



STA BOARD MEETING AGENDA

**6:00 p.m., Regular Meeting
 Wednesday, April 11, 2012
 Suisun City Hall Council Chambers
 701 Civic Center Drive
 Suisun City, CA 94585**

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

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 2 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period (Agenda Item IV) although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 2 minutes or less.**

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

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

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

ITEM

BOARD/STAFF PERSON

I. CALL TO ORDER/PLEDGE OF ALLEGIANCE
 (6:00 – 6:05 p.m.)

Chair Batchelor

II. CONFIRM QUORUM/ STATEMENT OF CONFLICT

Chair Batchelor

An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.

III. APPROVAL OF AGENDA

STA BOARD MEMBERS

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

STA BOARD ALTERNATES

Rick Fuller	Ron Rowlett	Alan Schwartzman	Rick Vaccaro	Janith Norman	Mike Hudson	Erin Hannigan	John Vasquez
-------------	-------------	------------------	--------------	---------------	-------------	---------------	--------------

IV. OPPORTUNITY FOR PUBLIC COMMENT

(6:05 – 6:10 p.m.)

V. EXECUTIVE DIRECTOR'S REPORT – Pg. 1

Daryl Halls

(6:10 – 6:15 p.m.)

VI. COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA

(6:15 – 6:25 p.m.)

A. Proclamation of Appreciation for Karen Koelling

Chair Batchelor

B. Directors Report:

1. Planning

Robert Macaulay

2. Projects

Janet Adams

3. Transit/Rideshare

Judy Leaks/Liz Niedziela

VII. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

(Note: Items under consent calendar may be removed for separate discussion.)

(6:25 - 6:30 p.m.)

A. Minutes of the STA Board Meeting of March 14, 2012

Johanna Masielat

Recommendation:

Approve STA Board Meeting Minutes of March 14, 2012.

Pg. 7

B. Draft Minutes of the TAC Meeting of March 28, 2012

Johanna Masielat

Recommendation:

Approve Draft TAC Meeting Minutes of March 28, 2012.

Pg. 17

C. Fiscal Year (FY) 2011-12 Second Quarter Budget Report

Susan Furtado

Recommendation:

Receive and file.

Pg. 23

D. Authorization for New Copier Lease for STA

Susan Furtado

Recommendation:

Authorize the Executive Director to enter into a four-year copier lease agreement with Konica Minolta Business Solutions, Inc. for equipment specified in Attachment B in an amount not to exceed \$56,024.

Pg. 27

E. Authorization of Consultant Contracts and Agreements to Prepare Climate Action Plans

Robert Macaulay

Recommendation:

Authorize the Executive Director to execute the following documents:

- 1. A contract amendment with AECOM for the preparation of Energy Chapters of Climate Action Plans (ECCAP) for Solano County, in an amount not-to-exceed \$244,750, subject to an*

award of a PG&E grant for the same purpose, and an agreement with PG&E to receive the funds and prepare the ECCAP;

- 2. An agreement with Solano County to allow STA to receive funds from a California Strategic Growth Council grant for the purpose of developing a Climate Action Plan and Implementation Plan for Solano County, subject to an award of a California Strategic Growth Council grant for the same purpose; and*
- 3. A contract amendment with AECOM, in an amount not to exceed \$273,755, for the development of a Climate Action Plan and Implementation Plan for Solano County.*

Pg. 31

F. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Article 3 Expenditure

Sara Woo

Recommendation:

Approve FY 2012-13 TDA Article 3 Resolution No. 2012-05 for Bicycle and Pedestrian projects as specified in Attachment A.

Pg. 33

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

Liz Niedziela

Recommendation:

Approve the following:

- 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 one-time transitional cost and these funds be conditional on SolTrans adopting a sustainable operating plan 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.*

Pg. 39

H. Contract Amendment - State Route (SR) 12 Jameson Canyon Design Support During Construction

Janet Adams

Recommendation:

Authorize the Executive Director to execute a contract amendment with Mark Thomas & Company Inc. to provide design services during construction on the SR 12 Jameson Canyon project in an amount not-to-exceed \$1,847,000 for an additional three year term.

Pg. 49

I. Appointment of Paratransit Coordinating Council (PCC) Member Liz Niedziela
Recommendation:
Appoint Kyrre Nerner Helmersen, Transit User, to the Paratransit Coordinating Council for a three-year term.
Pg. 51

J. Grant Co-sponsorship for State Route (SR) 12 Jameson Canyon Shuttle Service Robert Guerrero
Recommendation:
Approve an additional \$40,840 local match from STAF funding for a total of \$92,690 as a local match for Caltrans' Section 5311(f) for the proposed SR 12 Jameson Canyon Shuttle Service.
Pg. 55

IX. ACTION FINANCIAL ITEMS

A. Safe Routes to School (SR2S) Two-Year Work Plan for Fiscal Year (FY) 2011-12 and FY 2012-13 (Revised) Judy Leaks
Recommendation:
Approve the following:

- Solano SR2S 2-year Work Plan for Fiscal Years 2011-12 and 2012-13; and*
- 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.*

(6:30 – 6:35 p.m.)
Pg. 59

X. ACTION NON-FINANCIAL ITEMS

A. Legislative Update Jayne Bauer
Recommendation:
Approve the following legislative bill positions:

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

(6:35 – 6:40 p.m.)
Pg. 65

B. Solano County Transportation for Sustainable Communities Plan Robert Guerrero
Recommendation:
Approve the Solano County Transportation for Sustainable Communities Plan.
(6:40 – 6:50 p.m.)
Pg. 141

- C. State Route (SR) 12 Update** Robert Macaulay
1. **SR 12 Corridor Study** Eric Cordoba
2. **SolanoEDC's Economic Analysis of SR 12 Corridor** Dale Pfeiffer

Recommendation:

Authorize the STA Chair to forward a letter to SR 12 Corridor H partnership to include language in the SR 12 Corridor Study referencing the importance of SR 12 Solano County's economic and to include information from the SR 12 Economic Study in the Corridor Study when it becomes available.

(6:50 – 7:10 p.m.)

Pg. 157

- D. OneBayArea Grant (OBAG) Projects and Priorities** Robert Macaulay

Recommendation:

Approve the following:

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

(7:10 – 7:25 p.m.)

Pg. 159

XI. INFORMATIONAL - 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
(7:25 – 7:35 p.m.)
Pg. 171

INFORMATIONAL - NO DISCUSSION

- B. Project Initiation Document (PID) 3-Year Work Plan for Caltrans** Janet Adams
Pg. 207
- C. STA Complete Streets Policy** Sara Woo
Pg. 211
- D. Funding Opportunities Summary** Sara Woo
Pg. 213
- E. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012** Johanna Masielat
Pg. 217

XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, May 9, 2012, Suisun City Hall Council Chambers.**



MEMORANDUM

DATE: April 3, 2012
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –March 2012

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

CTC Approves \$24 Million Funding Swap for I-80/I-680/SR12 Interchange to Keep Next Phase of Project on Track

On March 30, 2012, the California Transportation Commission (CTC) unanimously supported a request from STA to swap \$24 million in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds for the same amount of Proposition 1B Trade Corridor Improvement Fund (TCIF) funds. This will provide Caltrans with some additional time to work with the US Fish and Wildlife Service to resolve the mitigation requirements associated with the environmental document for the project and not sacrifice the CMIA funds which are subject to a statutory deadline of 2012 to obligate the funds for construction. The TCIF deadline for delivery is one year later (2013) and will enable the STA, working with Caltrans, to complete the right of way phase of the project and get the project ready for construction award in early 2013. STA staff would like to thank Supervisor Sperring for his efforts to obtain the support of the Metropolitan Transportation Commission (MTC) for this fund swap. Also Caltrans District IV and CTC staff worked with STA staff to work out the details of the fund swap. The \$24 million in TCIF funds completes the funding for the initial construction package of the project, totaling \$111 million that will go to construction in 2013.

Focus on Future of SR 12 Corridor As Two Studies Conclude Their Work *

The three region corridor study of SR 12 is scheduled to be released for public review and comment in late April. When completed, this corridor study will lay out the future operational plan and implementation priorities for this 53 mile stretch of SR 12 between I-5 and I-80. Concurrently, STA has commissioned an economic analysis of SR 12 by the Solano Economic Development Corporation (EDC). At the March 29th Solano EDC monthly breakfast meeting, Solano EDC's retained economist for the project, Dr. Robert Fountain, with Regional Economics Consulting, provided an initial summary of his economic analysis of the current SR 12 corridor and future scenarios outlined in the SR 12 Corridor Study. A summary and preview of both the SR 12 Corridor Study and SR 12 Economic Assessment Study will be presented as information items at this STA Board meeting.

Board Workshop on One Bay Area Grant Funds *

As part of the development of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), MTC has proposed to combine the traditional allocation of federal cycle funds (Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ)) into a combined funding grant program called "OneBayArea Grant" (OBAG). An estimated 40% of these OBAG funds are to be allocated at the County level by each of the nine Bay Area Congestion Management Agencies (CMAs). Currently, OBAG grant funds are projected to cover the next three years (FYs 2012-13, 2013-14 and 2014-15). At last month's meeting of the Bay Area CMA

directors, MTC staff proposed adding a fourth year to the OBAG program due in part to the delay in approval by the Congress of a new Federal Transportation Authorization bill. Currently under the three years OBAG proposal, Solano County would receive \$16 million in OBAG funds to be allocated by the STA. If a 4th year is added this could increase to \$20 million. STA staff has prepared a summary of the OBAG grant funds for review and discussion by the STA Board at this meeting with the schedule for the STA Board to allocate the funds targeted for the Board meeting of June 13, 2012.

Board to Consider Approval of Solano County Transportation for Sustainable Communities Plan *

STA Planning staff has prepared the Solano County Transportation for Sustainable Communities Plan. This is an update of the Countywide Transportation for Livable Communities (TLC) Plan completed in 2004. This new Plan incorporates the concepts from the TLC Plan and includes the policies and concepts from Priority Development Areas (PDAs) submitted by our seven cities to the Association of Bay Area Governments (ABAG) as part of the regional program. The priority projects identified in this Plan will be eligible for funding from the forthcoming OBAG program. This Plan is a sub-element of the Alternative Modes Element of the STA's Comprehensive Transportation Plan (CTP) that includes the recently completed Solano County Bicycle Plan, Solano County Pedestrian Plan, and Safe Routes to Transit Plan.

Approval of SolTrans Transition Funds*

Since its formation in July 1, 2011, the Solano County Transit (SolTrans) Board and transition team has been transitioning the operations and equipment from the Cities of Vallejo and Benicia under the new JPA Board. Last month, both cities approved the transition of assets and equipment to SolTrans and SolTrans has released its initial SRTP for public review and comment prior to final adoption by the SolTrans Board. The SolTrans SRTP proposes a series of services changes designed to improve the system's ridership and on-time performance and to bring the future costs of the system within the framework of its available revenues. Concurrently, the SolTrans Board is recruiting for its first permanent Executive Director/General Manager and is in process of recruiting to fill all of its funded staff positions. During its initial year of operation, the STA has continued to support these efforts administratively through the management of consultant contracts for its executive staff and a marketing consultant and with one time financial assistance. Consistent with the SolTrans transitional plan adopted by STA (and the cities of Benicia and Vallejo) as part of the formation of the SolTrans JPA, STA staff has been

working with the Metropolitan Transportation Commission (MTC) to help cover the first year transitional/start up cost for the new agency, estimated at \$2.4 million. STA staff has worked out the details of a funding plan with MTC that includes a combination of regional discretionary transit funds provided to SolTrans by MTC and STA prioritizing and swapping out some county transit funds reserved for future replacement of Solano Express Buses in order to provide SolTrans with critical operating funding needed in FY 2012-13.

Two Year Safe Routes to School Work Plan to Improve Safety and Health for Solano County's Children *

In recent years, STA has been successful in obtaining federal and state Safe Routes to School (SR2S) grants and regional SR2S funds to fund elements of Solano's SR2S Program. Working with County Public Health and the STA's SR2S Advisory Committee, STA staff (Judy Leaks, Danelle Carey, and Sam Shelton) has developed a two year work plan for the SR2S Program. Highlights include the following: 1. Start-up and implementation of a Walking School Bus Program in FY 2012-13, 2. Expansion of the partnership with County Public Health to conduct more education and encouragement events in order to reach every Solano County school, 3. Creation of Safe Routes to Schools Maps for all Solano County schools with 15 pilot school maps this fiscal year and maps for all of the schools targeted in FY 2012-13, and 4. Implementation of innovative enforcement activities by the police departments in Fairfield and Suisun City and countywide safety training activities for crossing guards.

SNCI Program Organizes More New Vanpool Starts

During the third quarter of the current fiscal year, the STA's SCNI program successfully formed 5 new vanpools increasing this year's new vanpool start ups to 27. This exceeds the regional annual goal set for the program of 12. 16 of the new vanpool originate in other counties and bring employees to Solano County to work and the remaining 11 vanpools bring Solano County residents to their place of employment in counties outside of Solano.

Status of STA's Overall Work Program (OWP) for FY 2011-12 and FY 2012-13 *

Staff has updated the progress made to date this fiscal year on the STA's Overall Work Program (OWP) in preparation for the STA Board to update its OWP heading into the next year. The STA's OWP contains the priority plans, projects and programs that the Board has tasked the staff to work on in the forthcoming two fiscal years.

STA Board to Thank Retired STA Staffer *

In January of this year, Karen Koelling recently retired after a successful ten years tenure with the STA as an administrative assistant. Ms. Koelling was responsible for working at the front desk and providing administrative support to both the Planning and Projects Departments.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated February 2012)

This page intentionally left blank.

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

SCS	Sustainable Community Strategy
SCTA	Sonoma County Transportation Authority
SFCTA	San Francisco County Transportation Authority
SJCOG	San Joaquin Council of Governments
SHOPP	State Highway Operations & Protection Program
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SoHip	Solano Highway Improvement Plan
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR	State Route
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
STAF	State Transit Assistance Fund
STIP	State Transportation Improvement Program
STP	Federal Surface Transportation Program
T	
TAC	Technical Advisory Committee
TAM	Transportation of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement Program
TEA-21	Transportation Efficiency Act for the 21 st Century
TFCA	Transportation Funds for Clean Air Program
TIF	Transportation Investment Fund
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TMS	Transportation Management System
TOD	Transportation Operations Systems
TOS	Traffic Operation System
T-Plus	Transportation Planning and Land Use Solutions
TRAC	Trails Advisory Committee
TSM	Transportation System Management
U, V, W, Y, & Z	
UZA	Urbanized Area
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
March 14, 2012

I. CALL TO ORDER

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

MEMBERS

PRESENT:

Jack Batchelor, Chair	City of Dixon
Elizabeth Patterson	City of Benicia
Rick Vaccaro	City of Fairfield
(Alternate Member)	
Jan Vick	City of Rio Vista
Pete Sanchez	City of Suisun City
Ron Rowlett	City of Vacaville
(Alternate Member)	
Osby Davis	City of Vallejo
Jim Spering	County of Solano

*Arrived the meeting
at 6:10 p.m.*

MEMBERS

ABSENT:

Harry Price	City of Fairfield
Steve Hardy	City of Vacaville

STAFF

PRESENT:

Daryl K. Halls	Executive Director
Bernadette Curry	Legal Counsel
Janet Adams	Deputy Executive Director and Director of Projects
Robert Macaulay	Director of Planning
Johanna Masiclat	Clerk of the Board
Susan Furtado	Accountant and Administrative Services Manager
Jayne Bauer	Marketing and Legislative Program Manager
Liz Niedziela	Transit Manager
Judy Leaks	Program Manager
Sara Woo	Associate Planner
Sheila Jones	Administrative Assistant

ALSO

PRESENT:

In Alphabetical Order by Last Name:

Mona Babauta	Fairfield and Suisun Transit (FAST)
Birgitta Corsello	County of Solano
Amanda Dunn	City of Suisun City
Ginger Emerson	Member of the Public
Bill Emlen	County of Solano
George Gwynn, Jr.	Member of the Public
June Guidotti	Member of the Public
George Hicks	City of Fairfield
Earl Heal	Member of the Public
Dan Kasperson	City of Suisun City
Karen Koelling	Member of the Public
Wayne Lewis	City of Fairfield
Jim Lindley	City of Dixon
Brian McLean	Vacaville City Coach
Rod Moresco	City of Vacaville
Mike Roberts	City of Benicia
	City of Benicia Council Member and STA Alternate Board Member
Michael Ceremello	
Edith Thomas	PCC Member
Matt Tuggle	County of Solano

II. SWEARING IN OF NEW STA BOARD ALTERNATE MEMBER

- **Rick Vaccaro**
Alternate Board Member Representing the City of Fairfield

III. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

IV. APPROVAL OF AGENDA

On a motion by Board Member Patterson, and a second by Board Member Sanchez, the STA Board approved the agenda.

V. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn, Jr., City of Suisun City Resident, conveyed his objection to the West B Street Undercrossing Project and commented on various government expenditures.

June Guidotti, City of Suisun City Resident, commented on various issues related to government spending throughout Solano County.

