed |
| Wed., October 10 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | Confirmed |
| Thurs., October 18 | 6:00 p.m. | Pedestrian Advisory Committee (PAC) | STA Conference Room | Tentative |
| Thurs., October 25 | 12 Noon | Solano Sr. & People w/ Disabilities | Solano County Events Center | Confirmed |
| Wed., October 31 | 10:00 a.m. | SolanoExpress Transit Consortium | STA Conference Room | Confirmed |
| | 1:30 p.m. | Technical Advisory Committee (TAC) | STA Conference Room | Confirmed |
| Wed., November 14 | 6:00 p.m. | STA's 15 th Annual Awards | TBD – Dixon | Confirmed |
| Thurs., November 15 | 1:00 p.m. | Paratransit Coordinating Council (PCC) | TBD | Confirmed |
| Thurs., November 15 | 6:30 p.m. | Bicycle Advisory Committee (BAC) | STA Conference Room | Tentative |
| Wed., November 21 | 1:30 p.m. | Safe Routes to School Advisory (SR2S-AC) | STA Conference Room | Tentative |
| Wed., November 28 | 10:00 a.m. | SolanoExpress Transit Consortium | STA Conference Room | Confirmed |
| | 1:30 p.m. | Technical Advisory Committee (TAC) | STA Conference Room | Confirmed |
| Wed., December 12 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | Confirmed |
| Thurs., December 20 | 6:00 p.m. | Pedestrian Advisory Committee (PAC) | STA Conference Room | Tentative |
| Wed., December 19 | 10:00 a.m. | SolanoExpress Transit Consortium | STA Conference Room | Tentative |
| | 1:30 p.m. | Technical Advisory Committee (TAC) | STA Conference Room | Tentative |

*City County Coordinating Council Summit on Public Safety is scheduled. If necessary, STA Board will conduct its meeting at 5:30 p.m.