Representatives from the Old Town Dixon Neighbors recited the group's petition (drafted by members of the Dixon chapter of the Solano County Taxpayers' Association) opposing the City of Dixon's Rail Project and further expenditures to provide future rail service to the existing station.

VI. EXECUTIVE DIRECTOR’S REPORT

Daryl Halls provided an update on the following topics:

- Construction Groundbreakings Scheduled for Jameson Canyon and Truck Scales
- Jepson Parkway Funding Agreements
- STA Board Members Meet with Yocha Dehe Tribe
- STA Lobbying Trip to Washington, DC
- Workshop on Transit Funding and Priorities/Solano Coordinated SRTP
- SolTrans Transition Continues
- Safe Routes to School Program Feature Of Healthy Communities
- New Staff Member Joins STA – Sheila Jones

VII. COMMENTS FROM METROPOLITAN TRANSPORTATION COMMISSION (MTC), CALTRANS, AND STAFF:

A. MTC Report:

None presented.

B. Caltrans Report:

None presented.

C. STA Reports:

Directors Report:

1. Planning
2. Projects
3. Transit/Rideshare

VIII. 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:
Approve the following:
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 read from a letter sent by their group to ABAG. They cited that the group objected 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. They added that the community did not learn of the City's plan to apply for the PDA until after the Dixon City Council adopted a resolution (by a three-to-two vote) in support of the application which already had been submitted.

Michael Ceremello, City of Dixon Councilmember, also conveyed his opposition and suggested to defer any decision until June 2012. Chair Batchelor noted the City of Dixon's support for the PDA application request to ABAG.

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 conveyed 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.

IX. ACTION – NON-FINANCIAL ITEMS

A. Acquisition of Properties for the I-80/I-680/State Route (SR) 12 Interchange Project Initial Construction Package

Janet Adams presented and reviewed STA’s authority to proceed with Advance Right-of-Way Acquisitions for the Initial Construction Package (ICP) for the ICP Project of the I-80/I-680/SR 12 Interchange Project. She cited that the Project Report and Environmental Documentation for the project is anticipated to be approved in late May 2012, selecting Alternative C, Phase 1 (C-1) as the preferred alternative. She added that there is a total of \$24 million identified in TCIF funding for the ICP project, and the deadline for the obligation of these funds is March of 2013.

Public Comments:

None presented.

Board Comments

None presented.

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 Spering, the STA Board unanimously approved the recommendation.

X. ACTION FINANCIAL ITEMS

- A. I-80/I-680/State Route (SR) 12 Interchange Project Bridge Toll Allocation Request**
Janet Adams reviewed the process to expedite the completion of the Final Environmental Impact Report/Environmental Impact Statement (FEIR/S) for the I-80/I-680/SR 12 Interchange Project. She cited that in order to maintain the schedule for the first construction package, staff is recommending the Board approve an allocation request of \$14.28 million for right-of-way acquisition for the first construction package.

Public Comments:

None presented.

Board Comments

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**
Janet Adams outlined the negotiation process for the Jepson Parkway Funding Agreements between the Cities of Fairfield and Vacaville and County and the discussion of impacts to the County for the ongoing cost of the maintenance of that portion of Jepson Parkway in the unincorporated area of the County. She added that STA staff is recommending that execution of the Funding Agreements be authorized subject to the execution of the Memorandum of Understanding (MOU). She also outlined the tentative agreement on the terms of the two funding agreements between the STA, the City of Fairfield, Solano County, and the City of Vacaville and the tentative agreement on the terms of the second funding agreement reached by the STA, Solano County, and the City of Vacaville.

Public Comments:

None presented.

Board Comments

Board Member Spering 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 features and passenger amenities.

George Hicks, City of Fairfield, responded that the specific plan has been approved by the Fairfield City Council 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 the approval on the funding agreement is 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.

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.

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

Liz Niedziela provided an update on the development of the Solano Coordinated Short Range Transit Plan (SRTP)/Transit Corridor Study/Solano Ridership Survey and Analysis. She summarized the three (3) recommendations being made by staff. She also cited that staff released the Request for Proposal (RFP) to establish a Pre-Qualified List of Consultants for Project management services to assist staff in several studies and plans this fiscal year.

Public Comments:

None presented.

Board Comments

Board Member Patterson commented that she would like to see more outreach and public participation in an effort to engage the public more.

Recommendation:

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.

XI. INFORMATIONAL – WORKSHOP

A. Transit Funding Priorities

- 1. Status of Transit Funding**
- 2. Overview of Transit Funding**
- 3. Discussion of Transit Funding Priorities**

Daryl Halls and Liz Niedziela provided an overview of the transit history, funding, and priorities and outlined several transit funding sources that STA administers to assist transit operators in funding transit capital projects and transit operation that require Board approval for allocation. They also provided an update to the development process of a Coordinated Short Range Transit Plan and an update of the countywide I-80/I-680/I-780/SR 12 Transit Corridor Study which are scheduled to begin in FY 2012-13. The purpose of this long-range plan will be to identify the county's intercity transit operating and capital needs as well as the funding available (or needed) to implement services and projects.

Board Comments:

Board Member Sperring requested the STA invite the City of Vacaville's Transit Manager to provide a presentation at a future Board meeting regarding the success of their transit system, Vacaville City Coach. He also requested that staff arrange another workshop between the STA Board, TAC, and the Consortium to discuss their expectations, the challenges they may face, and what projects to prioritize for competitive grants.

Board Member Patterson concurred with Board Member Sperring's request to have another workshop, but in addition, she requested for staff to provide more information on the source of funding and the continued operational challenges facing transit systems. She added that she would like to see more effort in outreach to keep the public more engaged so they would have a better understanding on local funding mechanisms.

NO DISCUSSION

- 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**
- M. **Transportation for Sustainable Communities Plan**

XII. BOARD MEMBER COMMENTS

Board Member Sperring commended Daryl Halls and Janet Adams for all their hard work and extra effort in the California Transportation Commission’s recent approval of STA’s request to swap \$24 million in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds for the same amount of Proposition 1B Trade Corridor Improvement Fund (TCIF) funds for the I-80/I-680/SR 12 Interchange keeping the next phase of the project on track. Several Board Members concurred.

Board Member Patterson requested for the STA Board’s consideration to have staff look into converting all meeting packets to electronic by way of iPads.

Chair Batchelor, Board Member Davis, and Board Member Sperring thanked staff for their job well done in setting up all the meetings held with Congress Members Garamendi, Miller, and Thompson during their Federal Lobbying Trip to D.C. in early March 2012. Board Member Sperring commented on the importance of STA’s role in reviewing grant opportunities and aggressively pursuing funding for securing federal grants for public transportation priorities in Solano County, including the including the Fairfield/Vacaville Intermodal Station, the Vallejo Downtown Streetscape Project and the Fairfield and Suisun Transit (FAST) local bus replacement.

Board Member Davis also thanked staff for the meeting that was arranged with government relations representatives from the U.S. Post Office which opened up dialogue on the negotiation process that will allow the Vallejo Postal Service to relocate without expense to the Postal Service so that the City can construct the second phase of their bus transit parking structure.

XIII. ADJOURNMENT

The meeting was adjourned at 7:45 p.m.

The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, April 11, 2012, Suisun City Hall Council Chambers.**

Attested by:


 _____ /April 4, 2012
 Johanna Masielat Date
 Clerk of the Board



**TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the meeting of
March 28, 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 (STA)'s Conference Room 1.

Present:

TAC Members Present	Mike Roberts	City of Benicia
	Morrie Barr	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)

Jayne Bauer	STA
Robert Guerrero	STA
Judy Leaks	STA
Robert Macaulay	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
Shawn Cunningham	City of Vacaville
Amanda Dum	City of Suisun City

II. APPROVAL OF THE AGENDA

On a motion by Dave Melilli, and a second by Dan Kasperson, 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: Judy Leaks announced the upcoming Bike to Work Day scheduled on Thursday, May 10, 2012. – She noted that nominations may be submitted on line at www.youcanbikethere.com.

Other: None presented.

V. CONSENT CALENDAR

On a motion by Mike Roberts, and a second by Dave Kleinschmidt, the STA TAC approved Consent Calendar Items A and B.

A. Minutes of the TAC Meeting of February 29, 2012

Recommendation:

Approve TAC Meeting Minutes of February 29, 2012.

B. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Article 3 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.

VI. ACTION FINANCIAL ITEMS

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

Liz Niedziela reviewed the three submittals received by staff for the Prop. 1B Lifeline funds from the Fairfield and Suisun Transit (\$1,547,328 to replace six (6) local buses from diesel to hybrid), **Dixon Redit-Ride (\$34,777 for the purchase of a narrowbanding radio system)*, and SolTrans (\$1,000,000 from Lifeline Prop. 1B to be swapped with Solano's State Transit Assistance Funds (STAF). She noted that subsequently the City of Dixon had withdrawn their application.

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.

On a motion by Mike Roberts, and a second by Dave Kleinschmidt, the STA TAC unanimously approved the recommendation.

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

Judy Leaks reviewed the Safe Routes to School (SR2S) Two-Year Work Plan for Fiscal Year (FY) 2011-12 and FY 2012-13. She cited that the SR2S 2-year work plan is based on the proposed 4-year Work Plan that includes the \$500,000 Walking School Bus (WSB) Grant and the \$600,000 MTC OneBayArea Grant (OBAG) Safe Routes funding. She noted that a \$500,000 WSB Grant has been incorporated in FY 2012-13 and extended through FY's 2013-14 and 2014-15. She added that in order 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. She also noted that many of these SR2S grant funds are restricted to particular activities, making it difficult to shift funding between "education and encouragement" activities, "enforcement" activities, "planning" activities, and special projects such as the SR2S Plan Update and Mapping projects.

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.

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

VII. ACTION NON-FINANCIAL ITEMS

A. Solano County Transportation for Sustainable Communities Plan

Robert Guerrero reviewed the development of the draft Transportation for Sustainable Communities (TSC) Plan. He described the changes made to the final draft based on input received since the February 2012 TAC meeting.

Robert Guerrero distributed a letter submitted by West Coast Home Builders, Inc. (WCHB). He cited that the letter wanted to make the TAC aware that the application submitted by Benicia for a formal PDA designation includes 500 acres owned by WCHB. He explained that the TSC Plan reflects PDAs approval by local agencies and the Association of Bay Area Governments. He further explained that the Plan does not actually approve PDAs and the letter was provided as information.

Recommendation:

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

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

B. Legislative Update

Jayne Bauer reviewed several grant submittals recently submitted or supported by the STA as detailed in the STA Federal Funding Matrix TIGER IV, Fairfield/Vacaville Intermodal Station (\$12M), TCSP, Vallejo Downtown Streetscape Project (\$3M), and State of Good Repair, FAST for replacement buses (\$1.86M).

Jayne Bauer also outlined and requested support on two new proposed state legislative bills occurred in January 2012. She cited that staff is currently coordinating a State lobbying trip for STA Board Members in May 2012. She also reviewed two Legislative Priorities: #5 seeks to make technical corrections to the state 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%. and #7 seeks support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures consistent with the STA Board's adopted Legislative Platform.

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)

On a motion by Dave Melilli, and a second by Dave Kleinschmidt, the STA TAC unanimously approved the recommendation.

C. OneBayArea Grant (OBAG) Projects and Priorities

Robert Macaulay cited that at an earlier meeting, the Solano Express Intercity Transit Consortium (Consortium) discussed the OBAG funds and potential transit projects. He noted that the Consortium members expressed concern that transit Operations and Maintenance (O&M) is underfunded, and that additional transit projects may add operation costs without bringing in appropriate funds. He commented that STA would organize a joint meeting between the Consortium and TAC members prior to the April TAC meeting to discuss including transit issues in the STA's OBAG funding recommendation.

Based on input, the joint meeting between the Consortium and TAC to discuss the preliminary OBAG funding projects has been tentatively set for 12:00 p.m., Wednesday, April 25, 2012.

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.

On a motion by Dave Melilli, and a second by Dave Kleinschmidt, the STA TAC unanimously approved the recommendation.

VIII. INFORMATIONAL - 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

Robert Macaulay noted that staff has agendized the development of the updated OWP for discussion in preparation for a recommendation on the OWP by the TAC at their April meeting and adoption by the STA Board at their meeting in May.

B. Project Initiation Document (PID) Work Plans

Robert Macaulay noted that Caltrans is in the process of developing its 3-Year Project PID workload that will be used to validate PID resource needs for FY 2012-13, and determine PID resource needs for FY 2013-14. As such, Caltrans has asked all counties to update the current 3-year work plans. He cited that STA will need to finalize this Work Plan at the April 2012 TAC meeting, so TAC members are requested to provide corrections/adjustments to this Work Plan by April 9, 2012.

C. Local Street and Roads (LS&R) Proposed Solano County Annual Report Development Update

Sam Shelton provided a status update on the development of a LS&R Solano County Annual Report. He cited that staff intends to request additional details from MTC regarding the underlying funding availability assumptions as well as attempt to create general 5-year PCI-targeted budget scenarios for each city. He added that completing these deliverables by July 2012 will depend on the readiness of local agency Streetsaver users to use the budget scenario functions of Streetsaver.

D. Review of Regional Transportation Impact Fee (RTIF) Project Package Proposals

Under this item, the TAC discussed the funding options for the RTIF, including the possibility that the County Facility Fee would be modified to include transportation projects; possibly, those projects for the RTIF list. The TAC discussed governance issues such as how fund allocation to projects could be determined under a County facility fee scenario. TAC members noted that the fund allocation decision would be made by the Board of Supervisors. City of Vacaville representative Jeff Knowles stated that if the alternatives were to have no funds for regional transportation projects or to have funds that Vacaville could not directly program, he would prefer the no funds scenario. Matt Tuggle, Solano County TAC representative, stated he understood Mr. Knowles' concerns, but he felt the TAC and STA was a regional forum where regional approaches were appropriate; Mr. Knowles stated he disagreed. Dan Kasperson, Suisun City TAC representative, stated that the process had come to the point where a separate RTIF was not viable; funds would either come from the County fee or would not come at all.

E. State Route (SR) 12 Status Report

Robert Macaulay reported that the Corridor Study and Economic Study for SR 12 is nearing completion. He noted that the funding agreements for the Corridor Study require a draft report to be publicly released by the end of April 2012, and a final report by the end of June 2012. He added that both studies are scheduled for discussion at the April 11, 2012 STA Board meeting. He also cited that the STA and San Joaquin County of Governments (SJCOG) also plan to schedule a SR 12 Corridor Advisory Committee meeting in late April involving elected officials from the Counties of Solano, San Joaquin, and Sacramento to consider releasing the draft SR 12 Corridor Plan for public input.

F. Regional Transportation Plan Update

Robert Macaulay provided a brief summary of this item.

G. STA Complete Streets Policy

Robert Macaulay provided a brief summary of this item.

NO DISCUSSION

H. Unmet Transit Needs for Fiscal Year (FY) 2011-12 Update

F. Funding Opportunities Summary

G. STA Board Meeting Highlights of March 14, 2012

H. 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, April 25, 2012.**



DATE: March 30, 2012
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Fiscal Year (FY) 2011-12 Second Quarter Budget Report

Background:

The Solano Transportation Authority (STA) staff regularly provides the STA Board with budget updates on a quarterly basis. In December 2011, the STA Board was presented with the First Quarter Budget Report for FY 2011-12. Subsequently, in January 2012 the STA Board adopted the FY 2011-12 Mid-Year Budget Revision.

Discussion:

The STA revenue and expenditure activity (Attachment A) for the FY 2011-12 Second Quarter reflects the overall STA program administration and operations expenditure at 20% of the budget with total revenue received at 28% of budget projections.

Revenues:

Revenues received during the Second Quarter of the fiscal year primarily consist of quarterly or annual advances. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the Second Quarter were billed and received after the quarter ending December 31, 2011. As of December 31, 2011, the total revenue billed and received is \$7.54 million (28%). The revenue budget highlights are as follows:

1. The Members Contribution for FY 2011-12 of \$323,227 which includes \$97,080 of deferred funds carryover from prior year for project studies such as the Local Streets & Roads Annual Report and the State Route (SR) 12/Rio Vista Bridge Economic Analysis Study.
2. The State Transit Assistance Fund (STAF) in the amount of \$1,142,156 was received for the different programs and studies: Solano County Transit (SolTrans) Transition and Marketing, Public Private Partnership (P3) Feasibility Study, I-80/I-680/I-780/SR12 Transit Corridor Study Update, and the Solano Seniors & People with Disabilities Plan Implementation.
3. Funding from the City of Dixon in the amount of \$1.0 million was received for the Dixon B Street Undercrossing Project. This funding is estimated to spend approximately \$400,000 in FY 2011-12 and will carryover remaining funds into the next fiscal year for the continuation of the project.
4. The Regional Measure (RM) 2 funds in the amount of \$3.9 million (21%) were received for the different RM 2 projects: I-80 Interchange Project, I-80 East Bound Truck Scales Relocation Project, I-80 Express Lanes, I-80 High Occupancy Vehicle (HOV) Lanes Project Follow up, and the North Connector East Project Closeout and Mitigation.

Expenditures:

STA's projects and programs are underway and expenditures are within budget projections.

1. STA's Management and Operations is within the Second Quarter budget projection at 43% of budget.
2. Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) is at 29% of budget.
3. Project Development is at 17% of budget.
4. Strategic Planning is at 28% of budget.

The SolTrans Transition and Marketing budget is reflective of consultants program activities. The program budget revision is included in the subsequent FY 2011-12 Mid-Year Budget Revision approved by the STA Board in January 2012 which covers the increased expenditures for the SolTrans transitional costs. The Solano Climate Change Strategy study is a continuation of the project study from the prior fiscal, which is reflected in the subsequent mid-year budget revision. Consultant billings and expenditures for projects such as the Bike to Work Campaign, Bike links, Rideshare Services for Napa, Community Based Transportation Plan (CBTP), Solano Seniors & People with Disabilities Plan Implementation, and the Safe Route to School Program were submitted after the end of the Quarter. Therefore, the forecasted expenditures for these projects for actual work completed are not reflective of the budget ratio for the first quarter.

The total revenue and expenditure for the Second Quarter is consistent with the projected FY 2011-12 budgets.

Fiscal Impact:

The Second Quarter Budget for FY 2011-12 is within budget projections for the Revenue received of \$7.54 million (28%) and Expenditures of \$5.55 million (20%).

Recommendation:

Receive and file.

Attachments:

- A. STA FY 2011-12 Second Quarter Budget Report
- B. 2012 Budget and Fiscal Reporting Calendar

April 11, 2012

REVENUES				EXPENDITURES			
STA Fund	FY 11-12 Budget	Actual Received	%	Operations & Administration	FY 11-12 Budget	Actual Spent YTD	%
Members/Contribution/Gas Tax (Reserve Accounts)	108,000	108,000	100%	Operations Management	1,486,390	699,320	47%
Members Contribution/Gas Tax	212,731	185,227	87%	STA Board of Directors/Administration	44,000	24,626	56%
Transportation Dev. Act (TDA) Art. 4/8	358,079	346,421	97%	Expenditure Plan	50,000	-	0%
TDA Art. 3	22,100	-	0%	Contributions to STA Reserve Account	108,000	-	0%
State Transit Assistance Fund (STAF)	994,241	1,142,156	115%	Subtotal	\$ 1,688,390	\$ 723,946	43%
Surface Transportation Program (STP)	926,539	181,190	20%	Transit and Rideshare Services/SNCI			
STIP Planning, Programming and Monitoring (PPM)	551,094	93,999	17%	Transit/SNCI Management/Administration	436,302	230,789	53%
CMA Block Grant	278,000	-	0%	Employer Van Pool Outreach	10,000	2,450	25%
Federal Earmark	16,680	8,960	0%	SNCI General Marketing	40,000	3,421	9%
Regional Measure (RM) 2 - North Connector - Design	11,230	4,035	36%	Commute Challenge	27,000	27,000	100%
RM 2 - I-80 Express Lanes	21,769	14,988	69%	Bike to Work Campaign	20,000	-	0%
RM 2 - I-80 HOV Lanes	13,196	5,161	39%	Bike Links	15,000	-	0%
RM 2 - I-80 Interchange Project	37,968	31,232	82%	Incentives	15,000	9,798	65%
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	29,807	11,593	39%	Emergency Ride Home (ERH) Program	5,000	441	9%
Transportation for Clean Air (TFCA)	200,324	73,433	37%	Solano Express Marketing	50,000	427	0.9%
TFCA - NCTPA	30,000	-	0%	Rideshare Services - Napa	30,000	291	1%
TFCA Regional Grant	66,750	-	0%	Transit Management Administration	187,855	58,957	31%
Yolo/Solano Air Quality Management District (YSAQMD)	81,557	81,557	100%	Community Based Transportation Plan (CBTP)	60,000	-	0%
Congestion Mitigation Air Quality (CMAQ)	548,704	-	0%	Lifeline Program	16,000	1,264	8%
Eastern Solano Congestion Mitigation Air Quality (ECMAQ)	320,768	70,801	22%	Paratransit Coordinating Council (PCC)	45,000	11,344	25%
Regional Rideshare Program (RRP)	240,000	147,638	62%	Solano Senior & People with Disabilities Plan Implementation/Committee	125,534	4,096	3%
Community Based Transportation Plan (CBTP)	60,000	-	0%	SoTrans Transition & Marketing	100,000	243,351	243%
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	3,224	32%	I-80/I-680/I-780/SR12 Transit Corridor Study Update	150,000	-	0%
Local Funds - Cities/County	167,770	473,150	282%	Transit Consolidation Implementation Phase 2	6,000	-	0%
Sponsors	18,000	8,725	48%	Coordinated Short Range Transit Plan (SRTP)	-	-	0%
Interest	-	4,693	0%	Ridership Survey	0	-	0%
Subtotal	\$ 5,325,307	\$ 2,996,183	56%	Safe Route to School (SR2S)Program	872,986	46,317	5%
TFCA Program				Subtotal	2,211,677	639,946	29%
Transportation for Clean Air (TFCA)	232,806	141,354	61%	Project Development			
Interest	-	5	0%	Project Management/Administration	71,229	48,015	67%
Subtotal	\$ 232,806	\$ 141,359	61%	Regional Impact Fee (Feasibility Study/AB 1600)	30,000	18,019	60%
Abandoned Vehicle Abatement Program				Management Assistant for Projects in Solano (MAPS)	45,000	1,634	4%
Department of Motor Vehicle (DMV)	320,000	104,258	33%	Public Private Partnership (P3) Feasibility Study	150,000	10,051	7%
Interest	-	464	0%	Local Streets & Roads Annual Report	18,115	15,747	87%
Subtotal	\$ 320,000	\$ 104,722	33%	Dixon B Street Undercrossing	50,000	17,865	36%
Jepson Parkway Project				Jepson Parkway	1,635,000	49,624	3%
State Transportation Improvement Program (STIP)	1,500,000	-	0%	SR12/Jameson Canyon Project	200,000	51,205	26%
Federal Earmark	125,486	37,459	30%	I-80/I-680/SR 12 Interchange Project	5,540,490	1,314,074	24%
County of Solano	9,514	9,924	104%	North Connector-East Project Closeout/Mitigation	4,966,819	336,168	7%
Interest	-	1,663	0%	I-80 East Bound (EB) Truck Scales Relocation Project	3,349,793	916,833	27%
Subtotal	\$ 1,635,000	\$ 49,046	3.0%	I-80/HOV Lanes Project Follow Up/Ramp Metering	50,000	20,523	41%
I-80 East Bound (EB) Truck Scales Relocation Project				I-80 Express Lanes Project	4,540,762	816,184	18%
RM 2 Funds	3,349,793	1,354,785	40%	Redwood Parkway Drive Improvement Project	919,629	195,424	21%
Interest	-	369	0%	SR 12 Bridge Realignment/Economic Analysis Study	147,000	10,007	7%
Subtotal	\$ 3,349,793	\$ 1,355,154	40%	DMV Abandoned Vehicle Abatement (AVA) Program	320,000	-	0%
Jameson Canyon Project				Subtotal	\$ 22,033,837	\$ 3,821,373	17%
STIP/TCRP	200,000	200,000	100%	Strategic Planning			
Interest	602	-	0%	Planning Management/Administration	221,339	111,608	50%
Subtotal	\$ 200,000	\$ 200,602	100%	Events	15,000	8,789	59%
I-80 High Occupancy Vehicle (HOV) Lanes Project Follow Up/Ramp Metering				Model Development/Maintenance	84,000	30,758	37%
PA/ED Design RM-2	50,000	20,523	41%	Solano County TLC Program	260,446	52,662	20%
Interest	-	(57)	0%	Jepson Parkway TLC Plan Update	133,000	499	0.4%
Subtotal	\$ 50,000	\$ 20,466	41%	SR 12 MIS/Corridor Study	185,000	51,932	28%
North Connector East Project Closeout/Mitigation				Comprehensive Transportation Plan (CTP) Follow Up	162,111	92,333	57%
Preliminary Engineering/Right of Way - RM-2 Funds	4,966,819	332,004	7%	Safe Route to Transit Implementation	-	-	0%
County of Solano	-	-	0%	Alternative Fuel Plan Implementation	-	-	0%
Interest	-	3,045	0%	Climate Change Strategy	-	8,893	0%
Subtotal	\$ 4,966,819	\$ 335,049	7%	TFCA Programs	232,806	7,464	3%
I-80/I-680/SR 12 Interchange Project				Subtotal	\$ 1,293,702	\$ 364,938	28%
RM 2 Funds	5,540,490	1,314,074	24%	TOTAL, ALL REVENUE			
Interest	-	372	0%	\$ 27,227,606	\$ 7,544,615	28%	TOTAL, ALL EXPENDITURES
Subtotal	\$ 5,540,490	\$ 1,314,446	24%	\$ 27,227,606	\$ 5,550,203	20%	
I-80 Express Lanes Project							
RM 2 Funds	4,540,762	816,184	18%				
Interest	-	(59)	0%				
Subtotal	\$ 4,540,762	\$ 816,125	18%				
SR 12 Bridge Realignment/Economic Analysis Study							
Federal Earmark	117,000	-	0%				
Members Contribution/Gas Tax	30,000	30,000	100%				
Subtotal	\$ 147,000	\$ 30,000	20%				
Redwood Parkway Drive/Fairgrounds Improvement Project							
Federal Earmark	717,764	151,219	21%				
Local Match Funds-STA	-	-	0%				
Local Match Funds-Solano County/City of Vallejo	201,865	30,244	15%				
Subtotal	\$ 919,629	\$ 181,463	20%				



2012 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:

JANUARY	FY 2011-12 Mid-Year Budget Revision
APRIL	FY 2011-12 Second Quarter Budget Report
MAY	Local Transportation Development Act (TDA) and Members Contribution for FY 2012-13
JUNE	FY 2011-12 Third Quarter Budget Report FY 2011-12 Final Budget Revision Revised Five Year Budget Projections
JULY	FY 2012-13 Budget Revision and FY 2013-14 Proposed Budget Adoption FY 2012-13 Provisionary Indirect Cost Rate Application
OCTOBER	FY 2011-12 4th Quarter Budget Report
DECEMBER	FY 2011-12 Annual Audit FY 2012-13 First Quarter Budget Report STA Employee 2013 Benefit Summary Update



DATE: March 30, 2012
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Authorization of New Copier Lease for STA

Background:

In January 2009, the Solano Transportation Authority (STA) entered into a three-year lease contract with Ricoh Business Solutions for two (2) network copiers, which expired in February 2012. Over the past three years, STA has increased its planning, program, and project activities, and public input process which includes a number of advisory and technical committees. In addition, copier technology has improved and costs have gone down. As a result, what was sufficient three years ago, no longer provides STA with sufficient document imaging solutions and production results. STA staff requires a combination of a comprehensive print system and equipment for its efficiency, reliability, and professional finishing at a cost effective rate.

Discussion:

STA staff has looked at three (3) leading providers of digital copier equipment that can provide high performance, efficiency, and reliability for network printing, copying, and scanning for the different program and project activities and events, such as flyers and notices for the Safe Route to Schools (SR2S) Program and transit and rideshare brochures for the Solano Napa Commuter Information (SNCI), which are done in-house to eliminate additional cost and to save time.

The three copier providers that bid were Ricoh Business Solutions, Konica Minolta Business Solutions, Inc., and Ray Morgan Company-Canon. Selection of these providers was within the parameters of the Fiscal Year (FY) 2011-12 Approved Budget, which includes the anticipated copier lease and printing cost.

These three providers based their proposed lease cost using a government agency master lease agreements, which makes the cost lower and comparable. The STA staff recommends a four-year lease agreement for cost savings since these equipments are more advanced and improved technology that may not necessarily change much in the next four years. Based on the assessment of the equipment options and comparison of costs, staff recommends the Konica Minolta Bizhub Pro 950 (black and white) and the Bizhub Press C7000 (color) copiers from Konica Minolta Business Solutions, Inc. The proposed cost for the four-year lease is \$56,024 plus taxes (\$14,006 annually), which would result in a savings of approximately \$17,328 over the STA's current copiers and was the lowest of the three proposals. The lease agreement includes the maintenance services and toner supplies. In addition, the Technical Staff assigned to the contract is located in Solano County area by Konica Minolta for installation, training, and service maintenance, which is consistent with the STA's Local Preference Policy.

The amount of this contract exceeds the Executive Director's budget authority of \$25,000. Thus, it has been agendaized for STA Board approval per STA's adopted accounting and budget policies.

Fiscal Impact:

Changing to a new Konica Minolta Business Solutions, Inc. copier for the next four years will result in a local savings of approximately \$17,328 (\$4,332 annually).

Recommendation:

Authorize the Executive Director to enter into a four-year copier lease agreement with Konica Minolta Business Solutions, Inc. for equipment specified in Attachment B for an amount not to exceed \$56,024.

Attachment:

- A. Lease Bid Comparison (This attachment has been provided to the STA Board members under separate enclosure. To obtain a copy, please contact the STA at (707) 424-6075.)
- B. Konica Minolta Bizhub Pro 950 (black and white)
Bizhub Press C7000 (color) copiers.



bizhub Pro 950

System Features

- 95 Page Per Minute Output In B&W
- Network Connected Printing/Scanning
- 100 Sheet Document Feeder
- 95 ppm Scanning in B&W
- 100 Staple Finisher with Staple-Cutting Feature and 2/3 Hole Punch Included.
- 6,650 Sheet Paper Capacity with Included 4,500 sheet (8.5x11) Large Capacity Unit.
- 2GHz Pentium Controller w/ 2GB Ram & 80 GB HDD Included
- High Definition Simitri Polymerized Toner for Excellent Copy

bizhub Press C7000

System Features

- 70 Page Per Minute Output In B&W
- 70 Page Per Minute Output In Color
- True 1200x1200 DPI Production Quality Image Output
- Internal EFI – Fiery – Print Controller w/Fiery System 9 Included
- 7,500 Sheet Paper Capacity – All to 13”x19.2”with Included PF-602
- Heater Unit Included for Printing on Coated Gloss/Matte Paper Stocks
- Booklet Finisher with 2/3 Hole Punch Included
- 100 Sheet Reversing Automatic Document Feeder Included
- 208 Volt, 30AMP ESP Power Filter Included
- HD-514 HDD Kit (6x160GB HDD) & PH-102 Preview Kit Included
- Patented Simitri HD Polymerized Toner for Superior Image
- Bizhub V-Care Device Management Program



This page intentionally left blank.



DATE: April 5, 2012
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Authorization of Consultant Contracts and Agreements to Prepare Climate Action Plans

Background:

Assembly Bill (AB) 32 is the California Global Warming Solutions Act, and focuses on achieving a reduction in the emissions of greenhouse gasses (GHG) from a broad base of emission sources. One of the initial steps in reducing a community's GHG emissions is to develop a GHG emission inventory. The Solano Transportation Authority funded, and in conjunction with the cities of Dixon, Fairfield, Rio Vista, Suisun City and Vacaville completed, a GHG inventory. Solano County and the cities of Benicia and Vallejo completed GHG emission inventories on their own in advance of this process.

The Cities of Benicia and Vallejo and Solano County have developed Climate Action Plans (CAPs). The Benicia CAP was adopted in 2009, and the City is endeavoring to implement the policies it contains. The County plan was adopted in 2010 and the City of Vallejo plan was adopted in March 2012.

On February 10, 2010, the STA Board adopted a Climate Change Strategy for transportation. The strategy identified activities already being undertaken or planned by STA and its member agencies that reduce GHG emissions. The strategy includes planning activities to develop further information to guide improved climate strategies. Subsequently, STA funded the baseline GHG inventories for the five of the cities, a project which was completed in 2011.

On July 13, 2011, the STA Board authorized staff to pursue funds from the California Strategic Growth Council (SGC) for the development of a multi-agency CAP and CAP Implementation Strategy, subject to endorsement from the Solano City County Coordinating Council (4Cs). On August 11, 2011, the 4Cs requested STA take the lead in seeking an SGC grant for the multi-agency CAP and CAP Implementation Strategy. Subsequently, the Pacific Gas and Electric Company (PG&E) contacted STA and stated that funds were available for development of a CAP focused on energy production and use.

Discussion:

The STA has worked with the consulting firm of AECOM to develop the GHG emission inventory, and to prepare the SGC grant application and budget for the PG&E grant. AECOM has significant knowledge of local agencies and data because of their previous work, and STA proposes to continue working with them on the upcoming CAP and CAP Implementation Plan work.

STA, AECOM and PG&E have developed a scope of work to prepare Energy Chapters of CAPs (ECCAPs) for the cities of Dixon, Fairfield, Rio Vista, Suisun City and Vacaville – the agencies that do not have CAPs as of this date. These ECCAPs can be adopted as stand-alone documents, or incorporated into comprehensive CAPs. PG&E will fund \$244,750 for the development of the ECCAPs, and use the existing GHG inventories as the local contribution to the effort. The draft ECCAP contract includes public outreach to the participating cities and the 4Cs. PG&E will make a final determination on the grant to STA by mid-April 2012.

Because of the need to obtain a formal governing body action in February 2012, when the STA Board did not meet, Solano County acted as the applicant for the SGC grant. The grant request is for \$273,755, with the existing local GHG inventory and the PG&E funds acting as the local match. The SGC is expected to announce award of the grants in June of 2012. The SGC proposed project will use the existing CAPs and the ECCAPs that will be under development, and will complete the CAPs for those areas and jurisdictions not covered. Once all jurisdictions have a CAP, AECOM will develop a county-wide CAP Implementation Plan that will help each agency put the ideas in its CAP into practice. The CAP Implementation Plan will include resources that can be shared amongst the agencies.

Financial Impact:

None of the local agencies will have direct but expenses for the development of the ECCAP, CAP and CAP Implementation Plan will dedicate staff time needed for the development of the CAPs and for public hearings. The SGC grant includes funds to reimburse staff time for local agency participation. Both the PG&E and SGC grants include funds to reimburse STA staff for direct program work and for grant and contract administration.

Recommendation:

Authorize the Executive Director to execute the following documents:

1. A contract amendment with AECOM for the preparation of Energy Chapters of Climate Action Plans (ECCAP) for Solano County, in an amount not-to-exceed \$244,750, subject to an award of a PG&E grant for the same purpose, and an agreement with PG&E to receive the funds and prepare the ECCAP;
2. An agreement with Solano County to allow STA to receive funds from a California Strategic Growth Council grant for the purpose of developing a Climate Action Plan and Implementation Plan for Solano County, subject to an award of a California Strategic Growth Council grant for the same purpose; and
3. A contract amendment with AECOM, in an amount not to exceed \$273,755, for the development of a Climate Action Plan and Implementation Plan for Solano County.



DATE: March 29, 2012
 TO: STA Board
 FROM: Sara Woo, Associate Planner
 RE: Fiscal Year (FY) 2012-13 Transportation Development Act (TDA)
 Article 3 Expenditure

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 adopted 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 meeting. 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) and to amend the recommendation for remaining funds to serve as a local match for the Priority Bicycle Projects.

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 expressed by one member associated with the OBAG 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: \$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. At the meeting on March 28th, the STA TAC supported staff's recommendation for allocation of FY 2012-13 TDA Article 3 funds.

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 up to \$1,000,000 from federal OBAG 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 2012-05

**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 COUNTY**

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 2012-05 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 11th day of April, 2012
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 April 11, 2012.

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	\$266,498

This page intentionally left blank.



DATE: March 19, 2012
 TO: STA Board
 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 its functions and transit service 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 costs and near-term budget challenges. MTC staff have agreed to a request from STA and SolTrans to assist in covering the funding needed to cover one-time transitional costs associated with establishing the new SolTrans JPA and have 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 some 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
<u>\$ 521,368:</u>	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 Lifeline Prop 1B funds 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 Readi-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's proposed implementation plan to fund the transitional cost for SolTrans with total targeted amount of \$2.4 million.

STA staff is recommending the STA Board support 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 for the one-time transitional cost. As part of this recommendation, staff recommends the allocation of these funds be conditional to SolTrans adopting a sustainable operating plan through their adoptive Short Range Transit Plan (SRTP). 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 funds will have a remaining balance of \$537,328. STA staff recommends the STA Board allocate this funding to Fairfield and Suisun Transit to help fund the replacement of 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 that will include an update of FAST's SRTP.

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

At its meeting of March 28th, the Solano Express Intercity Transit Consortium (Consortium) and Technical Advisory Committee (TAC) members unanimously approved to forward this funding allocation recommendation to the STA Board.

Fiscal Impact:

The swapping of funds will give SolTrans the funding required for a portion of SolTrans transitional cost and will provide the remaining funded needed to fully fund the 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:

Approve the following:

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 one-time transitional cost and these funds be conditional on SolTrans adopting a sustainable operating plan 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

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

This page intentionally left blank.

**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



DATE: March 30, 2012
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment - State Route (SR) 12 Jameson Canyon Design Support During Construction

Background:

Solano Transportation Authority (STA) staff has been actively working with Caltrans, the Napa County Transportation and Planning Authority (NCTPA), affected regulatory agencies and the interested public to deliver the State Route (SR) 12 Jameson Canyon Project. The purpose of the Project is to relieve traffic congestion, improve mobility, enhance safety and improve current roadway conditions. The Project will construct an additional lane in each direction, a concrete median barrier from Kelly Road in Napa County to Red Top Road in Solano County and provide for a Class II bike lane along the shoulders. Through the Proposition 1B Corridor Mobility Improvement Account (CMIA), a substantial local Regional Transportation Improvement Program (RTIP) investment by Napa and Solano Counties, and a State Interregional Transportation Improvement Program (ITIP) investment by the California Transportation Commission (CTC), the Project is fully funded.

In May 2007, the STA, NCTPA and Caltrans entered into a Memorandum of Understanding (MOU) for delivery of this project. The MOU outlined roles and responsibilities of a multi-agency represented project team provided a tiered management approach to the project delivery as well as a cost reporting and financial responsibility structure. The MOU included provisions for STA to retain a design consultant to work in partnership with Caltrans design staff.

Caltrans completed the environmental documentation phase of the project in February 2008. STA, in partnership with Caltrans, completed the design phase of the project including Plans Specifications, and Estimates (PS&E) in early 2011. The PS&E documents divided the Project into two segments, the Solano and Napa County segments, respectively for construction purposes. Both segments were advertised for construction in the Fall of 2011. Caltrans awarded a \$43.3M construction contract for the Solano segment and \$24.5M construction contract for the Napa segment in Jan. 2012. Both construction award amounts included funds for the respective construction contracts, appropriate contingencies, and state furnished materials. Construction phase activities started in February 2012.

In May 2008, Caltrans, STA, and NCTPA executed a Cooperative Agreement that defined the responsibilities of each respective agency for the design and right of way acquisition phases. This Cooperative Agreement has been amended to include funding for the construction phase of the Project.

Discussion:

To complete the design aspect of the Project, the STA executed an agreement with Mark Thomas & Company Inc. (MTCO) to provide design services for the Project.

With the construction phase starting, a contract amendment is necessary for the design support services during construction. MTCO has performed design services working cooperatively with STA, NCTPA, Caltrans and regulatory agency staff. Services to be performed on this proposed amendment include providing design services during construction in support of Caltrans construction administration efforts. STA staff recommends amending the contract with MTCO to maintain project continuity from the project development phases through construction. The scope of work also includes performing additional geotechnical services during construction as required by the Department of Water Resources (DWR). Attachment A provides for the detailed Scope of Work. An amendment of \$1,847,000 is necessary for this Scope of Work. More than \$1 million of these costs are to provide for additional geotechnical support services in support of the DWR facility and requirements for monitoring during construction. This work will be funded through the Project funds designated for this purpose.

Fiscal Impact:

The cost for this contract amendment is \$1,847,000, which will be funded by State Transportation Improvement Program (STIP) funds already allocated.

Recommendation:

Authorize the Executive Director to execute a contract amendment with Mark Thomas & Company, Inc. to provide design services during construction on the SR 12 Jameson Canyon project in an amount not-to-exceed \$1,847,000 for an additional three-year term.

Attachment:

- A. February 9, 2012 MTCO letter - Design Services During Construction Scope of Work (This attachment was provided to the STA Board members under separate enclosure. To obtain a copy, please contact the STA office at (707) 424-6075.)



DATE: April 4, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Appointment of Paratransit Coordinating Council (PCC) Member

Background:

The Solano Transportation Authority's (STA) Paratransit Coordinating Council (PCC) serves as an advocate for improved availability of transit services for the elderly, people with disabilities, minorities, economically disadvantaged and other transit dependent persons.

PCC Membership consists of representatives of private, public and nonprofit providers and consumers of transit services whose interests are consistent with the purpose of the Council and who shall represent all communities in Solano County.

Discussion:

The STA PCC is recommending one nomination for Board approval at this time for the following representation:

1. Kyrre Helmersen – Transit User

At the March 2012 PCC meeting, PCC unanimously approved to forward a recommendation to the STA Board to appoint Kyrre Helmersen to the Paratransit Coordinating Council as a Transit User. Kyrre is currently working at the Independent Living Resource Center as a Resource Specialist. He has experience in using several different forms of public transportation. Kyrre's letter is included to this staff report (Attachment A).

Upon approval by the STA Board, Kyrre Helmersen will be appointed for a three-year term. There is one remaining vacancy for a social service provider, which staff will continue to seek a new member to fill the vacancy. Attachment B includes the current PCC Membership.

Fiscal Impact:

None.

Recommendation:

Appoint Kyrre Helmersen, Transit User, to the Paratransit Coordinating Council for a three-year term.

Attachments:

- A. Letter from Kyrre Helmersen
- B. STA Paratransit Coordinating Council Membership (April 2012)

To: STA/PCC

1/27/2012

Kyrre Verner Helmersen

I would like to participate in the STA/PCC. As a transit user, for many good reasons.

I have lived n Solano County for 35 Years. I have been & still am a frequent Para-transit rider for over 13 Years now. I have experienced several different forms of public transportation. I have rode Amtrak, Greyhound, Light rail, Fixed route, City link, Ferry, & Paratransit. I would like to share feedback with the council & have the opportunity to express concerns along with suggestions about my experiences as a rider in a wheelchair. I am currently working for Independent Living Resources as a resource specialist in Fairfield, CA. I have assisted many of our consumers with transportation needs in Solano County. I feel I can better inform them on changes in policy & help with understanding this process.

If accepted by council, I will do my best to relay all information obtained by my experiences as honestly & relevant as I can.

Respectfully,

Kyrre Helmersen

**Solano County
Paratransit Coordinating Council**

Membership Status
April-12

Voting Members	Category	Agency	Appointed	Chair/Vice-Chair
Shannon Nelson - Vice Chair	Member-at-Large	ADA Coordinator - City of Vacaville	9/8/2010	1/19/2012
Alicia Roundtree - Chair	Social Service Provider	Independent Living Resource	10/13/2010	1/19/2012
Richard Burnett	MTC/PAC Representative		1/13/2010	7/16/2010
Rachel Ford	Public Agency, Solano County Health and Social Services	Solano County Mental Health	6/9/2010	
Judy Nash	Public Agency, Education-related Services	Solano Community College	4/14/2010	
Shirley Stacy	Transit User		1/18/2011	
Edith Thomas	Social Service Provider	Connections for Life	3/14/2012	
Kurt Wellner	Transit User		10/14/2009	
Jim Williams	Member-at-Large		1/13/2010	1/13/2010
Vacant - seeking 1 member	Social Service Provider			

Vacant - seeking 1 member	Transit User			
---------------------------	--------------	--	--	--



DATE: April 7, 2012
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Grant Co-sponsorship for State Route (SR) 12 Jameson Canyon Shuttle Service

Background:

The Napa County Transportation and Planning Agency (NCTPA) and the Solano Transportation Authority (STA) have partnered in the past to plan for and pursue grant funding for shuttle service on SR 12 Jameson Canyon. The STA Board originally approved dedicating \$51,850 from State Transit Assistance Fund (STAF) as a local match contribution towards this effort. The proposed shuttle service is consistent with the SR 12 Corridor Transit Plan developed by the STA in partnership with NCTPA and will include stops at the following locations:

1. Suisun City Capitol Corridor Station
2. Fairfield Transportation Center
3. Napa Airport and Business Park
4. Napa Valley College
5. Downtown Napa Transit Station

A map illustrating the proposed bus shuttle service is attached for reference.

Discussion:

Recently, NCTPA staff contacted STA staff about co-sponsoring another joint grant request for funding this shuttle service. Last year, the two agencies' joint grant request was not approved for the Regional TFCA program by the BAAQMD due to the grant's strict program requirements for reducing air emissions. Concurrently, a new grant opportunity is available through Caltrans for intercity transit/shuttle service. A call for projects for Caltrans' Section 5311(f)- Intercity Bus Program was released last month with an application due date of April 16th. This grant source is ideal for the type of shuttle service proposed on SR 12 Jameson Canyon and has less stringent service qualification requirements.

STA and NCTPA staff is prepared to work together to submit a grant request for the same amount of \$415,700 for a one-year shuttle service pilot on SR 12 Jameson Canyon. However, the local match for Caltrans' Section 5311(f) is higher than what was previously approved by the STA Board. The grant requires a 44.67% local match, which equals a total local match contribution of \$185,380 for this request. Both agencies will need to contribute \$92,690 each in order to meet the local match requirement. Therefore, STA staff is recommending an increase of \$40,840 of STAF from the original STA Board approved local match amount of \$51,850 in order to meet the \$92,690 requirement. If the grant is not successfully, the STAF funds would be brought back to the STA Board to be allocated to another transit priority.

Fiscal Impact:

STA staff is recommending an additional contribution of \$40,840 to the original \$51,850 for a total of \$92,690 from State Transit Assistance Funds (STAF) as a local match Caltrans' Section 5311(f)-Intercity Bus Program.

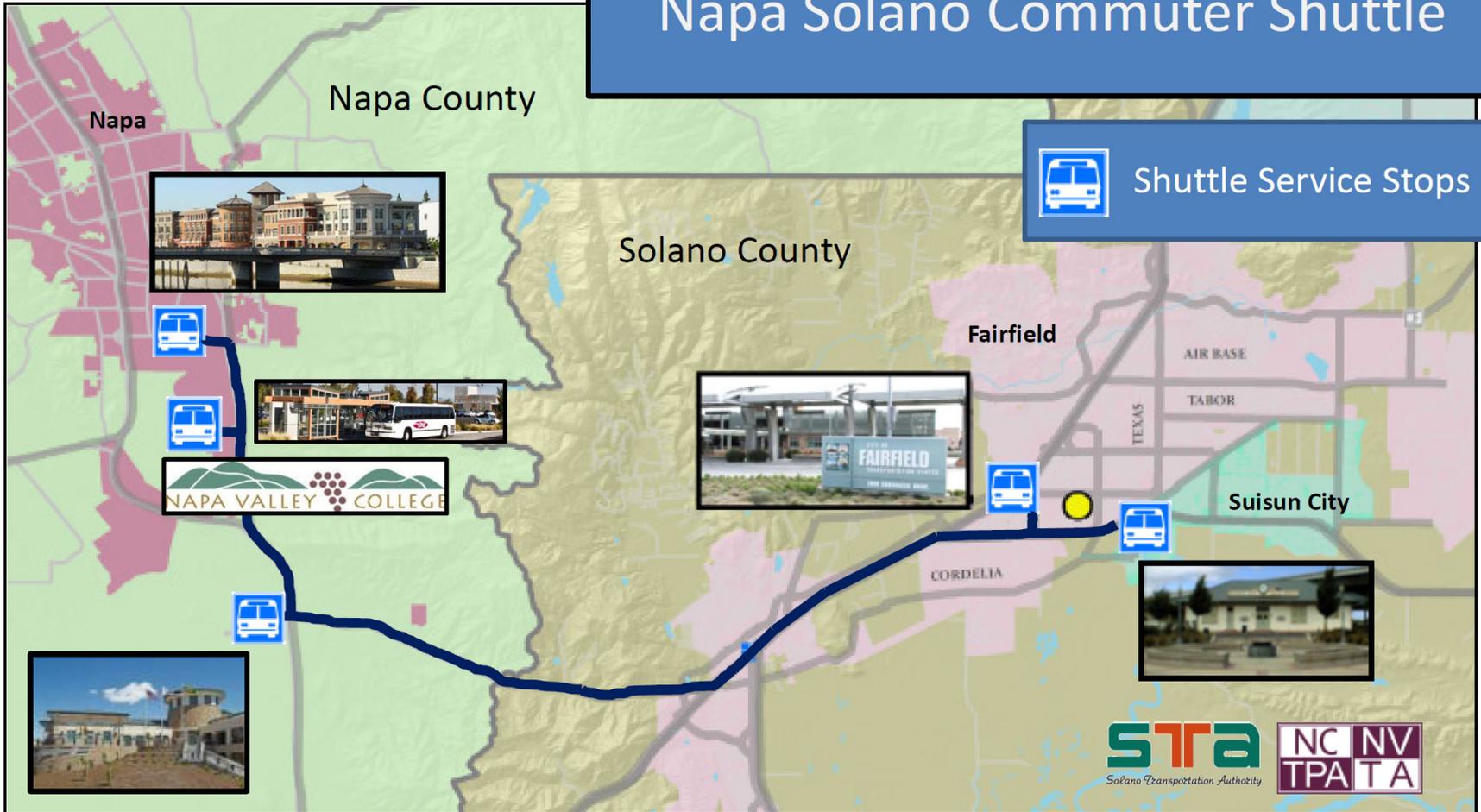
Recommendation:

Approve an additional \$40,840 local match from STAF funding for a total of \$92,690 as a local match for Caltrans' Section 5311(f) for the proposed SR 12 Jameson Canyon Shuttle Service.

Attachment:

- A. Map: Proposed SR 12 Jameson Canyon Shuttle Service

Napa Solano Commuter Shuttle



Attachment A

This page intentionally left blank.



DATE: April 2, 2012
TO: STA Board
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 been successful in obtaining 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.

Most 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 dedicated \$744,456 to fund various education, encouragement, and engineering activities in all seven Solano County public school districts. 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 recommend authorizing the Executive Director to enter into agreement amendments with the appropriate funding agencies. Soon after that meeting, staff received notice that the STA's \$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, 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 SR2S 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 new \$500,000 WSB Grant and the MTC proposed \$600,000 of 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 proposed to fund additional hours for Solano County Public Health staff so they can coordinate more educational and encouragement events at more Solano County schools and assist with the WSB program. To help cover these additional costs, staff and the SR2S Advisory Committee is proposing to reduce incentive funding requiring the need for community support.

Suggested Route to School maps proposed by STA's consultant will help WSB staff form their walking school buses and also act as marketing pieces to provide Safe Routes to School to parents and students. 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 A). 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 to 2012-13 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	\$270,000	Safety Assemblies & Bicycle Rodeo Events, Equipment, and Materials
\$283,000	\$350,000	Safe Routes to School Maps
		Encouragement (for all schools in Solano County)
\$463,800	\$262,100	Walk and Roll Week Incentives & Student Contests
\$114,550	\$80,000	SR2S Program Marketing Materials
	\$227,000	Walking School Bus Formation and Materials
		Enforcement (Cities of Suisun City and Fairfield)
\$100,300	\$120,000	Public Safety Enforcement Grant
		Engineering (for 14 select schools countywide)
\$70,000	\$136,000	Planning
		SR2S Program Staff
\$57,000	<i>Staff included in Program Activities</i>	STA Staff
		SR2S Summer Interns
\$270,000		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.

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. 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

04-02-12

Proposed Work Plan for FY 2011-12 & FY 2012-13	SR2S Program Activity
	Education (for all schools in Solano County)
\$270,000	Safety Assemblies & Bicycle Rodeo Events, Equipment, and Materials
\$350,000	Safe Routes to School Maps
	Encouragement (for all schools in Solano County)
\$262,100	Walk and Roll Week Incentives & Student Contests
\$80,000	SR2S Program Marketing Materials
\$227,000	Walking School Bus Formation and Materials
	Enforcement (Cities of Suisun City and Fairfield)
\$120,000	Public Safety Enforcement Grant
	Engineering (for 14 select schools countywide)
\$136,000	Planning
\$1,445,100	TOTAL

This page intentionally left blank.



DATE: March 30, 2012
TO: STA Board
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 March 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

In an effort to not compete against one another within our county, the STA is working with all of its member agencies to have a coordinated strategy and priorities in submitting projects for future grant opportunities. Listed below and detailed in the STA Federal Funding Matrix (Attachment D) 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 E). 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 F). 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.”

The SolanoExpress Transit Consortium and the STA Technical Advisory Committee voted to forward a recommendation to the STA Board to approve a position of support on these two bills.

Recommendation:

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. STA Federal Funding Matrix
- E. AB 2679
- F. 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
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
<p>AB 1191 Huber D</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>AB 1444 Feuer D</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>AB 1448 Furutani D</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
<p>AB 1455 Harkey R</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 2/13/2012 - Re-referred to Com. on TRANS.</p>	<p>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</p>	
<p>AB 1523 Perea D</p> <p>Preapprenticeship training program: high-speed rail.</p>	<p>ASSEMBLY TRANS. 1/26/2012 - Referred to Coms. on TRANS. and L. & E.</p>	<p>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.</p>	
<p>AB 1532 John A. Pérez D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.</p>	<p>ASSEMBLY NAT. RES. 2/2/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas 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.</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1549 Gatto D</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>AB 1570 Perea D</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
<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
<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 NA TURAL RESOURCES, C HESBRO, 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 TR ANSPORTATIO N, LOWENTHA L, 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
<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 TRANS, LOWENTHAL, 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 JOBS, 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
<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
<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
<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
<p><u>AB 2375</u> <u>Knight R</u></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><u>AB 2405</u> <u>Blumenfield D</u></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><u>AB 2498</u> <u>Gordon D</u></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><u>AB 2581</u> <u>Conway R</u></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><u>AB 2679</u> <u>Committee on Transportation</u></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
<p><u>ACA 23 Perea D</u></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><u>SB 52 Steinberg D</u></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><u>SB 95 Committee on Budget and Fiscal Review</u></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><u>SB 749 Steinberg D</u></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
<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
<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
<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
<p>SB 1149 DeSaulnier D</p> <p>Metropolitan Transportation Commission.</p>	<p>SENATE T. & H. 3/1/2012 - Referred to Com. on T. & H.</p>	<p>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.</p>	
<p>SB 1189 Hancock D</p> <p>The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: project funding.</p>	<p>SENATE RLS. 3/1/2012 - Referred to Com. on RLS.</p>	<p>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.</p>	
<p>SB 1214 Cannella R</p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p>	<p>SENATE E.Q. 3/1/2012 - Referred to Coms. on E.Q. and JUD.</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 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.</p>	
<p>SB 1221 Lieu D</p> <p>Air quality.</p>	<p>SENATE RLS. 3/8/2012 - Referred to Com. on RLS.</p>	<p>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.</p>	
<p>SB 1257 Hernandez D</p> <p>Taxation: utility user tax: public transit vehicles.</p>	<p>SENATE G. & F. 3/8/2012 - Referred to Com. on GOV. & F.</p>	<p>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.</p>	

Bill ID/Topic	Location	Summary	Position
<u>SB 1269</u> <u>Fuller R</u> Income taxes: credit: highway maintenance and enhancement.	SENATE G. & F. 3/8/2012 - Referred to Com. on GOV. & F.	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.	
<u>SB 1417</u> <u>Hancock D</u> Local government.	SENATE PRINT 2/27/2012 - Read first time.	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.	
<u>SB 1499</u> <u>Anderson R</u> California Transportation Commission: review of expenditures.	SENATE PRINT 2/27/2012 - Read first time.	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.	
<u>SB 1512</u> <u>Cannella R</u> Environmental quality: California Environmental Quality Act: litigation.	SENATE PRINT 2/27/2012 - Read first time.	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.	
<u>SB 1533</u> <u>Padilla D</u> Transportation.	SENATE PRINT 2/27/2012 - Read first time.	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.	

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

April 2, 2012

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

RE: STATE LEGISLATIVE UPDATE- MARCH

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 postponed its Annual Lobby Day trip to Sacramento, which was set for April 18. We will work with the committee and STA staff to reschedule for some time during the month of May. Along with our legislative delegation, we will plan visits with newly appointed Business, Transportation and Housing Acting Secretary, Brian Kelly, 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 included our language in AB 2679 (Committee on Transportation). The bill is set for hearing on April 16th.

The legislature is currently on recess through April 9th.

Cap-and-Trade

In October 2010 the California Air Resources Board (CARB) adopted the Cap-and-Trade regulation, which is expected to help California achieve the goals of AB 32, the Global Warming Solutions Act of 2006. The Cap-and-Trade program will set a limit on the total greenhouse gas emissions that can be emitted by specific sources within the state; those emitters that plan to emit more than they hold "allowances" for must purchase more allowances through this market-based system.

The Governor's budget incorporates \$1 billion in expected revenues from the new Cap and Trade system. The Cap and Trade regulation, as part of the state's efforts to reduce greenhouse gas (GHG) emissions under AB 32, was adopted by the California Air Resources Board late last year. The legislature will have purview over allocating revenues from the system, and the budget reflects the first year of the program. It includes a generic reference to a framework to invest proceeds from Cap and Trade fees by funding the development of state of the art systems to move goods and freight, deploy advanced technology vehicles and vehicle infrastructure, utilize advanced biofuels, and implement low carbon and efficient public transportation. The Governor budget summary was vague as to how the program would work so he will need to work with the legislature to determine the details of the program.

According to the Legislative Analyst's Office, the revenues expected from the Cap-and-Trade system may range anywhere from \$650 million to \$3 billion for 2012-13. The Governor's January budget requests \$1 billion in Cap-and-Trade revenues for 2012-13, and calls for some allocation of these funds to Low-Carbon Transportation programs, including, "Funding to reduce emissions through the development of state-of-the-art systems to move goods and freight, deploy advanced technology vehicles and vehicle infrastructure, advanced biofuels, **and low-carbon and efficient public transportation.**"

We are working internally as well as with other transportation stakeholders to develop recommendations for legislative leadership and the Department of Finance in regards to the specific use of this revenue, and want to help position STA to benefit from a proposal.

California Transportation Commission Update

We were in attendance to witness Executive Director Daryl Halls make a presentation to work out an agreement with the California Transportation Commission to keep funding available for the construction of the Solano I-80/680/12 Connector Project.

The Commission approved an amendment to the Corridor Mobility Improvement Account (CMIA) Program to delete CMIA Project 68: Solano I-80/680/12 Connector Project and related funding totaling \$24 million from the CMIA Program and program \$10.3 million to CMIA Project 70: I-880/I-280 Stevens Creek Interchange Improvements Project to fund the expanded scope. In return, the Solano I-80/680/12 connector project received a like amount of funding from the Trade Corridors Improvement Fund.

At its June 30, 2010 Meeting, the Commission adopted an amendment to the CMIA Program and programmed \$24 million to CMIA Project 68: *Solano I-80/680/12 Connector Project*. As reported during the CMIA Program update at the Commission's January and February, 2012 meetings, CMIA Project 68: *Solano I-80/680/12 Connector Project* has not been able to obtain a required biological opinion and is not able to begin construction within the statutory constraints of the program.

The funding swap will ensure that the project will be delivered.

This page intentionally left blank.

M E M O R A N D U M

March 29, 2012

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

On March 6 and 7 Solano Transportation Authority Board members and staff participated in meetings in Washington, D.C., which we discussed in a separate report. Following the meetings we identified next steps related to grant applications and the Vallejo Post Office relocation and have kept STA staff apprised of developments in Washington.

Surface Transportation Reauthorization

The House is expected to vote on a 90-day extension to the transportation law today. If the 90-day extension fails to win enough votes, the Leadership is prepared to offer a 60-day extension. The current law expires on March 31. House Democrats oppose the extension and would like the House to consider the Senate-passed bill so it is likely that the bill will pass with only Republican votes. Senate Democrats also oppose the extension, but it is unlikely that the Democrats will be willing to let the transportation bill expire after the backlash when Congress allowed the FAA bill to expire last August.

The Senate passed its bill, titled *The Moving Ahead for Progress in the 21st Century* or MAP-21 (S. 1813), by a vote of 74 to 22 on March 14. The bill would reauthorize transportation law for two years at current spending levels. The bill consolidates the number of transportation programs, but keeps several discretionary programs, including projects of national and regional significance, clean fuel buses, transit new starts and a small bus discretionary program. The bill adds a competitive grant program for transportation enhancements and safe routes to schools and a Complete Streets program. The bill also increases funding for low interest loans for transportation projects and increases the pre-tax credit deduction for transit commuters up to \$240 per month an increase from the current \$230.

To date, the House Republican Leadership has been unable to secure enough support from Republican or Democratic members to pass the 5-year bill that House Transportation Committee Chairman John Mica marked up in the Committee. Conservative Republicans oppose the spending levels in the bill and Democrats oppose certain provisions (including environmental streamlining provisions) and object to the fact that they were not consulted in the drafting process.

The path forward for a transportation bill is not clear. With the House Republicans opposed to the Senate bill (for policy reasons and because it does not provide sufficient spending offsets in the view of Republicans) yet unable to get sufficient votes for a 5 year bill, the ultimate result could be a series of short term extensions through this Congress.

Fiscal Year 2013 House Budget

On March 20, 2012, the House Budget Committee released a budget resolution that would reduce discretionary spending in fiscal year 2013 another \$19 billion below the \$1.047 trillion level included in the Budget Control Act of 2011. Budget authority for transportation programs would be reduced to \$57.1 billion in fiscal year 2013 from \$88.6 billion in fiscal year 2012 to reflect the projected revenue shortfall to the highway trust fund. The Committee opposed the 23 percent increase in transportation spending that President Obama proposed in his budget as well as the Administration's support for high-speed and inter-city rail programs; however, the budget resolution does not authorize programmatic changes or appropriations.

The Budget resolution authorizes the House Transportation and Infrastructure Committee to work with the House Ways and Means Committee and other committees to identify additional revenues or offsets to pay for the surface transportation authorization bill. During the House Budget Committee mark-up, amendments to increase the budget authority by \$50 billion and to the level proposed under the Senate reauthorization bill failed by party-line votes.

The Senate is not expected to adopt a budget for fiscal year 2013, relying upon spending levels already established by the Budget Control Act.

The budget resolution does not mandate spending, but will be used to determine spending allocations for each of the appropriations subcommittees. Under the Budget Control Act, Congress must reduce spending to the \$1.047 trillion discretionary spending cap to prevent \$109 billion in automatic spending reductions. The reductions would come from discretionary accounts and does not apply to spending from the highway trust fund, but may reduce the funding available to make up for the shortfall in trust fund revenue. Fiscal year 2013 spending will be determined through the appropriations process and a reconciliation of the House and Senate spending bills.

Transit Project Streamlining - Notice of Public Rulemaking

On March 15, 2012, the Federal Transit Administration published a notice of public rulemaking to streamline environmental reviews for transit projects by expanding the categories of projects for which no significant environmental analysis is required.

The proposed categorical exclusions are intended to improve the efficiency of NEPA environmental reviews by allowing the least intensive form of review for those actions that typically do not have the potential for significant environmental effects and do not merit additional analysis and documentation associated with an Environmental Assessment or an Environmental Impact Statement. The rule change was made in response to the Presidential Memorandum entitled “Speeding Infrastructure Development through More Efficient and Effective Permitting and Environmental Review,” issued on August 31, 2011. Comments are due by May 14, 2012.

The proposed rule would exempt transit projects within an existing right-of-way, including the expansion of bike lanes and pedestrian walkways, as well as certain vehicle and equipment maintenance and repair activities, and property acquisition or transfers in cases in which the property is not within or adjacent to environmentally sensitive areas such as wetlands, non-urban parks, or wildlife management areas. An exemption would be provided for assembly or construction of facilities that is consistent with existing land use and zoning requirements, is minimally intrusive, and requires no special permits, permissions and uses a minimal amount of undisturbed land. This may include buildings and associated structures, bus transfer facilities, bus ways and streetcar lines within existing transportation right-of-way, and parking facilities. The rule also proposes to exempt development activities for transit and non-transit purposes, located on, above, or adjacent to existing transit facilities that are not part of a larger transportation project and do not substantially enlarge such facilities, as long as they do not substantially expand the footprint and do not impact the environment. The facilities may include police, daycare, and public service facilities, and other amenities.

This page intentionally left blank.

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 <i>(applied for \$12M in TIGER III – not awarded)</i>	Steve Hartwig
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 Klein-schmidt
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	<i>(Due to MTC 2/22/2012)</i> 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

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
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.		
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.		

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 organizations or associations	\$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."		

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
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."		

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 applications to their local FHWA division office.	\$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."		

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.		

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.		
Alternatives Analysis	Federal Transit Administration	States, MPOs and local government authorities	\$25 million	4/19/2012	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.		

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.		

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.*

O

This page intentionally left blank.



DATE: March 29, 2012
TO: STA Board
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 proposal shift in required priorities is to dedicate a percentage of discretionary transportation 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's 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 were modifications to the Solano TSC as a result of the input received since the draft Solano TSC was released last month. In summary, the changes included in the final draft were:

- Added information in Appendix A regarding the new PDA application submittals from the cities of Benicia, Dixon and Rio Vista.

- Further defined “Sustainable Communities” as it relates to Solano County with the overall context of balancing resources and living within your means approach.
- Adding additional context to the priority project process by explaining how project delivery and local funding/match were considered.
- Refined the Performance Measures section to include Vehicle Miles Traveled (VMT) as a suggested quantifiable measurement.
- Other changes included minor edits to specific projects and programs, maps, pictures and other graphics.

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 Solano County TSC is included as Attachment A.

The STA TAC and Consortium reviewed this item and unanimously approved STA staff’s recommendation for the STA Board to approve the Solano County Transportation for Sustainable Communities Plan. A letter to the TAC from West Coast Home Builders was received and discussed at the March 28, TAC meeting. The letter is included as Attachment B.

Fiscal Impact:

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

Recommendation:

Approve the Solano County Transportation for Sustainable Communities Plan.

Attachments:

- A. Solano County Transportation for Sustainable Communities Plan (This attachment has been provide to the STA Board members under separate enclosure. Due to size, the Plan is available for review and printing on STA’s website: <http://www.sta.ca.gov/cal.php?event=1&oid=1000002882&ogid=9996&event=1> or by contacting the STA at (707) 424-6075.)
- B. West Coast Homebuilders March 28, 2012 Letter

WEST COAST HOME BUILDERS, INC.

4021 Port Chicago Highway • P.O. Box 4113 • Concord, CA 94524-4113
(925) 671-7711 • Fax (925) 689-5979

March 28, 2012

VIA E-MAIL (STAPLAN@STA-SNCL.COM)
AND FACSIMILE (707-424-6074)

Solano Transportation Authority
Technical Advisory Committee Members
One Harbor Center, Suite 130
Suisun City, CA 94585-2473



RE: Agenda Item VII A – Solano County Transportation for Sustainable Communities Plan

Technical Advisory Committee Members,

We have reviewed the Transportation for Sustainable Communities (TSC) Plan by Fehr and Peers (March 2012). This document identifies TSC projects that may be eligible for funding. Of specific interest to West Coast Home Builders, Inc. (WCHB) is the candidate TSC projects in Benicia. The City of Benicia has recently applied for a formal Priority Development Area (PDA) designation for areas surrounding the Benicia candidate TSC projects.

We would like to make the Technical Advisory Committee Members aware that the application submitted by Benicia for a formal PDA designation includes approximately 500 acres owned by WCHB. No one from the City of Benicia contacted us about including our property in the formal PDA application. To this date, we still have not been contacted by the City of Benicia. Furthermore, there are errors in the PDA application that the City of Benicia submitted to the Association of Bay Area Governments (ABAG) and they did not follow ABAG and Metropolitan Transportation Commission (MTC) guidelines, as pointed out by our legal counsel in letters submitted to ABAG on February 16, 2012 and March 15, 2012 (attached).

WCHB strongly opposes the establishment of a PDA which includes our 500 acre property. Please review our attached letters from our legal counsel as you make your recommendation on the TSC, specifically the candidate TSC projects in Benicia.

Sincerely,

A handwritten signature in black ink, appearing to read "Louis Parsons".

Louis Parsons
West Coast Home Builders, Inc.

Cc: George B. Speir

ENCLOSURES



**MILLER STARR
REGALIA**

1331 N. California Blvd.
Fifth Floor
Walnut Creek, CA 94596

T 925 935-9400
F 925 933-4126
www.msrllegal.com

George B. Speir
george.speir@msrllegal.com

February 16, 2012

Association of Bay Area Governments
Executive Board
101 Eight Street
Oakland, CA 94607-4756
Attn: Ezra Rapport, Executive Director

RE: City of Benicia Application for Priority Development Area (PDA) Designation
Industrial Park Area, Benicia

Members of the Board:

I am writing to you on behalf of West Coast Home Builders, Inc. (WCHB) with respect to the approximate 500 acres owned by WCHB, and commonly known as the Benicia Business Park. West Coast Home Builders recently discovered the December 16, 2011 application submitted to the Association of Bay Area Governments by the City of Benicia to establish the so called Northern Gateway – Benicia Industrial Park Priority Development Area under the FOCUS program (the "Application"). We understand applications are being reviewed at this time and that ABAG plans to select and adopt proposed PDA's on March 15, 2012.

WCHB was shocked to see its property included in this PDA application. No one from the City of Benicia contacted WCHB about this application even though the WCHB property supposedly represents over 50% of the proposed project area (the application indicates the total area to be 925 acres). WCHB strongly opposes the establishment of any PDA which would include its Benicia Business Park property. WCHB will vigorously pursue and oppose with any available legal remedies the creation of this PDA, including opposing any grant funding for the imposition of a Specific or Area Plan, related environmental review, and conditions imposed on development in the area of the proposed PDA.

The Resolution in support of the Application, adopted by the City of Benicia on January 17, 2012, includes an Exhibit A depicting the boundary of the proposed PDA. That map clearly shows the WCHB property within the boundary of the proposed PDA. We have also discovered that the City's December 16, 2011 Application to ABAG also includes the WCHB property (Part 3 "Maps of PDA"). A copy of the map submitted by the City which depicts the proposed PDA is attached as Exhibit 1.

Association of Bay Governments Executive Board
February 16, 2012
Page 2

The City's Application contains substantial erroneous and misleading information. The Application should be disqualified from the selection process.

Examples of errors in the City's Application include:

PART 1 – Applicant Information & Area Details:

- **Item b: "Area Name and Location"**
The Application describes the PDA Boundary as "Northern Gateway – Benicia's Industrial Park (At HWY 680 at Lake Herman Road in the north to East Channel Road/Bayshore Road in the south, and bounded by Southern Pacific Railroad to the east, and Lake Herman Rd to the west". This narrative area description clearly does not include the WCHB property, yet the accompanying maps do include the WCHB property.
- **Item c: "Area Size"**
The Application claims an area of 925 Acres. WCHB obtained a boundary calculation by a registered civil engineer that shows that the area depicted in the PDA Application and City's Resolution is 1,447 Acres. Attached as Exhibit 2 is a copy of the City's map, with the area on the north side of the proposed PDA which is owned by WCHB highlighted in orange.
- **Item f: "Total Housing Units"**
The majority of the PDA area (the Benicia Industrial Park) is designated in the City's General Plan as General Industrial. That land use designation does not permit residential uses.
- **Item g: "Total Jobs"**
The total jobs predicted for the year 2040 within the PDA is 11,600. That is an increase of 5,100 jobs within the area of the proposed PDA (11,600 projected jobs less 6,500 existing jobs). This is preposterous and misleading. The existing Benicia Industrial Park, which is the vast majority of the area of the proposed PDA, is 98% developed. Even by adding a small amount of vacant land north of Lake Herman Road and west of Highway 680, it is not physically possible to add 5,100 new jobs within the 925 acre area described in item 1.b. and 1.c of the Application.

PART 2 – Additional Area Information:

As explained earlier, Exhibit A of the Council Resolution in support of the Application depicts the WCHB property within the PDA. (Exhibit 1, attached.)

Association of Bay Governments Executive Board
February 16, 2012
Page 3

Part 2, item b asks: "Have other plans been developed within the last 15 years that cover the priority area?"

The WCHB Benicia Business Park had several development applications to the City and several EIR's were prepared and processed through the City. The Application is erroneous and misleading regarding the property included and fails to describe the extensive planning which has been undertaken in the past 15 years.

PART 3 – Maps for PDA:

As discussed above, the map depicting the proposed PDA includes the WCHB property, while the description of the area in the text of the Application is inconsistent with the map.

PART 4 – Narrative:

The entirety of this Narrative is in contradiction with the Boundary of the proposed PDA. The existing Benicia Industrial Park is discussed at length. The narrative states that "the proposed PDA already has infrastructure in place". This statement is not true as to the WCHB property. There is no mention of the WCHB property at all (the Benicia Business Park). There is absolutely no explanation or justification regarding how this PDA program is going to generate 5,100 new jobs.

PART 5 – Potential Assistance Requested:

Part 5 seeks information that will aid in the development of "tools and incentives" for development of the PDA. The City requests assistance in funding a Precise or Specific Plan for the area, as well as funding for EIR to implement the area wide plan.

WCHB strenuously objects to the preparation and imposition of specific or precise plans for its property, or the creation of supporting environmental reports regarding development of its property. ABAG should not award State of California Grants to assist in creation of land use plans over the objection of property owners. Given the projected nine billion dollar state budget deficit, funding a plan that will be vigorously opposed by the effected property owner is unwise to say the least.

The City apparently does not want input from WCHB and has therefore decided to seek alternative funding to plan the WCHB property. Planning for a development that is not supported by the owner, contains unacceptable conditions and requirements, and is not economically viable, makes no sense. No developer will set out to build a project that does not make economic sense. Planning for a project

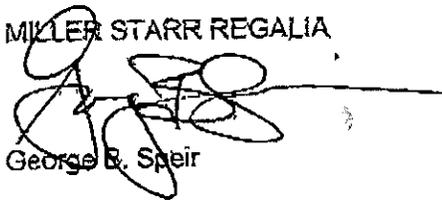
Association of Bay Governments Executive Board
February 16, 2012
Page 4

that will not be built serves no legitimate purpose and is a waste of government resources.

The Application is erroneous and inconsistent. It is a mish-mash of misinformation. Almost nothing in this Application is accurate or reliable. The Application should be disqualified from the selection process.

Very truly yours,

MILLER STARR REGALIA

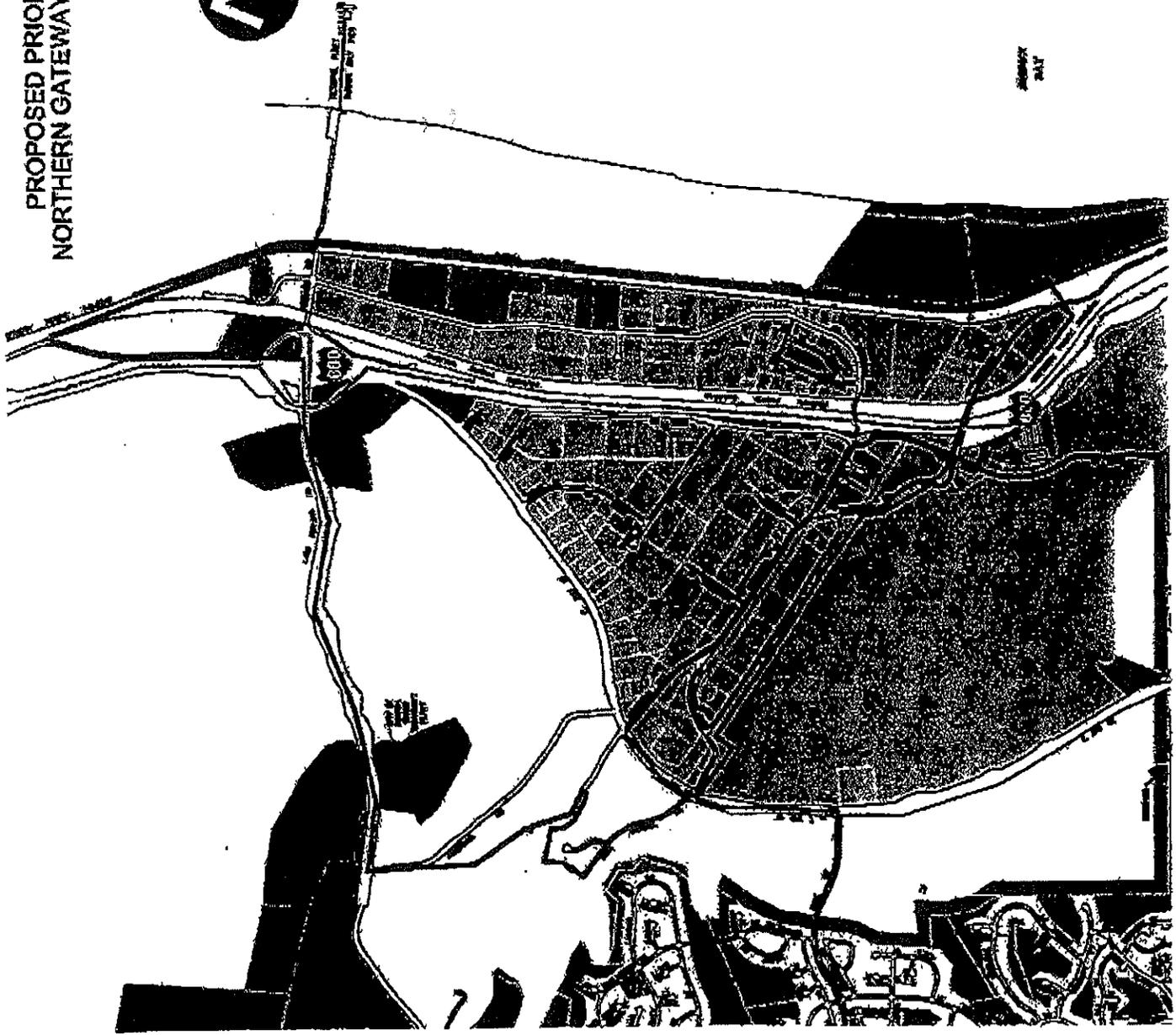


George B. Speir

GBS:mj
Enclosures

cc: Steve Heminger, Executive Director
Metropolitan Transportation Commission (w/encs.)

PROPOSED PRIORITY DEVELOPMENT AREA
NORTHERN GATEWAY - BENICIA'S INDUSTRIAL PARK



ZONING MAP LEGEND:

OS	OPEN SPACE
PS	PUBLIC SERVICES
RI	SINGLE FAMILY RESIDENTIAL (1 - 1.5 UNITS PER LOT)
RM	MEDIA DENSITY RESIDENTIAL (1 - 4 UNITS PER LOT)
RII	MEDIA DENSITY RESIDENTIAL (1 - 4 UNITS PER LOT) - BULKY
PD	PLANNED DEVELOPMENT
OC	COMMUNITY COMMERCIAL
OD	OFFICE COMMERCIAL
OR	RESIDENTIAL COMMERCIAL
OD	DOWNTOWN COMMERCIAL
DM	WATERFRONT COMMERCIAL
IC	LIMITED INDUSTRIAL
IS	GENERAL INDUSTRIAL
IW	HEAVY INDUSTRIAL
IP	INDUSTRIAL PARK

GENERAL LEGEND:

(Solid line)	IMPOSED BOUNDARY
(Dashed line)	LOT PROPERTY LINE
(Dotted line)	STREET/ROAD/ALLEYWAY AND DRIVEWAY LINE
(Dash-dot line)	BOUNDARY OF TRACT BODY
(Thick solid line)	INDUSTRIAL BOUNDARY (SEE MAP SHEET 49)
(Thin solid line)	INDUSTRIAL TRACT BOUNDARY (SEE MAP SHEET 49)

EXHIBIT 1



**MILLER STARR
REGALIA**

1331 N. California Blvd,
Fifth Floor
Walnut Creek, CA 94596

T 925 935 9400
F 925 938 4126
www.msrlegal.com

George B. Speir
george.speir@msrlegal.com

March 15, 2012

Association of Bay Area Governments
Executive Board
101 Eight Street
Oakland, CA 94607-4756

RE: City of Benicia Application for Priority Development Area Applications and
Recommendations; March 15, 2012 ABAG Executive Board Agenda Item 7

Members of the Board:

This firm represents West Coast Home Builders (WCHB) with respect to approximately 500 acres owned by WCHB and commonly known as the Benicia Business Park. The Benicia Business Park property is apparently intended to be included within the City of Benicia's Northern Gateway - Benicia Industrial Park Priority Development Area application being considered as part of your Agenda Item 7, today. Staff has recommended that the area be approved as a potential PDA.

On February 16, 2012, I wrote to this Board objecting to the City of Benicia's application as inaccurate and incomplete. On behalf of WCHB, I requested that the City's application be disqualified from consideration at this time. That letter and the recent response by the City of Benicia were not initially attached along with other public comment letters to the staff report related to this item. I understand that, after we objected, the letters were attached. However those letters are attached here for your convenience and to assure a complete record.

West Coast Home Builders and the City of Benicia have a long history of efforts to try to plan and develop the Benicia Business Park property. Over the past ten to fifteen years, two Environmental Impact Reports have been prepared and numerous public hearings have been held to consider potential alternatives for development of this site. Given the current economy, and the conditions of approval sought to be imposed by the City of Benicia, the most recent application was withdrawn as development of the site would be economically infeasible at this time, and for the foreseeable future.

Given this lengthy history of development efforts with respect to this property, WCHB was shocked to learn in February that the City of Benicia was seeking designation from ABAG for a Priority Development Area in the adjacent Benicia Industrial Park which appeared to possibly include the WCHB property. No communication of any kind had occurred between the City of Benicia of WCHB and,

Association of Bay Governments Executive Board
 March 15, 2012
 Page 2

in fact, as of this date, the City of Benicia has not contacted property owner WCHB to discuss this application or its plans for development.

The City's application is inaccurate and misleading, is inconsistent with the intent of the FOCUS initiative, and should be rejected for all the reasons in our February 16, 2012 letter, and for the following reasons:

1. The application does not accurately describe the property to be included in the PDA.

The City of Benicia's application is incomplete, inconsistent and misleading as to the property which it intends to describe. Part 1.b of the application is required to state the name and location of the proposed PDA area. The City of Benicia's application states:

Northern Gateway – Benicia Industrial Park (At HWY 680 at Lake Herman Road in the north to East Channel Road/Bayshore Road in the south, and bounded by Southern Pacific Railroad to the east and Lake Herman Road to the west.

This property description in the application clearly does not include the WCHB property. The name of the proposed PDA, "Northern Gateway – Benicia Industrial Park" references the common names of two properties, neither of which include the Benicia Business Park property owned by WCHB. The Benicia Industrial Park is located to the south of the WCHB property and is a developed industrial park property. The Northern Gateway property is located east of Interstate 680 and to the northeast of WCHB's Benicia Business Park property.

Part 1.c of the application describes the acreage of the property in question as 925 acres. This is an accurate estimate of the acreage of the property described in the area description portion of the application. This is not just a typographical error. It is the correct size of the area described – that is, the Benicia Industrial Park and the Northern Gateway property, but not including the WCHB property. The acreage of the area including the WCHB property is 1,447 acres.

Part 4 of the application includes a narrative requesting a description of the City's overall vision for the area of the proposed PDA. The two page narrative describes "the 925-acre Northern Gateway/Benicia Industrial Park Priority Development area", an area which would not include the WCHB property. It states that "the proposed PDA already has infrastructure in place". This is a correct statement as to the 925 acre parcel described in the application. However, while infrastructure is in place for the Benicia Industrial Park property described in the application, no infrastructure is in place to service the undeveloped Benicia Business Park property owned by WCHB.

WCHB\42307\867124.1

Association of Bay Governments Executive Board
March 15, 2012
Page 3

The narrative goes on to discuss at length the existing Benicia Industrial Park. In the two pages of densely-packed text, there is not one single reference to the WCHB property or to the proposed Benicia Business Park site. The final paragraph of the narrative states:

To be successful, Benicia will have to channel more growth and development into this *pre-existing urbanized area* at densities that support transit. As a PDA, *Benicia's Industrial Park* can position itself to become an example of how *existing employment centers* can undergo *retrofit* in a way that makes it more sustainable, more walkable, and provide a true sense of place where not just residents, but workers who spend much of their time in a workplace setting.

It is obvious that this application includes only the Benicia Industrial Park property. This description focuses completely on existing Benicia Industrial Park. That area is already fully developed, and no new jobs are anticipated to be provided by any development in this existing area. To the contrary, the only way the new jobs promised in the application can be achieved is by developing a completely undeveloped area with no infrastructure in place – that is, by development of WCHB's adjacent Benicia Business Park property.

It is clear that this application was prepared originally without the inclusion of the WCHB property. At some point in time, Benicia's staff was advised that without adding more jobs to the employment center, it did not meet the requirements of a PDA. Benicia therefore amended its map to add the WCHB property, but failed to amend any other portions of its application. As a result, the application discusses a 925-acre existing industrial park which is in need of assistance to redevelop. The application map, however, outlines an area which also includes WCHB's 500-acre Benicia Business Park property. The misleading application must therefore be disqualified at this time.

2. The Resolution supporting Benicia's application was adopted without proper notice.

The ABAG guidelines require that the sponsoring agency, in this case the City of Benicia, must support its application by a resolution. In this case, the City of Benicia adopted Resolution 12-2 on January 17, 2012, purporting to support the PDA application at issue here. However, that agenda item, the staff report supporting it, and all documents disseminated to the public, failed to accurately describe the property in question. The agenda item describing the resolution to support the PDA application describes the application as follows:

Association of Bay Governments Executive Board
 March 15, 2012
 Page 4

The Public Works and Community Development Department request City Council support for an application to ABAG to establish a new employment-based Priority Development Area (PDA) in Benicia, proposed in the northeast area of the City. In November of 2008, the City received approval from the ABAG Executive Board to establish Benicia's first PDA (not employment-based) in the downtown along First Street (145 acres). (This new application to establish a second PDA in the City would consist of approximately 925 acres.)

The agenda item does not describe the area involved in the PDA application in any further detail. No notice was provided to WCHB that the City was seeking funding to plan for the future development of WCHB property. To the extent that the City's proposed Resolution intended to include the WCHB property, it sought to take action specifically related to that property and notice to the property owner was required. No notice was given.

A key component of the evaluation criteria for approving Priority Development Areas is demonstration of support from major property owners. WCHB does not support this application. As mentioned, WCHB was not contacted by the City and was not informed by the City of this application. The Resolution supporting the application was not properly adopted, the application requirements were not met, and the application is therefore incomplete and must be rejected.

3. The application does not comply with ABAG guidelines.

Application guidelines for Priority Development Area designations provide that for an employment center, the areas must currently contain a density of 25 jobs per gross acres or a developed floor/area ratio (FAR) greater than 0.5. The application submitted on behalf of the City of Benicia did include information at Part 1, item (i), describing the current minimum and maximum FARs for the entire area. These calculations are incorrect. They relate only to the 925-acre Benicia Industrial Park. If the FAR calculations include the currently vacant 500-acre WCHB parcel, the calculated FAR would be below ABAG requirements.

In addition, the City has indicated at Part 1.1 that no changes in the FAR calculations are expected in the future (horizon year 2040) as a result of the development of this area. Of course, to the extent that the City seeks PDA designation as a preliminary step to obtain planning money to develop the WCHB property, and add approximately 5,000 jobs as represented in the application, the floor area ratio for the entire PDA area would substantially increase with the development of this 500-acre parcel. In fact the City of Benicia fails to comply with the necessary density of 25 jobs per gross acre or greater than 0.5 FAR when the

WCHB423071867125.1

Association of Bay Governments Executive Board
March 15, 2012
Page 5

WCHB property is included in the area to be analyzed. The calculations which are a necessary component of the compliance with the ABAG application have not been properly made and the application must be disqualified.

4. The City has not complied with MTC guidelines.

The purpose of obtaining PDA designation is to apply to the Metropolitan Transportation Commission for funding as part of the PDA planning program. In considering this application, some reference to the planning elements required to obtain such funding is appropriate. The PDA planning program guidelines require the lead agency, among other things, to "create a collaborative planning process with community stakeholders." Property owners are specifically identified as one of the stakeholders to be sought out, as part of its community involvement strategy. The guidelines note that "developers and property owners bring an important perspective, particularly regarding market feasibility of plan alternatives", and therefore should be included within the community outreach process. The guidelines further provide that a market demand analysis for the proposed project must be considered.

Here, not only has the City of Benicia not reached out to the single largest property owner in this proposed PDA but has completely ignored WCHB. The City's March 7, 2012 letter (copy attached) grossly understates the City's outreach in stating: "I regret that we have not been more successful in communicating the City's intent in pursuing PDA status for our Northern Gateway area with the largest property owner in our industrial/business park area." In fact, that letter, mailed to the property owner after the fact on March 7 is the only communication WCHB has ever received from the City regarding this process. There has been absolutely no outreach to WCHB. Even after objecting to the PDA application one month ago, the City has made no effort to reach out to WCHB, to include WCHB in the process, to explain and discuss the consequences of this application on WCHB property, or provide any other information whatsoever. Such abject failure of communication is inconsistent with the intent of this program, and violates the specific requirements of the guidelines under which it is administered.

The PDA designation is the first step in this process, but there is no point in going through a lengthy planning process and spending hundreds of thousands of dollars to begin to plan for development of a site which will never occur. Planning for the development of a property without the property owner's consent, while completely failing to undertake even the most minimal outreach efforts to the owner is grossly inappropriate at best. It is clear that Benicia does not wish to speak to WCHB on this matter and intends to seek funding for planning this project without input from WCHB. Under these circumstances, WCHB has no intention of providing access to its property for planning a project which it does not support, and which is being pursued over its objection. WCHB will oppose by all available means any planning of its property by the City of Benicia.

WCHB\42307\86712B,1

Association of Bay Governments Executive Board
March 15, 2012
Page 6

The application submitted by the City of Benicia is erroneous, internally inconsistent, and was adopted and approved without proper notice to the necessary stakeholders. Accepting an application which clearly fails to comply with the ABAG application guidelines creates a precedent that any application, however flawed and inaccurate, can be accepted by ABAG. This would substantially compromise the PDA process. The City of Benicia's PDA application should be disqualified and rejected.

Very truly yours,

MILLER STARR REGALIA



George B. Speir

GBS:mij

cc: Ezra Rapport, Executive Director (via fax with encls.)
Steve Heminger, Executive Director
Metropolitan Transportation Commission (via fax and mail w/encls.)

WCHS1423071067128.1



DATE: April 5, 2012
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Status Report
1. SR 12 Corridor Study
2. Solano EDC's Economic Analysis of SR 12 Corridor

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 opted to partner with the Solano Economic Development Corporation (EDC) to use remaining federal earmark funds from the bridge study to fund a portion of Economic Assessment of the SR 12 Corridor.

Discussion:

The SR 12 Corridor Study is a focused traffic operations study. It has developed information on safety issues, current and projected future traffic, including both total volume and truck traffic, environmental and geological challenges, bridge operations and potential improvement strategies.

The SR 12 Economic Study currently consists of two data gathering efforts. Dr. Robert Fountain with Regional Economics Consulting 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, retained by Solano EDC, has developed an on-line survey for SR 12 users, and has been conducting community outreach to promote use of the survey.

Both the Corridor Study and the Economic Study for SR 12 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. The SR 12 Economic Study is nearing completion of both the economic data gathering and online user survey, and preliminary results are expected in May of 2012.

The Corridor Study focuses on traffic issues, including safety and roadway operations. Due to the economic significance of SR 12 to the Solano County economy, staff is recommending the Solano's SR 12 Advisory Committee recommended that the STA Board takes action to request that the SR 12 Corridor Study include language referring to the corridor's economic impact and to reference information from the Economic Study when it becomes available.

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. At the Board meeting, project managers for both studies will present a status and summary of each study and answer questions from Board members.

Recommendation:

Authorize the STA Chair to forward a letter to SR 12 Corridor partnership to include language in the SR 12 Corridor Study referencing the importance of SR 12 Solano County's economic and to include information from the SR 12 Economic Study in the Corridor Study when it becomes available.



DATE: April 5, 2012
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Workshop - 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 federally designated Metropolitan Planning Organization (MPO). 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 in partnership 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 be allocated in 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 MTC funds that are specifically allocated to SR2S activities in each of the nine Counties.

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. As proposed by MTC, the other five counties must allocate 70% of OBAG funds in their PDAs. There are 10 ABAG designated PDAs in Solano County and 2 proposed PDAs.
- Complete Streets. MTC staff has proposed requiring local jurisdictions to amend their General Plans 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 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. STA anticipates \$16 million in OBAG funds, as shown in Attachment B.

STA is recommending that existing STA Board approved base 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. SNCI Program funds (Eastern CMAQ only) cover staff, marketing, and incentives and account for \$400,000 over the 3-year cycle. These funds balance the commitment by STA of BAAQMD TFCA funds. Previously, the STA Board has approved a funding plan for the Dixon West B Street Pedestrian Undercrossing project that includes \$2.5 million in second cycle federal funding.

If the STA Board continues to honor its previous commitments, 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. Attachment D shows funding scenarios, including LS&R maintenance funds for each jurisdiction, using different proportions of STP and CMAQ funds.

At the February 29th TAC meeting, the TAC, after review of several funding percentages for LS&R maintenance, indicated a strong preference for dedicating 60% of the remaining OBAG funds for LS&R maintenance. This recommendation would designate \$6.5 Million for LS&R maintenance. At the March 28th TAC meeting, the TAC

unanimously reaffirmed its support for the STA Board's Existing Commitments as shown in Attachment C and the recommendation for dedicating 60% of the remaining OBAG funds for LS&R maintenance. Based on the STA Board's formula allocating these LS&R funds, the amount available per jurisdiction is specified in Attachment D.

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 \$2.5 million for the completion of the Vacaville Dixon Bike Route as the bike priority for OBAG funding following the number one commitment to the Dixon West B Street Pedestrian Undercrossing Project. The PAC is scheduled to meet on April 19th, 2012 to determine their OBAG priorities.

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 proposed two year baseline program. In addition, the SR2S Committee recommended a request of \$384,000 in OBAG funds to the SR2S program. This would fund additional countywide enforcement grants, and provide specific funding for each community's SR2S Advisory Committee to program for SR2S priorities in each community. These funds would supplement the \$600,000 in SR2S county share funds from MTC.

At its meeting of March 28th, the Solano Express Intercity Transit Consortium (Consortium) discussed the OBAG funds and potential transit projects. Consortium members expressed concern that transit O&M is underfunded, and that additional transit projects may add operation costs without bringing in appropriate funds. Consortium and TAC members have agreed to meet prior to the April TAC meeting to discuss including transit issues in the STA's OBAG funding recommendation.

Recommendation:

Approve the following:

1. The funding of the Existing STA Board Commitments for OBAG funding at the amounts identified in Attachment C for STA's CMA Planning, the SNCI Program and Dixon's West B Street Pedestrian Undercrossing project; and
2. A recommendation to 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
- D. Fund Scenarios

This page intentionally left blank.

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

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

This page intentionally left blank.

Existing Commitments and TAC LS&R Maintenance Recommendation for OBAG Funds

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

This page intentionally left blank.

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				40% Flex Calculations	
	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	50% 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	4.745	3.345	
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	1.400	1.400	
Dixon	3.56%	0.220	0.119	-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	0.560	0.454	
Rio Vista	1.38%	0.085	0.085	-0.085	0.046	0.066	0.085	0.000	0.000	0.000	-	0.000	0.000	0.000	0.454	0.454	
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	1.014	1.014	
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	6.145	4.745	
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	4.745	4.745	
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	1.400	1.400	
Alt Modes Funding		6.416	5.809					7.500	6.100	4.700	6.100		4.700				
CMAQ/ECMAQ/TE***																	

* 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.

This page intentionally left blank.



DATE: April 3, 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). The 2012 STIP for Solano County contained slightly over \$8 million for new capacity projects when historically \$20 to \$25 million would be available over this same timeframe. Three years ago, the federal government authorized American Recovery and Reinvestment Act (ARRA) funds that provided an one time infusion of federal funds for shovel ready projects and transit operations and capital. Solano County took advantage of these ARRA funds to deliver some critically needed projects such as McGary Road, the State Park Road Overpass, and some street overlay projects. In addition, the ARRA funds provided two years of critically needed transit operating and capital funds which helped offset the one year loss of STAF. 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 Solano County Comprehensive Transportation Plan, initiate various corridor studies, and identify a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities and has expanded its transit coordination role with Solano's multiple transit operators. The past five years, STA has 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 initiated 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 developed, in partnership with Caltrans, the Metropolitan Transportation Commission (MTC) and the California Transportation Commission (CTC), a swap of \$24 million in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds with Proposition 1B Trade Corridor Improvement Fund for the next phase of the I-80/I-680/SR 12 Interchange that will keep the project fully funded and on schedule for construction next year.

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 landed \$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 848 vehicles are abated in the first three 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 is continuing 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 agreements developed by STA are 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 or has been transferred to SolTrans, the new transit joint powers authority as part of the transfer of assets to the new agency. Four of the projects were recipients of Regional Measure 2 funds for which the STA is the project sponsor, but the cities and/or SolTrans are delivering the projects.

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
- Implementation of Countywide Pedestrian Plan Priority Projects
- Clean Air Fund Program and Monitoring
- STA Marketing/Public Information Program
- Paratransit Coordinating Council
- Intercity Transit Coordination
- Lifeline Program Management
- Solano Napa Commuter Information (SNCI)

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



Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012 012- 1213	FY 2012 2013- 1314	EST. PROJECT COST	DEPT LEAD STAFF
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 <u>Alt C Phase 1 Preferred Alt.</u></p> <p>B. Breakout <u>Seek Funding and Build</u> Logical Components</p> <p>Status: Draft EIR/EIS circulation in August 2010. STA identified Locally <u>PDT and Resource Agencies have identified Preferred Alternative that was included in Draft EIR/EIS. (Alt C Phase 1).</u> 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 2012</u> 2013. <u>“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 <u>Completed.</u> <u>LEDPA – COMPLETED</u> <u>Initiate Early Right-of-Way Acquisition (ICP)</u></p> <p>Estimated Completion Date (ECD): Final Environmental Document Fall 2011 <u>July 2012</u> <u>Start Construction Summer 2013</u></p>	STA	\$9M TCRP \$50M RM2 \$50.7 M AB 1171 \$24 M CMIA <u>Prop 1B</u> <u>\$11 M STIP</u>	X	X	<u>\$9.6 M for EIR/EIS</u> <u>\$12 M Prelim Engineering</u> <u>\$1 B to 1.2 B (Capital Cost) By Construction Package:</u> <u>#1) \$111 M</u> <u>#2) \$</u> <u>#3) \$</u> <u>#4) \$</u> <u>#5) \$</u> <u>#6) \$</u> <u>#7) \$</u>	Projects Janet Adams
STA Lead - Projects A Lead Projects	2.2.	<p><u>North Connector City of Dixon - West B Street Undercrossing</u></p> <p>Construct new <u>pedestrian</u> 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	\$32M West Segment (Capital Cost)	Projects Janet Adams Projects Janet Adams/Jessica

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-2013	FY 2012-2013-2014	EST. PROJECT COST	DEPT LEAD STAFF
		<p>Status: <u>STA Board approved funding plan – May 2011</u> <u>STA Board approved funding agreement with City of Dixon – STA to administer project on behalf of City.</u></p> <p><u>Milestones</u> <u>ED – COMPLETED</u> <u>PS&E – COMPLETED</u></p> <p><u>ECD:</u> <u>Construction will begin in 2012-13.</u></p> <p><u>A. – East Segment (STA)</u> <u>B. – Central Segment (Fairfield)</u> <u>C. – West Segment (STA)</u></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> <u>Phase 1 Construction Completed</u> <u>Phase 2 (East Segment) Roadway Opened</u></p> <p><u>ECD:</u> <u>East Segment – COMPLETED</u> <u>Central Segment – COMPLETED</u></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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-2013	FY 2012-2014	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead-Projects	3.	<p><u>I-80 HOV Projects</u></p> <p>A. <u>Red Top to Air Base Parkway</u> 8.7 miles new HOV Lanes. COMPLETED (Fall 2009)</p> <p><u>Ramp Metering (HOV Lane Component)</u> PA/ED: 4/07 PS&E: 10/09 RAW: None Begin Construction: 2/2011</p> <p>B. <u>WB I 80 Carquinez Bridge to SR 29</u> This project has a completed PSR approved by Caltrans. Project is currently unfunded (\$20M).</p> <p>Note: HOV Lanes to be implemented as part of Express Lanes OWP# 4</p>	STA	CMIA \$6M	X	X	CMIA \$6M	Projects Janet Adams

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-2013	FY 2012-2014	EST. PROJECT COST	DEPT LEAD STAFF
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 2013<u>2014</u></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	

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-2013	FY 2012-2014	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Projects	6.	<p>Jepson Parkway Project</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> PA/ED: 3/09 (EIR), 6/11 (EIS) PS&E: <u>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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-2013	FY 2013-2014	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Projects	7.	<p>State Route (SR) 12 East</p> <p>A. SR 12/Church Road PSR a. PSR completed, Summer 2010 b. Initiate PA/ED for SR 12/ Church Rd. with 2010 SHOPP/STIP</p> <p>B. Rio Vista Bridge Study a. Study completed Summer 2010</p> <p>C. \$46 M in rehabilitation improvements completed December 2010 (Suisun City to SR 113)</p> <p>D. B. Shoulder widening near Rio Vista segment to begin construction in 2013 pending resolution of right of way acquisition.</p> <p>E. C. SR 12/113 intersection improvements Priority for future SHOPP funds</p> <p>F. D. SR 12 Corridor Economic Study (Initiated Dec. 2011)</p> <p><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.</p> <p>SR 12/Church Road PSR – COMPLETED <u>Rio Vista Bridge Study – COMPLETED</u> \$46 M in rehabilitation – COMPLETED</p> <p><u>EDC:</u> SR 12 near Rio Vista scheduled for construction 2012-13</p>	STA	STA PSR Funds	X	X	\$ 2.5 M – (Capital Cost)	Projects Janet Adams
			STA	Rio Vista – Fed Earmark SHOPP			\$ 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>			

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012 1213	FY 2012 1314	EST. PROJECT COST	DEPT LEAD STAFF
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 6/13/12 4/12 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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012 <u>2012-1213</u>	FY 2013 <u>2013-1314</u>	EST. PROJECT COST	DEPT LEAD STAFF
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>

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012 2012- 1213	FY 2012 2013- 1314	EST. PROJECT COST	DEPT LEAD STAFF
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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012 1213	FY 2012 1314	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Studies	11.	<p><u>Regional Traffic Impact Fee (RTIF) Nexus Study</u></p> <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. <u>Potential project packages and draft nexus study completed and under review.</u></p> <p><u>ECD:</u> <u>December 2011/July 2012</u></p>	STA	PPM	X	X	\$300,000	Projects <u>Sam Shelton/</u> Robert Macaulay

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012 1213	FY 2012 1314	EST. PROJECT COST	DEPT LEAD STAFF
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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-2013	FY 2013-2014	EST. PROJECT COST	DEPT LEAD STAFF
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/ SNCF <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 was released <u>by Fall 2011, 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/ SNCF Liz Niedziela

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-2013	FY 2012-2014	EST. PROJECT COST	DEPT LEAD STAFF
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+, <u>45-12</u> schools have held <u>41-14</u> events while <u>41-15</u> additional schools have <u>28-29</u> more events scheduled for school year ending June 2014. <u>4-First Walking School Bus was formed through pilot program. Staff to plan countywide SR2S event in Fall 2011.</u></p>	STA	<p>STP Planning Gas Tax ECMAQ CMAQ TFCA-PM TFCA-Regional Yolo/Solano YSAQMD BAAQMD TDA FHWA SRTS</p>	X	X	<p>Total cost \$32 M Engineering \$1 M/year Encouragement, Education and Enforcement</p> <p><i>(29 schools out of 100 schools in Plan)</i></p>	<p>Projects Sam Shelton Transit/SNCI Danelle Carey/Judy Leaks</p>
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 9/11 Final CMP approved by MTC 11/11.</p>	STA	STP Planning	X			Planning Robert Macaulay

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-2013	FY 2013-2014	EST. PROJECT COST	DEPT LEAD STAFF
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>Funded by T-PLUS</p> <p>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>

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-2013	FY 2012-2014	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	19.	<p>Development of STA’s Transportation for Livable Sustainable Communities (TLCTSC) Program and MTC’s Transportation Planning for Land Use Solutions (T-PLUS) Program</p> <p>A. TLC Corridor Studies 1. Update Jepson Parkway TLC Plan</p> <p>B. County TLC Plan Update – Update and integrate Priority Development Areas implementation plan</p> <p>Status: 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.</p>	STA	Regional TLC CMAQ STP Planning	X	X X		Planning Robert Guerrero
STA Lead – Programs	20.	<p>Implementation of Countywide Bicycle Plan Priority Projects</p> <p>A. Solano Bikeway Phase 2 McGary Road completed in 2010</p> <p>B. Jepson Parkway Bikeway (next phase) – Roadway design to include TLC components</p> <p>C. Benicia Bike Route: Rose Drive/I 780 OC – Constructed in 2010</p> <p>D. Vacaville-Dixon Bike Route Ongoing as funding is available</p> <p>E. Jameson Canyon path/trail study; released; completion set for FY10-11 adopted December 2011.</p>	<p>City of Fairfield</p> <p>Vacaville; Fairfield; County, STA</p> <p>City of Benicia</p> <p>Solano County; STA</p> <p>Solano County; STA; Fairfield</p>	<p>TDA Article 3 TLC STP CMAQ Regional Bike/Ped Program</p> <p>SR2S</p> <p>TDA Article 3; Bay Area Ridge Trail</p>	X X X		<p>\$2.3 M</p> <p>\$3.2 M</p> <p>\$543,000</p> <p>\$55,000</p>	<p>Planning Sara Woo</p> <p>Planning Robert Guerrero/ Sara Woo</p>

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-2013	FY 2013-2014	EST. PROJECT COST	DEPT LEAD STAFF
		<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; completed Update 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 drafted approved. 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>

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011 2012 2013	FY 2012 2013 2014	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	22.	<p><u>Clean Air Fund Program and 3-Monitoring</u></p> <p>A. BAAQMD/TFCA B. YSAQMD</p> <p>Five year funding plan and project monitoring completed for BAAQMD; pending for YSAQMD. 3-part funding priority plan established.</p> <p><u>Status:</u> Allocated annually</p>	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.	<p><u>STA Marketing/Public Information Program</u></p> <p>A. Website B. Events C. STATUS D. Project Fact Sheets and Public Outreach 1. I-80 STATUS E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy H. Annual report</p> <p><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.</p>	STA	TFCA Gas Tax Sponsors	X	X		Planning Jayne Bauer



Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011 2012- 12 13	FY 2012 2013- 13 14	EST. PROJECT COST	DEPT LEAD STAFF
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/ SNCF 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 FY2011-1212-13.</p>	A-F STA G:MTC/ STA	TDA	X	X		Transit/ SNCF Elizabeth Richards/ Liz Niedziela

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011 2012 2013	FY 2012 2013 2014	EST. PROJECT COST	DEPT LEAD STAFF
		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 2013 .						
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>FourthFifth 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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012 1213	FY 2012 1314	EST. PROJECT COST	DEPT LEAD STAFF
		620768 ; 3545 new vans were started to/from Solano/Napa counties and SNCI supported 171 191 vanpools; Staffed 2946 events in the first six months of FY1 2 .						
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 April 2013</p>	MTC/STA	STA Planning	X	X		Planning Robert Macaulay

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-2013	FY 2013-2014	EST. PROJECT COST	DEPT LEAD STAFF
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: 12/12/12 PS&E: 3/13 R/W: 12/13/14 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/ Sam Shelton</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 2 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>

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012 1213	FY 2012 1314	EST. PROJECT COST	DEPT LEAD STAFF
STA Co-Lead Plans	31.	<p><u>SR 29 MIS</u></p> <p><u>Status:</u> 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</p>	NCTPA	Unfunded – seeking Partnership Planning Grant and MTC funds		X	\$650,000	Planning Robert Macaulay
STA Co-Lead Plans	32.	<p><u>SR 12 MIS</u></p> <p>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.</p> <p><u>Status:</u> 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></p> <p><u>ECD:</u> 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></p>	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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012 1213	FY 2012 1314	EST. PROJECT COST	DEPT LEAD STAFF
STA Co- Lead Plans	33.	<p><u>Ten-Year Transit Capital Funding Plan</u></p> <p><u>Status:</u> 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.</p>	STA	Prop 1B Transit Capital Federal Earmarks Fed-ARRA	X	X		Transit Rideshare Liz Niedziela



Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012 012- 1213	FY 2012 2013- 1314	EST. PROJECT COST	DEPT LEAD STAFF
STA Co-Lead Programs	34.	<p><u>Regional Measure 2 (RM 2) Implementation (Capital)</u></p> <p>A. Vallejo Station (Phase A under construction) <u>Status:</u> The Transfer Center began COMPLETED construction and scheduled to be open May 2014</p> <p>B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal) <u>Status:</u> 1. Vacaville Transportation Ctr Phase 1 – COMPLETED 2. Curtola - began PA/ED. 3. Benicia Intermodal - completed PA/ED; has initiated PS&E and is expected to begin construction summer 2011/2012.</p> <p>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 6595% PS&E. Scheduled to begin construction FY 2011-12.</p>	STA Fairfield Vallejo Vacaville Benicia CCJPA MTC	RM 2	X	X	\$28 M \$20 M \$25 M	Projects Janet Adams Jessica McCabe

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-2013	FY 2012-2014	EST. PROJECT COST	DEPT LEAD STAFF
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>SolanoExpress 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 SolanoExpress 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



Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011 2012 2013	FY 2012 2013 2014	EST. PROJECT COST	DEPT LEAD STAFF
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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-2013	FY 2013-2014	EST. PROJECT COST	DEPT LEAD STAFF
STA Monitoring Projects	38.	<p>Capitol Corridor Rail Stations/Service</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>

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-2013	FY 2012-2014	EST. PROJECT COST	DEPT LEAD STAFF
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. Vallejo Transit Center completed in 2011. 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 Richards/Liz 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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-2012	FY 2013-2014	EST. PROJECT COST	DEPT LEAD STAFF
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

- 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 30, 2012
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Project Initiation Document (PID) 3-Year Work Plan for Caltrans

Background:

A Project Initiation Document (PID) is commonly viewed as a Project Study Report (PSR) which is a preliminary engineering report that documents agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). Caltrans requires PID's for on-system projects over \$3 million.

The California Transportation Commission (CTC) requires a completed PSR for projects before the project can be added into the STIP. The CTC intends that the process and requirements for PSRs be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

State statutes provide that Caltrans shall have 30 days to determine whether it can complete the requested report in a timely fashion (in time for inclusion in the next STIP). If Caltrans determines it cannot prepare the report in a timely fashion, the requesting entity may prepare the report. Local, regional and state agencies are partners in planning regional transportation improvements. Input from all parties is required at the earliest possible stages and continues throughout the process. The project sponsor should take the lead in coordination activities. PSRs to be completed by a local agency for projects on the State Highway System still require Caltrans oversight and ultimate approval.

The State Highway Operations & Protection Program (SHOPP) projects, which Caltrans is the lead agency, take priority over local projects given Caltrans' mission for preservation of the State Highway System.

On March 7, 2012, Caltrans requested STA to develop a 3-year PID work plan for all Solano County Projects, covering Fiscal Years (FY) 2012-13 through FY 2014-15. Prior to initiating work on a PID, the sponsor must enter into a Cooperative Agreement with Caltrans.

For Solano County, the following work is in the current PID 3-Year Plan (FY 2011-12 to 2013-14):

FY 2011-12	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke
SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy to provide protected left turn pockets, and signalize the SB Ramp intersection in City of Vacaville
SOL I-80	Express Lanes Red Top Rd. to I-505

FY 2012-13	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville (Carryover)
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke (Carryover)
SOL I-80	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield
SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy to provide protected left turn pockets, and signalize the SB Ramp intersection in City of Vacaville (Carryover)
SOL I-780	Construct Transit Center at Curtola Pkwy and Lemon St. in City of Vallejo
SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd in City of Dixon

FY 2013-14	
SOL I-80	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield (Carryover)
SOL I-80	Reconstruct Interchange I-80 at "A" Street in City of Dixon (Carryover)
SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd. in City of Dixon

While having a project in the 3-Year Work Plan was required for a local agency to begin work with Caltrans oversight, it was not a guarantee that the oversight work would have resources from Caltrans allocated. Over the last 5 years, Caltrans has seen a sharp reduction in the amount of resources that are provided for all preliminary engineering work or Project Initiation Documents.

Discussion:

Caltrans is in the process of developing its 3-Year Project PID workload that will be used to validate PID resource needs for FY 2012-13, and determine PID resource needs for FY 2013-14. As such, Caltrans has asked all counties to update the current 3-year work plans.

Based on a FY 2012-13 Budget Change Proposal (BCP), Caltrans will fund the development and oversight of PIDs for proposed State Highway System (SHS) projects funded entirely with State transportation funds (e.g. Regional Improvement Program, Interregional Improvement Program, state bond funds, etc.). In order for Caltrans to expend state PID resources on these projects, the improvements will need to be identified in an approved financially-constrained Regional Transportation Plan (RTP). In addition, the proposed project costs and funding (e.g. state fund source(s), STIP cycles, etc.) must be documented in the three-year PID Work Plan.

The FY 2012-13 BCP also states that Caltrans will require reimbursement for PID development and oversight for SHS projects that are funded entirely with local funds, or a mix of state and local funds. These projects should also be included in an approved financially-constrained RTP. The proposed project costs and funding must also be documented in the 3-year Work Plan.

Please note that if a PID is developed on the assumption of 100% State funded and eventually turns out not to be 100% State funded, Caltrans has indicated that the project sponsor will then be required to reimburse the State on the development or oversight costs.

As a result of this prioritization, locally sponsored Non-SHOPP PIDs that reimburse Caltrans through Cooperative Agreements will be the most likely scenario of moving important projects through the process.

Based on the existing 3-Year PID Work Plan and current understanding of the likelihood the project sponsors will be ready to move forward, here is the proposed 3-Year FY 2012-12 to FY 2014-15:

FY 2012-13	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke
SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy to provide protected left turn pockets, and signalize the SB Ramp intersection in City of Vacaville

FY 2013-14	
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke (Carryover)
SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy to provide protected left turn pockets, and signalize the SB Ramp intersection in City of Vacaville (Carryover)

FY 2014-15	
SOL I-80	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield

STA will need to finalize this Work Plan at the April 2012 TAC meeting, so please provide corrections/adjustments to this Work Plan as needed by April 9, 2012. This item was presented to the STA Technical Advisory Committee (TAC) on March 28, 2012. No comments on the proposed 3-Year work Plan have been received by the STA, as such, this will be the final proposed Work Plan that will be move forward for action the following month.

Fiscal Impact:

There are no fiscal impacts to the STA for this issue as this subject is related to the development of priorities for PSRs.

Recommendation:

Informational.

This page intentionally left blank.



DATE: April 1, 2012
TO: STA Board
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 30, 2012
 TO: STA Board
 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.	Lifeline Transportation Program Funding 2012*	Approximately \$3,295,966	Due April 4, 2012
6.	Priority Development Area (PDA) Planning Program – Call for Applications	N/A	Due April 12, 2012
7.	Transportation for Clean Air (TFCA) Program FY 2012-13*	Approximately \$59,000	Due April 19, 2012
State			
	N/A	N/A	N/A
Federal			
6.	N/A	N/A	N/A

*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.

This page intentionally left blank.

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/moyererp/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/cvpr.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
Lifeline Transportation Program Funding 2012*	Elizabeth Niedziela STA (707) 399-3217 eniedziela@sta-snci.com	Applications Due on April 4, 2012	Approx. \$3,295,966	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. There are three Lifeline Funding Sources. For more information about the three funding sources and eligibility, see information on STA website: http://www.sta.ca.gov/news3.php or contact Elizabeth Niedziela, (707) 399-3217 or eniedziela@sta-snci.com .	N/A	Eligible Projects: Operating – new or enhanced fixed route transit services, restoration of lifeline-related transit services Capital – purchase of vehicles, bus stop enhancements, bus shelters, benches, lighting, sidewalk improvements near transit stops, rehabilitation, safety or modernization improvements, or enhancements to improve transportation access for residents of low-income status. http://www.sta.ca.gov/news3.php
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/
Transportation for Clean Air (TFCA) Program FY 2012-13*	Robert Guerrero STA rguerrero@sta-snci.com	Applications Due on April 19, 2012	Approx. \$59,000	The STA coordinates with the BAAQMD to administer the remaining 40% TFCA Funds through the STA's Program Manager Funds. Eligible clean air projects are approved directly by the STA Board based on criteria approved by the BAAQMD.	N/A	Eligible Projects: Bicycle and pedestrian improvements, ridesharing, safe routes to school projects, vehicle replacements, engine retrofits and shuttle service. http://www.sta.ca.gov/docs.php?ogid=1000000996
State Grants						
N/A						
Federal Grants						
N/A						



DATE: April 2, 2012
TO: STA Board
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2012

Discussion:

Attached is the STA Board and Advisory meeting schedule for Calendar Year 2012.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for Calendar Year 2012



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2012**
(Last Updated: Nov. 2011)

SUMMARY:	
STA Board:	Meets 2 nd Wednesday of Every Month
Consortium/TAC:	Meets <i>Last</i> 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., 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.	Intercity 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.	Intercity 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.	Intercity 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	Intercity 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.	Intercity 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.	Intercity 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.	Intercity 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.	Intercity 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 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative