



**INTERCITY TRANSIT CONSORTIUM  
AGENDA**

**10:00 a.m., Wednesday, April 25, 2012**

**Solano Transportation Authority**

**One Harbor Center, Suite 130**

**Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
<b>I. CALL TO ORDER</b>	Mona Babauta, FAST
<b>II. APPROVAL OF AGENDA</b>	
<b>III. OPPORTUNITY FOR PUBLIC COMMENT</b> (10:05 – 10:10 a.m.)	
<b>IV. REPORTS FROM STA STAFF AND OTHER AGENCIES</b> (10:10 – 10:15 a.m.)	
<b>V. CONSENT CALENDAR</b> <i>Recommendation: Approve the following consent items in one motion.</i> (10:15 – 10:20 a.m.)	
<b>A. Minutes of the Consortium Meeting of March 28, 2012</b> <i>Recommendation:</i> <i>Approve Consortium Meeting Minutes of March 28, 2012.</i> <b>Pg. 1</b>	Johanna Masielat
<b>VI. ACTION FINANCIAL ITEMS</b>	
<b>A. None presented.</b>	
<b>VII. ACTION NON-FINANCIAL</b>	
<b>A. Unmet Transit Needs for Fiscal Year (FY) 2011-12 Update</b> <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to:</i>	Liz Niedziela

**CONSORTIUM MEMBERS**

Janet Koster	Mona Babauta	John Andoh	Jim McElroy	Brian McLean	Matt Tuggle
Dixon Readi-Ride	Fairfield and Suisun Transit (FAST)	Rio Vista Delta Breeze	Solano County Transit SolTrans	Vacaville City Coach	County of Solano

1. Approve the FY 2011-12 Unmet Transit Needs response as specified in Attachment B allowing edits and clarification as requested by MTC staff; and
2. Authorize the Executive Director to submit the FY 2011-12 Unmet Transit Needs response to MTC.

(10:20 – 10:25.m.)

**Pg. 5**

**B. Lifeline Advisory Committee Recommendation for Lifeline Funding**

Liz Niedziela

Recommendation:

*Forward a recommendation to the STA Board to approve the Lifeline Advisory Committee Funding Recommendation for allocation of Solano Lifeline funding as specified in Attachment A.*

(10:25 – 10:35 a.m.)

**Pg. 29**

**C. Bay Area Transit Sustainability Project (TSP) Recommendation**

Liz Niedziela

Recommendation:

*Forward a recommendation to the STA Board to support MTC's Transit Sustainability Project recommendation as outlined in Attachment B with a request for MTC to approve a funding formula that holds small operators harmless as part of the Transit Performance Initiative investment program to be developed.*

(10:35 – 10:45 a.m.)

**Pg. 33**

**D. Legislative Update**

Jayne Bauer

Recommendation:

*Forward a recommendation to the STA Board to adopt a support position for SB 1189 (Hancock).*

(10:45 – 10:50 a.m.)

**Pg. 91**

**VIII. INFORMATIONAL ITEMS**

**A. Update on OneBayArea Grant (OBAG) Projects and Priorities**

Robert Macaulay

(10:50 – 11:00 a.m.)

**Pg. 139**

**B. East Fairfield Community Based Transportation Plan (CBTP) Status Update**

Liz Niedziela

(11:00 – 11:05 a.m.)

**Pg. 179**

**C. SolanoExpress 2011-12 Mid-Year Ridership Report**

Liz Niedziela

(11:05 – 11:15 a.m.)

**Pg. 181**

**D. Solano Seniors and People with Disabilities Transportation Advisory Committee Priority Strategies Update** Liz Niedziela  
(11:15 – 11:20 a.m.)  
**Pg. 189**

**E. Role of Ridesharing in the Solano County Intercity Transit System** Judy Leaks  
(11:20 – 11:25 a.m.)  
**Pg. 193**

**F. SNCI Monthly Issues** Judy Leaks  
(11:25 – 11:30 a.m.)  
**Pg. 197**

**NO DISCUSSION**

**G. Alternative Fuels AND Infrastructure Plan Status Update** Robert Guerrero  
**Pg. 199**

**H. Funding Opportunities Summary** Sara Woo  
**Pg. 209**

**IX. TRANSIT OPERATOR ISSUES**

- **Clipper and other Issues** Group

**X. ADJOURNMENT**

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, May 30, 2012.**

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**INTERCITY TRANSIT CONSORTIUM**  
**Minutes of the Meeting of**  
**March 28, 2012**

**I. CALL TO ORDER**

Jim McElroy called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 10:05 a.m. in the Solano Transportation Authority Conference Room.

<b>Consortium Present:</b>	John Andoh	Delta Breeze
	Janet Koster	Dixon Read-Ride
	Mona Babauta	Fairfield and Suisun Transit, Vice Chair
	Jim McElroy	SolTrans
	Brian McLean	Vacaville City Coach
<i>Arrived the meeting at 10:15 a.m.</i>	Matt Tuggle	County of Solano

<b>Also Present:</b>	Robert Macaulay	STA
	Jayne Bauer	STA
	Liz Niedziela	STA
	Judy Leaks	STA
	Robert Guerrero	STA
	Johanna Masiclat	STA

**Others Present:** *(In Alphabetical Order by Last Name)*  
Nathaniel Newell County of Solano  
Nathaniel Newell County of Solano  
Debbie Whitbeck

**II. ELECT CHAIR AND VICE-CHAIR FOR 2012**

On a motion by Brian McLean, and a second by Janet Koster, the STA Board unanimously approved the selection of Mona Babauta (Fairfield and Suisun Transit (FAST) as Chair.

On a motion by Mona Babauta, and a second by Janet Koster, the STA Board unanimously approved the selection of Brian McLean (Vacaville City Coach) as Vice-Chair.

**III. APPROVAL OF AGENDA**

On a motion by Jim McElroy, and a second by Janet Koster, the Solano Express Intercity Transit Consortium approved the agenda.

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

- 1. Rio Vista Short Rate Transit Plan (SRTP) Summary presented by John Andoh**
- 2. Intercity Taxi Scrip Update presented by Matt Tuggle**

**VI. CONSENT CALENDAR**

**A. Minutes of the Consortium Meeting of February 29, 2012**

Recommendation:

Approve Consortium Meeting Minutes of February 29, 2012.

On a motion by Brian McLean, and a second by Jim McElroy, the Solano Express Intercity Transit Consortium unanimously approved Consent Calendar Item A.

**B. Legislative Update**

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 Jim McElroy, and a second by Brian McLean, the Solano Express Intercity Transit Consortium unanimously approved consent calendar Item B.

**VII. ACTION – FINANCIAL ITEMS**

**A. SolTrans Transitional Cost Facilitation and Allocation of Lifeline Proposition (Prop.) 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 Readi-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).

*\*Dixon withdrew application*

Recommendation:

Forward a recommendation to the STA Board to approve:

1. Lifeline Prop 1B funds in the amount of \$1 million be swapped with STAF funds for the 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 Prop 1B funds in the amount of \$537,328 to Fairfield for their local bus replacement.

On a motion by Jim McElroy, and a second by Brian McLean, the Solano Express Intercity Transit Consortium approved the recommendation.

## VIII. ACTION – NON-FINANCIAL ITEMS

### A. Solano County Transportation for Sustainable Communities (TSC) Plan

Robert Guerrero reported that staff is seeking an action to forward the Final Draft Solano County TSC to the STA Board for approval at their meeting in April 2012.

Recommendation:

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

On a motion by Janet Koster, and a second by Jim McElroy, the Solano Express Intercity Transit Consortium approved the recommendation.

### B. OneBayArea Grant (OBAG) Projects and Priorities

The Consortium reviewed the transit priorities for OBAG funds to be forwarded to the TAC and Board for further discussion and approval. Robert Macaulay cited that STA staff is recommending that existing STA based funding commitments (STA Planning, Solano Napa Commuter Information Program and Dixon West B Street Undercrossing) be maintained and funded from the total OBAG funds before new discretionary projects and programs are considered.

After discussion, the Consortium recommended to forward to the STA TAC Attachments B, OBAG Fund Estimates, Attachment C, Existing Commitments and TAC Local Streets and Roads (LS&R) Maintenance Recommendation for OBAG Funds, and Attachment D, STA/CMAQ Cycle Funding Estimates, Expenditure Scenarios, and STA Commitments, and forward Attachment A, Preliminary OBAG Funding Projects pursuant to a subsequent to a joint meeting between the TAC and the Consortium.

Recommendation:

Forward a recommendation to the TAC and Board regarding transit priorities for OBAG funds.

On a motion by Brian McLean, and a second by Mona Babauta, the Solano Express Intercity Transit Consortium approved the recommendation.

### C. Solano Transit Operators Letter of Support for Clipper

Liz Niedziela reviewed and distributed for signature a joint letter of support for grant application to be submitted by Solano County Transit Managers to MTC by March 29, 2012 to the FTA. She identified the Clipper proposal seeking FTA funds for 1) Expand Clipper

Recommendation:

Support for Solano Transit Operators Letter of Support for the Clipper Program Grant Application.

On a motion by Brian McLean, and a second by Mona Babauta, the Solano Express Intercity Transit Consortium approved the recommendation.

## **IX. INFORMATIONAL ITEMS**

### **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. Transit Integration in Emergency Operations**

Robert Macaulay noted that the STA has not sent a formal request to the Solano County Office of Emergency Services (OES) asking for direction on whether the Mass Transportation Annex should be amended so that transit information is provided directly from transit providers to cities and then to OES, rather than through the STA.

### **C. East Fairfield Community Based Transportation Plan (CBTP) Status Update**

Liz Niedziela announced the next stakeholders' meeting will be held once the community outreach process concludes and is expected in early May. She added that the project schedule is to have the draft report to Consortium in August and to the Board in September 2012.

### **D. Countywide Americans with Disabilities Act (ADA) Application**

Debbie Whitbeck, Fairfield and Suisun Transit (FAST), provided an update to the development of the draft Solano ADA application proposed to be used by all Solano County transit operators to determine eligibility for future paratransit use and the intercity transit taxi scrip program.

### **E. Ridership Survey and Analysis Update**

Liz Niedziela noted that the surveyors are out in the field conducting on/off counts, surveys, and measuring on time performance on SolTrans Routes 78, 80, and 85. She added that they will start Fairfield and Suisun Transit intercity routes on March 27<sup>th</sup> and that the local routes will be conducted during April, around the holiday and school schedule.

### **F. Unmet Transit Needs for Fiscal Year (FY) 2011-12 Update**

Liz Niedziela reviewed the draft revised schedule to submit response to MTC. She noted that the streets and roads portion of the County of Solano TDA claim will be processed once the Unmet Needs process is complete.

### **G. SNCI Monthly Issues**

## **NO DISCUSSION**

### **H. Alternative Fuel and Infrastructure Plan Status Update**

### **I. Funding Opportunities Summary**

## **X. TRANSIT OPERATOR ISSUES**

## **XI. ADJOURNMENT**

The meeting adjourned at 11:40 a.m. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, April 25, 2011.**



DATE: April 16, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Unmet Transit Needs for Fiscal Year (FY) 2011-12 Update

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**Background:**

Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is annually determined by the Regional Transportation Planning Agency (RTPA) that all reasonable unmet transit needs have been met.

Solano County is the only county in the Bay Area that has a local jurisdiction using TDA funds for streets and roads. For FY 2010-11, the County of Solano was the only jurisdiction that used TDA funds for streets and roads.

When the Metropolitan Transportation Commission (MTC) took final action on the FY 2009-10 Unmet Transit Needs process and concluded that there were no reasonable unmet transit needs, they also took action that directed Rio Vista and the County of Solano to develop a TDA phase out plan. In February 2010, the Rio Vista City Council took action directing that Rio Vista no longer use TDA funds for streets and roads beginning FY 2010-11. A strategy to phase the County of Solano out of the Unmet Needs process was approved by the STA Board April 14, 2010. The County of Solano will no longer be claiming funding for streets and roads after FY 2011-12. Therefore, the Unmet Transit Needs process was still required to allow Solano County to claim TDA for streets and roads in FY 2011-12.

The Unmet Transit Needs Hearing was held on Thursday, December 2, 2010 at 6:00 pm at the Solano County Administration Center (SCAC) in the Board of Supervisors Chambers. Based on comments raised at the hearing and the received written comments, MTC staff then selected pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who must prepare responses specific to their operation.

**Discussion:**

MTC has summarized the key issues of concern and forwarded them to the STA (Attachment A). The STA staff forwarded a worksheet to each transit operators that identified the issues specific to their operators for a response. STA staff worked with the transit operators to address the issues and coordinate a response to MTC. A preliminary response to the issues was submitted to MTC on March 16, 2012. MTC requested some additional information and the responses were submitted again on April 13, 2012. MTC has not yet completed the preliminary review of the revised responses. However, the responses need to be presented to the STA Board at the May meeting to meet the timeline to clear the unmet needs process and allow the County of Solano to claim the TDA this fiscal year. As a result, staff is presenting the responses in parallel with MTC's preliminary approval. MTC staff may ask for additional information and/or clarification on

some of the responses to the issues and the responses may be modified prior to STA Board approval in May. If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs will allow MTC to process the streets and road element of the TDA claims from the County of Solano. For FY 2011-12, the County's TDA claim for local streets and roads will be held by MTC until this process is completed.

As FY 2011-12 will be the last year the County of Solano uses TDA for streets and roads, the Unmet Needs process will no longer be required in Solano County since no jurisdiction will be using TDA funds for streets and roads.

The following is the schedule for approval of the Unmet Transit Needs process:

<b>Schedule to Submit Response to MTC</b>	
<b>April 18, 2011</b>	Assign the questions to the Transit Operators.
<b>March 9, 2012</b>	Extended Deadline for Transit Operators to provide responses to STA.
<b>April 25, 2012</b>	Consortium and TAC review and approve responses.
<b>May 9, 2012</b>	STA Board review and approval.
<b>May 10, 2012</b>	Submit responses to MTC.
<b>May 17, 2012</b>	Present issues to the Paratransit Coordinating Council
<b>June 13, 2012</b>	Responses are submitted for approval to the Programming and Allocations Committee at MTC.

The streets and roads portion of the County of Solano TDA claim will be processed once the Unmet Needs process is complete.

**Fiscal Impact:**

No impact on the STA budget. As determined by MTC, if reasonable Unmet Transit Needs remain at the end of this process, TDA funds could not be used for streets and roads purposes by the County of Solano that plans to do so in FY 2011-12. It will not have any impact on TDA funds used for transit operating, capital, planning or other eligible purpose.

**Recommendation:**

Forward a recommendation to the STA Board to:

1. Approve the FY 2011-12 Unmet Transit Needs response as specified in Attachment B allowing edits and clarification as requested by MTC staff; and
2. Authorize the Executive Director to submit the FY 2011-12 Unmet Transit Needs response to MTC.

Attachments:

- A. MTC March 31, 2011 Letter Summarizing FY 2011-12 Unmet Transit Needs
- B. Solano County Unmet Needs Responses for FY 2011-12



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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March 31, 2011

RECEIVED

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SOLANO TRANSPORTATION  
AUTHORITY

*Adrienne J. Tissier, Chair*  
San Mateo County

*Amy Rein Worth, Vice Chair*  
Cities of Contra Costa County

*Tom Azumbrado*  
U.S. Department of Housing  
and Urban Development

*Tom Bates*  
Cities of Alameda County

*Dave Cortese*  
Santa Clara County

*Bill Doudl*  
Napa County and Cities

*Dorene M. Giacobini*  
U.S. Department of Transportation

*Federal D. Glover*  
Contra Costa County

*Mark Green*  
Association of Bay Area Governments

*Scott Haggerty*  
Alameda County

*Anne W. Halsted*  
San Francisco Bay Conservation  
and Development Commission

*Steve Kinsey*  
Marin County and Cities

*Sam Liccardo*  
Cities of Santa Clara County

*Jake Mackenzie*  
Sonoma County and Cities

*Kevin Mullin*  
Cities of San Mateo County

*Jan Rubin*  
San Francisco Mayor's Appointee

*Bijan Sartipi*  
State Business, Transportation  
and Housing Agency

*James P. Spering*  
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*Varancy*  
City and County of San Francisco

*Steve Haminger*  
Executive Director

*Ann Flemer*  
Deputy Executive Director, Policy

*Andrew B. Premier*  
Deputy Executive Director, Operations

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

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the Solano County Unmet Transit Needs public hearing held on December 2, 2010, and also reviewed comments contained in correspondence received by MTC during the public comment period. As you know, the recently concluded unmet transit needs public participation process pertains to FY 2011-12 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

Enclosed with this letter is a copy of the transcript of the public hearing, and copies of all correspondence received by MTC as a result of the public participation in the Solano County Unmet Transit Needs process. These materials encompass all comments received by MTC.

Unmet transit needs pertain to the levels and locations of service, fare and transfer policies, and matters related to transit facilities (e.g. bike racks, bus stops) and transit safety. In addition, unmet transit needs include requirements of the Americans with Disabilities Act and the provision of welfare-to-work public transit. The purpose of this hearing, set forth by statutes, is to ascertain those reasonable transit needs not being met by current service in Solano County. Several of the comments made at the hearing or received by MTC are deemed to be minor or are not relevant to specific transit service and the use of TDA funding.

Listed below are the preliminary issues that were raised as part of this year's Solano County Unmet Transit Needs process.

## **Vallejo**

### **Service Design**

- Lack of Glen Cove service;
- Run bus on Hwy. 37 from Vallejo to San Rafael;
- Keep current schedule and lines for the 78 and 76 buses; and
- Route 5 is important for students to get to the Vallejo campus.

### **Operational and Scheduling Issues**

- Better coordination between drivers and dispatchers;
- Scheduling trips, especially timing, is confusing;
- Shorten paratransit transfers;
- Problem with canceled paratransit trip;
- Driver not wanting to tie wheelchair down;
- General issues with driver's treatment of passengers;
- Drivers drive a little rough for some passengers; and
- Make transit more senior friendly e.g. with the use of 'transit ambassadors' and transit training.

## **Fairfield**

### **Service Design**

- Routing issues of DART service;
- Route 20 could run later to match route 90;
- Would like to see one pass in use not multiple passes;
- Extra bus stop needed at business center in Cordelia;
- Cordelia underserved by transit;
- Improve Red Top Road Park and Ride;
- Direct bus to San Francisco;
- Concerns about transit for seniors in Green Valley;
- Keep Fairfield Taxi program;
- Expand Capitol Corridor schedule;
- Extend hours of current FAST schedule extended to at least 10:00 PM;
- Need for Sunday service;
- Lack of good transportation for elderly;
- Lack of bus stops on bus lines;
- Bus stops too far apart; and
- Need to create a regional code of bus etiquette.

### **Operational and Scheduling Issues**

- Reduction from 7 to 5 buses makes reservations more difficult (DART);
- Some dispatchers are not customer friendly;
- Lack of professionalism on phone by dispatchers;
- Drivers need more training to be sensitive to needs of passengers; and
- Travel times and transfers make service inconvenient.

### **Capital Improvements**

- Need more bus stations (shelters);
- Better signage for bus system;
- Need for bus shelters;
- More curb cuts at stops/stations;
- Increased capacity for bikes on buses; and
- More conveniently located and more easily accessible bus stops.

## **Vacaville**

### **Service Design**

- Keep bus line #3; needed to get to work;
- Need local buses after 6:30 p.m. to Solano College; and
- Needs bus service on Sundays to go to church.

### **Operational and Scheduling Issues**

- Buses need to run later and connect better with #20 and #30.

### **Capital Improvements**

- More bus stations (shelters);
- Repair Vacaville bus shelters, some stops have no shelters;
- Include public restrooms in any new transit plaza planning;
- Build bus shelters and benches; and
- Need directional bus stop signs.

## **Benicia**

### **Service Design**

- Need for direct bus between Benicia and Glen Cove Shopping Center.

The list above summarizes all *relevant* comments made through this year's unmet transit needs process without regard to the merit or reasonableness of the comment or request. However comments deemed to be minor or not relevant to specific transit service and the use of TDA funding were not included. These would include the following types of comments:

- Comments regional in nature and not germane to the use of TDA funds for streets and

roads purposes (e.g., extending BART to Vallejo)

- Comments already identified in last year's unmet transit needs process and addressed satisfactorily by the Solano Transportation Authority (STA) response.
- Incidents (e.g., tardiness of a bus or paratransit van; behavior of a particular driver) do not rise to the level of an unmet transit need; unless, public comment reveals a pattern to such incidents that might warrant policy or operational changes. Other "minor" issues include better distribution of transit information, better information on the location of late paratransit vehicles, minor delays in picking up passengers etc. While these comments are important to the comfort and convenience of the transit systems' patrons, they are not unmet transit needs. MTC is confident that the STA, working with the transit operators, can address these issues.
- Finally, general transportation issues such as the economics of automobile use, the transportation impacts of land-use decisions, and the priorities of federal gas tax revenues, etc. which are not directly germane to specific transit services in Solano County are not considered to be relevant to the unmet transit needs process.

The next step in the unmet transit needs process is for a review of the preliminary issues by Solano Transportation Authority staff, in cooperation with staff members of the city and county jurisdictions in Solano County. Please provide us with an evaluation of each of the issues. Your response, as well as a description of the approach the cities and County intend to take in addressing these issues, will help us develop recommendations in a complete and fair manner. Authority staff should provide MTC with substantive information supporting one of the following for each issue:

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2010-11; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or
4. that the evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

"Substantive information" supporting categories (1), (2) or (3) above could include reports to the Solano Transportation Authority Board describing recent or planned changes in service; citation to a recently completed study such as a Short Range Transit Plan or a Countywide Transportation Plan; or, a short narrative describing how the issue was or will be addressed. Any issues which fall into category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee (PAC) as an unmet transit need.

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC's PAC identifying those issues that the cities and County must address prior to MTC's

consideration of FY 2011-12 TDA fund requests for streets and roads purposes. Receipt of your responses are requested one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Please contact me or Bob Bates of my staff at (510) 817-5733 if you have any questions.

Sincerely,



Alix A. Bockelman  
Director, Programming and Allocations Section

Enclosures

cc (without enclosures):

Jim Spering, MTC Commissioner  
Gene Cortright, City of Fairfield  
Gary Leach, City of Vallejo  
Rod Moresco, City of Vacaville  
Robert Sousa, City of Benicia  
Jeff Matheson, City of Dixon  
Morrie Barr, City of Rio Vista  
Dan Kasperson, City of Suisun City  
Paul Weise, County of Solano  
Jamie Johnson, Chair, Solano County PCC (c/o Elizabeth Richards, STA)

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# SOLANO COUNTY UNMET NEEDS FISCAL YEAR 2011-12

## Vallejo Transit and Benicia Breeze's Unmet Transit Needs Response Currently Solano County Transit (SolTrans)

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### **Issue 1: Lack of Glen Cove service.**

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-2012.

### **Response**

*The system is currently undergoing a major restructuring of routes, even with the given the recent budget shortfalls, SolTrans restructuring will result in restoring service to Glen Cove.*

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### **Issue 2: Run bus on Hwy. 37 from Vallejo to San Rafael.**

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

### **Response**

*Solano County Transit (SolTrans) uses 100% of its TDA funds for transit. SolTrans is faced with a \$3M deficit FY 2012-13 due to loss of stimulus funding that supported operations for the past two years as a result of lost state operating revenues. Stimulus funds support operations due to the loss of State revenue. Due to the lack of new revenues, SolTrans is forced to reduce current service levels and restructure existing route. Expansion of service is not feasible at this time.*

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### **Issue 3: Keep current schedule and lines for the 78 and 76.**

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit

→\*2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-2012.

### **Response**

*SolTrans engaged a consulting firm to assist with the preparation of a Short Range Transit Plan, a 10-year plan focused on operations, budget and capital needs. Due to budget shortfalls, unproductive trips on Routes 78 and Rt. 76 are proposed for elimination. However, the plan proposes to mitigate the loss of Route 76 through implementation of van pool service with the assistance of the Solano Transportation Authority's Solano/Napa Commuter Information (SNCI) staff. The draft service plan was available for public comment beginning the first week of March 2012 and concluded April 16th. Staff will consider all comments and suggestions related to the proposed changes and revise the plan based upon public input where possible.*

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**Issue 4: Route 5 is important for students to get to the Vallejo campus.**

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→\*2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-2012.

**Response**

*SolTrans recognizes the importance of providing students and staff with access to Solano Community College Vallejo satellite campus. A consultant has been retained to review the entire service area. Realignment of existing service to the Vallejo campus is anticipated, modification of this route will improve connections.*

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**Issue 5: Better coordination between drivers and dispatchers.**

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-2012.

**Response**

*Every effort is made to coordinate dissemination of information. SolTrans has brought this to the attention of our contractor MV Transportation. Together, we are working diligently with our operations contractor to improve coordination between bus operators and supervisors.*

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**Issue 6: Scheduling trips, especially timing, is confusing.**

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-2012.

**Response**

*As SolTrans is working with a marketing consultant to develop new maps and schedules, opportunities to simplify and improve public use of these materials will be explored.*

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**Issue 7: Shorten Paratransit transfers.**

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-2012.

**Response**

*Paratransit trips requiring transfers are coordinated with outside agencies, every effort is made to coordinate trips with the least wait time for the passenger to connecting agencies. The recent consolidation of Vallejo and Benicia paratransit service will eliminate the need for passengers to transfer within the SolTrans service area (Benicia and Vallejo) thus shortening the overall trip time.*

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**Issue 8: Problems with cancelled paratransit trips.**

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-2012.

**Response**

*Passenger's that may not need a previously scheduled trip are asked to cancel as early as possible. You may cancel a trip up to 5:30 PM the day before the trip. Drivers schedules are prepared daily, cancellations made after 5:30 PM the day before are considered a "no show." SolTrans will perform an ADA assessment of its operation in 2012, as a result modifications will be made to existing policies.*

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**Issue 9: Driver not wanting to tie wheelchair down.**

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service; or

**Response**

*All bus operators are trained on proper wheelchair securement and subject to additional training throughout the year. Passengers are encouraged to call when they encounter problems using the service so management may expeditiously address issues of this nature. Use and proper procedure for restraints is and will continue to be part of the bus operator safety and training program.*

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**Issue 10: General issues with driver's treatment of passengers.**

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service; or

**Response**

*Our contractor MV Transportation implemented an expanded customer service training program. Passengers are encouraged to contact customer service representatives when they experience a problem with an operator so management may quickly address the issue.*

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**Issue 11: Drivers drive a little rough for some passengers.**

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service; or

**Response**

*Our fleet was recently equipped with Drive CAM. DriveCam is focused on behavior change management, this technology allows management to monitor operator driving patterns. Events that occur throughout the day are recorded and reviewed by our safety department. If necessary, the bus operator's are coached and provided additional training.*

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**Issue 12: Make transit more senior friendly e.g. with the use of “transit ambassadors” and transit training.**

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-2012.

**Response**

*Solano County Transit (SolTrans) will develop and implement a Transit Ambassador program geared toward acclimating seniors and disabled with using public transit.*

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**Issue 13: Need for direct bus between Benicia and Green Cove Shopping Center**

Transit Operator: Benicia Breeze

Use of TDA: The City of Benicia used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-2012.

**Response**

*Solano County Transit (SolTrans) has hired a consultant to develop a Short Range Transit Plan. Existing services as well as additional services will be assessed and identified. Implementation of additional service will be contingent upon available funding.*

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**Fairfield and Suisun Transit’s Unmet Transit Needs Response**

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**Issue 1: Routing issues of DART service**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service

**Response**

*The City of Fairfield has worked closely with our contractor to create a better dispatch and routing of the DART service. Changes include but are not limited to: hiring of a new customer service manager, training on the route scheduling software, customer service training, creating a DART only dispatch room. Additionally, the City’s contractor, MV Transportation, recently hired a new General Manager who is working diligently to improve the quality of service and efficiency of DART service.*

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**Issue 2: Route 20 could run later to match route 90.**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-12

**Response**

*This recommendation has not yet been fully studied for its effectiveness and potential for increasing transit ridership between Vacaville and Fairfield. Staff, however, in the next six months will be studying the City’s entire fixed route system to identify opportunities for increasing ridership and/or improving efficiency. In doing so, the City will evaluate potential service changes to Routes 20 and 40 that could provide a better link between the cities of Fairfield and Vacaville.*

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**Issue 3: Would like to see one pass in use, not multiple passes.**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→3. The service changes required to address an issue have been recently studied and determine not reasonable based on locally established standards

**Response**

*The Bay Area's regional fare card system, Clipper, is launching throughout the Bay Area in a structured release, as dictated by Metropolitan Transportation Commission (region's funding and planning agency) and will arrive in Solano County in approximately 1.5 years. As part of this effort, FAST will be required to harmonize our fare rules and policies to create synergy with other Bay Area operators. All Bay Area operators will eventually be required to accept the same Clipper Card, resulting in the elimination of the multiple passes currently sold by FAST. The Clipper Card, in that case, would allow passengers to load the appropriate value on this smart card to travel throughout FAST's service area and zones, as well as throughout the entire Bay Area. (Reference Metropolitan Transportation Commission Resolution 3866, Transit Coordination Implementation Plan)*

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**Issue 4: Extra bus stop needed at business center in Cordelia**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-12

**Response**

*Community demand for implementing this recommendation, as well as the opportunity for a new bus stop in this area to enhance overall, system effectiveness, has not yet been evaluated. Staff, however, in the next six months will be studying the City's entire fixed route system to identify opportunities for increasing ridership and/or improving efficiency. In doing so, the City will evaluate this recommendation.*

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**Issue 5: Cordelia underserved by transit**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-12.

**Response**

*Community demand for implementing this recommendation, as well as the opportunity for expanded service in this area to enhance overall, system effectiveness, has not yet been evaluated. Staff, however, in the next six months will be studying the City's entire fixed route system to identify opportunities for increasing ridership and/or improving efficiency. In doing so, the City will evaluate this recommendation. Additionally, impacts on farebox recovery as a result of any increased operating costs will be evaluated.*

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**Issue 6: Improve Red Top Road Park and Ride.**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes.

**Response**

*The Red Top Road Park and Ride project opened November 2011.*

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**Issue 7: Direct bus to San Francisco**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→3. The service changes required to address an issue have been recently studied and determine not reasonable based on locally established standards.

**Response**

*FAST is primarily responsible for providing public transit service within the cities of Fairfield and Suisun, as well as a reasonable level of regional service along the I-80 and I-680 corridors that efficiently connects Fairfield/Suisun citizens with agencies such as BART, which provides service directly to San Francisco. Given the great frequency of BART service, as well as the quickness of service due its exclusive right of way, any transit patrons from Fairfield/Suisun would be better served by connecting to BART from the Route 90, and possibly even the Route 40 when traveling to and from San Francisco. In fact, direct bus service through the MacArthur Maze and across the Bay Bridge would not be as reliable and cost effective as taking BART under the Bay after connecting from Route 90 at El Cerrito Del Norte. (References: FAST 2008 Short Range Transit Plan and Solano Transportation Authority service studies, as FAST is only the service contractor for STA's Route 90)*

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**Issue 8: Concern about transit for seniors in Green Valley**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-12

**Response**

*Community demand for implementing this recommendation, as well as the opportunity for expanded service in this area to enhance overall, system effectiveness, has not yet been evaluated. Staff, however, in the next six months will be studying the City's entire fixed route system to identify opportunities for increasing ridership and/or improving efficiency. In doing so, the City will evaluate this recommendation.*

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**Issue 9: Keep Fairfield Taxi Program**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

**Response**

*The City of Fairfield currently offers a reduced fare taxi program for seniors (60 or older), Regional Transit Discount Card (RTDC) holders, DART-eligible patrons, and Medicare cardholders, which provides service throughout Fairfield and Suisun 24-hours/day. Additionally, FAST participates in an intercity, reduced fare taxi program for DART-eligible patrons only. FAST's participation in both taxi programs will continue.*

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**Issue 10: Expand Capital Corridor schedule**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→N/A

**Response**

*This has not been studied by FAST since Capital Corridor service is not managed by Fairfield. Expansion of service could only be addressed by the Capital Corridor.*

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**Issue 11: Extend hours of current FAST schedule extended to at least 10:00 PM**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-12

**Response**

*Community demand for implementing this recommendation, as well as the impact of expanded service later into the night on overall system effectiveness and farebox recovery (20% of operating expenses must be recovered by passenger fares), has not yet been evaluated. Staff, however, in the next six months will be studying the City's entire fixed route system to identify opportunities for increasing ridership and/or improving efficiency. In doing so, the City will evaluate this recommendation. (Related to farebox recovery, if the cost of fixed route service increases, fares must increase accordingly to recover 20% of the operating expenses in order to maintain eligibility for State TDA funding, which funds over half of the transit system.)*

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**Issue 12: Need for Sunday Service**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-12

**Response**

*Community demand for implementing this recommendation, as well as the impact of expanded service to Sundays on overall system effectiveness and farebox recovery (20% of operating expenses must be recovered by passenger fares), has not yet been evaluated. Staff, however, in the next six months will be studying the City's entire fixed route system to identify opportunities for increasing ridership and/or improving efficiency. In doing so, the City will evaluate this recommendation. (Related to farebox recovery, if the cost of fixed route service increases, fares must increase accordingly to recover 20% of the operating expenses in order to maintain eligibility for State TDA funding, which funds over half of the transit system.)*

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**Issue 13: Lack of good transportation for elderly**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-12

**Response**

*FAST is a public transit provider for Fairfield and Suisun citizens of all ages. Currently, FAST operates a significant number of low-floor transit buses that make it easier for seniors to board and alight buses, in addition to charging individuals 65 and older only half of a regular adult base fare. FAST also provides complementary paratransit service, per the Americans with Disabilities Act (ADA), subsidized local taxi service for individuals age 60 and older, subsidized intercity taxi service for DART-eligible patrons, and helps fund special senior service through the Fairfield Senior Center for individuals age 50 and older. Therefore, many types of transit service for seniors are provided in Fairfield/Suisun. However, City staff will evaluate closer the level of service provided in the upcoming system evaluation.*

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**Issue 14: Lack of bus stops on bus lines.**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-12

**Response**

*The City of Fairfield has a "Bus Stop Improvements" project which is currently funded and underway. A whole system review of bus stops is occurring and the goal is to tie the stop improvements into the upcoming system review. The City of Fairfield is currently studying the entire system to better utilize and serve within our resources. This will be included in our upcoming review.*

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**Issue 15: Bus stops too far apart.**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-12

**Response**

*The City of Fairfield has a “Bus Stop Improvements” project which is currently funded and underway. A whole system review of bus stops is occurring and the goal is to tie the stop improvements into the upcoming system review. The City of Fairfield is currently studying the entire system to better utilize and serve within our resources. This will be included in our upcoming review.*

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**Issue 16: Need to create a regional code of bus etiquette.**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service/existing local policies

**Response**

This is identified as a regional issue. However, The City of Fairfield has established its own set of policies and procedures as identified in our suspendable conduct policy. Additionally, the City’s Legal Counsel must ensure that any code of conduct beyond FAST’s suspendable policy, displayed in transit vehicles/facilities, must not violate a citizen’s rights under local, state and federal laws.

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**Issue 17: Reduction from 7 to 5 buses makes reservation more difficult (DART)**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→N/A

**Response**

*DART meets all ADA requested rides and has no capacity denials. The number of vehicles dispatched is a result of reservations made and does not dictate how many reservations can be accepted by DART. Additionally, DART is a shared ride system, which schedules rides using the ADA acceptable practice of negotiating a pickup within a one-hour window.*

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**Issue 18: Some dispatchers are not customer friendly**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service

**Response**

*The City of Fairfield has worked closely with our contractor to create a better dispatch and routing of the DART service. Changes include but are not limited to: hiring of a new customer service manager, training on the route scheduling software, customer service training, creating a DART only dispatch room.*

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**Issue 19: Lack of professionalism on phone by dispatchers**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service

**Response**

*The City of Fairfield has worked closely with our contractor to create a better dispatch and routing of the DART service.*

*Changes include but are not limited to: hiring of a new customer service manager, training on the route scheduling software, customer service training, creating a DART only dispatch room.*

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**Issue 20: Drivers need more training to be sensitive to needs of passengers.**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service

**Response**

*This is an issue that is/has been addressed by our contractor, through training of drivers. We will forward the concern to contractor's Customer Service Manager. Additionally, FAST staff will be doing more outreach to and travel training for transit riders with special needs to increase rider independence and minimize dependency on bus operators to train and assist individual riders while operating a bus and trying to maintain on-time performance/overall system reliability.*

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**Issue 21: Travel times and transfers make service inconvenient.**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-12

**Response**

*Issue will be considered in planned upcoming system review. The City of Fairfield is currently studying the entire system to better utilize and serve within our resources. This will be included in our upcoming review.*

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**Issue 22: Need more bus stations (shelter)**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-12

**Response**

*The City of Fairfield has a "Bus Stop Improvements" project which is currently funded and underway. A whole system review of bus stops is occurring and the goal is to tie the stop improvements into the upcoming system review. The City of Fairfield is currently studying the entire system to better utilize and serve within our resources. This will be included in our upcoming review.*

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**Issue 23: Better signage for bus system**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-12

**Response**

*The City of Fairfield has a “Bus Stop Improvements” project which is currently funded and underway. A whole system review of bus stops is occurring with the help of MV Transportation staff, and the goal is to tie the stop improvements into the upcoming system review. The City of Fairfield is currently studying the entire system to better utilize and serve within our resources. This will be included in our upcoming review.*

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**Issue 24: Need more bus shelters**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-12

**Response**

*The City of Fairfield has a “Bus Stop Improvements” project which is currently funded and underway. A whole system review of bus stops is occurring and the goal is to tie the stop improvements into the upcoming system review. The City of Fairfield is currently studying the entire system to better utilize and serve within our resources. This will be included in our upcoming review.*

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**Issue 25: More curb cuts at stops/stations**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-12

**Response**

*The City of Fairfield has a “Bus Stop Improvements” project which is currently funded and underway. A whole system review of bus stops is occurring and the goal is to tie the stop improvements into the upcoming system review. The City of Fairfield is currently studying the entire system to better utilize and serve within our resources. This will be included in our upcoming review.*

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**Issue 26: Increase capacity for bikes on buses**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-12

**Response**

*All FAST buses are currently capable of carrying two or more bicycles. For some buses, two is the maximum capacity. The City of Fairfield is currently studying the entire system to better utilize and serve within our resources. This will be included in our upcoming review.*

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**Issue 27: More conveniently located and more easily accessible bus stops**

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2011-12

**Response**

*The City of Fairfield has a “Bus Stop Improvements” project which is currently funded and underway. A whole system review of bus stops is occurring and the goal is to tie the stop improvements into the upcoming system review. The City of Fairfield is currently studying the entire system to better utilize and serve within our resources. This will be included in our upcoming review.*

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**Vacaville City Coach Transit’s Unmet Transit Needs Response**

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**Issue 1: Keep bus line #3; needed to get to work.**

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service

**Response**

*Route 3 was a grant funded route made possible through a grant received from the Yolo-Solano Air Quality Management District, Clean Air fund. This was a one-year pilot project route designed to test the use of public transit along the Orange Drive/Lawrence Drive area of North East Vacaville. Route 3 was advertised to the public as a one-year pilot project. The Route 3 launched in January 2010, ceased operating at the end of February 2011. The passenger ridership data obtained through this one-year pilot project test was implemented into route changes which were implemented on August 1, 2011.*

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**Issue 2: Need Local buses after 6:30 p.m. to Solano College.**

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service

**Response**

*In March 2010, Transit staff began collecting ridership data from all bus stops throughout the City Coach transit system. The purpose of this effort was to develop route enhancements as well as propose extending operating hours in both the AM and PM. Transit staff conducted a total of six public outreach meetings to gather public comments, suggestions and recommendations regarding the proposed route changes and operating hour extension.*

*On June 14, 2011, the extension of operation hours was proposed and approved by City Council as pilot program. Ridership during the extended operating hours would be closely examined to determine the extent of demand. On August 1, 2011 operating hours were extended on all City Coach bus route from 6:00AM through 7:00PM Monday through Friday and 8:00AM – 6:00PM on Saturday. If during the pilot test period, it is determined that there is in fact enough ridership demand during the extended operating hours, those extended operating hours would be adopted. If ridership was determined to be lower than required to meet efficiency standards during the extended operating hours, staff would recommend scaling back to a more financially sustainable operating timeframe to be implemented by authorization by the Vacaville City Council.*

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**Issue 3: Need bus service on Sundays to go to church.**

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→3. The service changes required to address an issue have been recently studied and determine not reasonable based on locally established standards

**Response**

*The City of Vacaville's completed Short Range Transit Plan conducted by LSC Transportation Consultants identified Sunday as a survey respondents need going back to 2003. However, when studied further LSC found the following:*

*"An additional 3,324 annual vehicle service hours and 45,957 vehicle service miles, requiring an additional \$109,140 in annual operating funds. Additional dispatching costs would also be incurred, assumed to be \$9,180 per year, annual operating costs would increase by \$118,320. Due to lower travel demand, transit ridership on Sunday services is typically observed in similar systems to be half of Saturday ridership (approximately 700 passengers). Using this proportion as a basis for estimating Sunday ridership, approximately 10,360 annual one-way passenger-trips would be provided. This ridership level would generate approximately \$8,490 in additional annual passenger fares. A total of \$109,830 in annual operating subsidy would be required." (source: Short Range Transit Plan Update, Page 17- Sunday Service).*

The farebox recovery ratio obtained by operating on Sunday would equate to far less than as required to meet State transit performance mandates. In fact, by the data obtained from LSC Consultants, at \$109,830 in additional operating costs for a gain of \$8,490 in annual passenger fares equates to an operating cost to fare ratio of only 7%, far below the required 20% as necessitated by Transportation Development Act statute.

At this time, operating Sunday service would be detrimental to the financial health of the City Coach public transit system. There simply is not enough passenger demand to warrant the additional costs.

**Issue 4: Buses need to run later and connect better with #20 and #30.**

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

**Response**

*Below is a description of the regional routes that provide service to the Vacaville Transportation Center:*

*Route 20 providing service between Vacaville and Fairfield arrives at the Vacaville Transportation Center on the hour, starting at 7:00AM through 7:00PM, Monday through Friday.*

*Route 30 provides service to Sacramento;*

*Route 40 provides service to the Walnut Creek and Pleasant Hill BART stations; and*

*Route 220 provides service to Woodland.*

*All local City Coach bus routes connect to the Vacaville Transportation Center on the hour and on the half, from 6:00AM through 7:00PM Monday through Friday making for easy transfer between local and regional bus routes.*

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**Issue 5: More bus stations (shelters)**

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

**Response**

*The City of Vacaville maintains an annual program to replace and install new bus shelters throughout the City Coach transit system. Currently 98% of all City Coach bus shelters are of the newer design (without plexi-glass walls, see attached picture). Approximately 6-8 new bus shelters have been installed each year over the last five years. The City Coach transit system boasts the highest number of per capital passenger bus shelters, more than any other public transit system in Solano County. Bus shelters and bus benches are installed at locations of high-use, where passengers have made recommendations or suggestions or where transit staff observes a need for*

*shelters at stops serving multiple bus lines. However, staff is constrained by the fact that a bus shelter/bench cannot be installed at every location desired by transit patrons. To maintain compliance with Americans with Disabilities Act (ADA) regulations, a specific dimensional concrete pad must be poured as the foundation for a bus shelter. The required foundation size can be larger than the area site available for installation. Additionally, the site location may or may not be owned by the City of Vacaville. In this case, the transit staff works with the property owner – however the ultimate decision as to the installation of a bus shelter is the decision of the land owner who may not desire a public transit bus shelter installed on his/her property.*



City Coach bus shelter & solar lighting.



Bus shelter with Real-Time Arrival Sign.

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**Issue 6: Repair Vacaville bus shelters, some stops have no shelters.**

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

**Response**

*The City of Vacaville maintains an annual program to replace and install new bus shelters throughout the City Coach transit system. Currently 98% of all City Coach bus shelters are of the newer design (without plexi-glass walls, see attached picture). Approximately 6-8 new bus shelters have been installed each year over the last five years. The City Coach transit system boasts the highest number of per capital passenger bus shelters, more than any other public transit system in Solano County. Bus shelters and bus benches are installed at locations of high-use, where passengers have made recommendations or suggestions or where transit staff observes a need for shelters at stops serving multiple bus lines. However, staff is constrained by the fact that a bus shelter/bench cannot be installed at every location desired by transit patrons.*

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**Issue 7: Include public restrooms in any new transit plaza planning.**

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

**Response**

*The newly constructed Vacaville Transportation Center in fact does have a public restroom. The Vacaville Transportation Center opened to the public in March of 2011. The City of Vacaville does not anticipate any further transportation centers to be constructed, however this comment will be recorded and incorporated as a public suggestion/recommendation in any further transit transfer facility construction projects.*



Artists rendering of restroom.



Restroom under construction.

**Issue 8: Build bus shelters and benches.**

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

**Response**

*The City of Vacaville maintains an annual program to replace and install new bus shelters throughout the City Coach transit system. Currently 98% of all City Coach bus shelters are of the newer design (without plexi-glass walls, see attached picture). Approximately 6-8 new bus shelters have been installed each year over the last five years. The City Coach transit system boasts the highest number of per capital passenger bus shelters, more than any other public transit system in Solano County. Bus shelters and bus benches are installed at locations of high-use, where passengers have made recommendations or suggestions or where transit staff observes a need for shelters at stops serving multiple bus lines. However, staff is constrained by the fact that a bus shelter/bench can not be installed at every location desired by transit patrons. To maintain compliance with Americans with Disabilities Act (ADA) regulations, a specific dimensional concrete pad must be poured as the foundation for a bus shelter. The required foundation size can be larger than the area site available for installation. Additionally, the site location may or may not be owned by the City of Vacaville. In this case, the transit staff works with the property owner – however the ultimate decision as to the installation of a bus shelter is the decision of the land owner who may not desire a public transit bus shelter installed on his/her property.*

**Issue 9: Need directional bus stop signs.**

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

**Response**

*All of the City Coach bus routes operate bi-directionally (in both directions) as clearly depicted on our bus route maps and schedules (current bus route map/schedule attached). Directional arrows are shown on the bus route maps for all City Coach routes. Bus stop signs are located along the route path every few blocks, on both sides of the street. A transit patron need only stand on the side of the street, going in the direction of desired travel to their destination. In addition, transit patrons are encouraged to contact City Coach dispatch at 449-6000 where a friendly dispatcher is available to answer any questions and help the customer make their transit trip a success.*

*In October 2010 staff completed the redesign of City Coach bus stop signs. The new bus stop signs as shown below, offer many additional benefits over the previous signs*

- Double sided so as to be seen from either direction.*
- Color coded route numbers matching the route color as shown within City Coach route maps.*
- Clear, easy to read text information in large fonts.*





DATE: April 16, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Lifeline Advisory Committee Recommendation for Lifeline Funding

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**Background:**

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

MTC has delegated the management of the Lifeline Program to the Congestion Management Agencies, including the STA. The STA selects the Solano Lifeline projects for funding and submits these projects to MTC for approval. STA staff worked with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. The STA will be administering the program with an estimated amount of \$3.3 million of Lifeline Funds provided by the MTC for Solano County over the next one to three years depending on the funding source.

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 funding is reflected as follows:

\$1,246,620:	State Transit Assistance Funds (STAF) over two years
\$1,547,328:	Proposition 1B funds over three years
\$ 521,368:	Surface Transportation Program (STP) over one year beginning in 2012
<b>\$3,315,316</b>	<b>TOTAL</b>

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, Proposition 1B funds are being directed to the CMA, who should include these funds in the overall Lifeline programming effort (keeping in mind the limited sponsor and project eligibility of Proposition 1B funds). The STA Board approved the Prop 1B Lifeline Program March 2012. 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. The Lifeline Prop 1B remaining balance of \$547,328 was awarded to Fairfield and Suisun Transit to replace their six local diesel buses with hybrids.

**Discussion:**

Applications for State Transit Assistance Funds (STAF) and Surface Transportation Program (STP) funds were due to STA by April 4, 2012. A Lifeline Advisory Committee was appointed by the STA Board to evaluate and prioritize the Lifeline projects. The Lifeline Committee reviewed the project applications and had an opportunity to ask questions to the applicant before developing a consensus recommendation to the STA Board (Attachment A). Since MTC recommended the STAF funds be awarded at 95%, the Lifeline Advisory Committee ranked the recommended projects in a priority order of which projects to be funded first. Projects were evaluated and ranked based on project need and their consistency with the priorities of the Community Based Transportation Plan or other plans with an outreach component to the low-income population.

The Lifeline Committee ranked the top SolanoExpress three projects from the previous Lifeline cycle, SolTrans Route 1, SolTrans Route 85, and Route 30 (operated by FAST). The Lifeline Committee is recommends funding for Faith in Action on a contingency if New Freedom funds are not awarded. Additionally, if New Freedom Funds are awarded and not available as of January 2013, the Lifeline Committee is recommending to bridge the gap until the New Freedom funds become available in order to keep the program ongoing. The amount of New Freedom Funds requested for one year of service was \$98,175. The Lifeline Committee is recommending the same amount will be used for the Lifeline recommendation.

For SolTrans continuation of service span and Sunday service and with the limited Lifeline funding, the Lifeline Committee recommends funding for the service span and not Sunday service. The Lifeline Committee was concerned for the Vallejo and Benicia commuters that need to take the local bus to catch the intercity bus to go to work in the morning. For Rio Vista Route 50 project, the Lifeline Committee found this project an important service to Rio Vista residents, but the application did not demonstrate the need for lifeline funding or the potential possibility of service cuts so the Lifeline Committee is not making a recommendation for funding at this time.

The Lifeline Committee recommends funding the Vacaville Accessible Path to Transit for \$40,000 and FAST local bus replacement for the remaining amount of STP funding at \$381,368.

**Fiscal Impact:**

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

**Recommendation:**

Forward a recommendation to the STA Board to approve the Lifeline Advisory Committee Funding Recommendation for allocation of Solano Lifeline funding as specified in Attachment A.

Attachments:

- A. Lifeline Advisory Committee Recommendation for 2012 Lifeline Funding

**Lifeline Advisory Committee Recommendation  
Lifeline Funding 2012**

**Lifeline STAF**

Rank	Agency	Project	Total Amount Requested	First Year	Second Year	Total	Difference
1	SolTrans	Route 1	\$ 500,000	\$ 250,000	\$ 250,000	\$ 500,000	\$ -
2	SolTrans	Route 85	\$ 250,000	\$ 125,000	\$ 125,000	\$ 250,000	\$ -
3	FAST	Route 30	\$ 120,000	\$ 60,000	\$ 60,000	\$ 120,000	\$ -
4	<i>Faith in Action</i>	<i>Daily and Sunday</i>	\$ 196,640	\$ 98,175		\$ 98,175	\$ (98,465)
5	SolTrans	Sustaining Span of Service	\$ 1,000,000	\$ 83,690	\$ 194,755	\$ 278,445	\$ (721,555)
6	Delta Breeze	Route 50	\$ 110,000	\$ -	\$ -	\$ -	\$ (110,000)
Total Award				\$ 616,865	\$ 629,755	\$ 1,246,620	
<b>Funding Available</b>				<b>\$ 616,865</b>	<b>\$ 629,755</b>	\$ 1,246,620	\$ (930,020)

**Lifeline STP**

Rank	Agency	Project	Total Amount Requested	Funding	Difference
1	Vacaville City Coach	Accessible Paths to Transit	\$ 40,000	\$ 40,000	\$ -
2	FAST	Local Bus Replacement	\$ 521,368	\$ 481,368	\$ (40,000)
Total Award				\$ 521,368	
<b>Funding Available</b>				<b>\$ 521,368</b>	\$ (40,000)

The Lifeline Committee is recommending funding for Faith in Action on a contingency if New Freedom funds are not awarded. Additionally, if New Freedom Funds are awarded and not available as of January 2013, the Lifeline Committee is recommending to bridge the time gap until the New Freedom funds become available in order to keep the program ongoing. The amount of New Freedom Funds requested for one year of service was \$98,175. The same amount will be used for the Lifeline recommendation.

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DATE: April 17, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Bay Area Transit Sustainability Project (TSP) Recommendation

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**Background:**

Transportation 2035, the most recently adopted Regional Transportation Plan, identified Region wide transit capital and operating budget shortfalls of \$17 billion and \$8 billion, respectively, over the next twenty-five years. Combined with recent service cuts and funding challenges, these shortfalls suggest a serious structural deficit. To add to the challenge, service and passenger trips have not kept pace with increases in operating costs, even after accounting for inflation.

The TSP was launched in early 2010 to help chart a future that provides Bay Area residents with an efficient, convenient and reliable transit system. Since then, the project has analyzed the major challenges facing transit and sought to identify a path toward an affordable, efficient and well-funded transit system that more people will use.

The TSP has been informed by significant consultation with the Project Steering Committee (PSC) and three Technical Advisory Committees (TACs) focused on financial, service and paratransit analyses. In addition, staff has presented project updates and recommendations to the MTC Policy Advisory Council, as well as multiple public events and forums sponsored by interested parties.

**Discussion:**

A technical analysis, together with significant advisory consultation and outreach, resulted in key financial, service and institutional findings that inform the recommendations under consideration in the Transit Sustainability Project Background and Finding (Attachment A). The recommendations include establishing and enforcing performance measures and targets; launching a transit performance initiative with an incentive approach to improving transit service; and implementing a variety of service, institutional and paratransit recommendations

**Recommendations (Attachments B)**

Based on the project goals and findings outlined above, staff proposes the following Commission actions to complement recent individual transit agency efforts to control costs, improve service and attract new riders. By establishing performance metrics and targets, investment and incentive programs, and additional focused efforts related to cost, service, and institutional arrangements, the recommendations set a course towards a more sustainable transit system

On April 11th, MTC Select Committee referred the Transit Sustainability Project recommendations to the Commission for approval on May 23rd, instead of the originally scheduled April 25th meeting date, allowing additional time for public input.

MTC complete staff report to the TSP Select Committee can be found in Attachment C. At the meeting the Committee did add as part of their motion that staff consider at least one funding formula that holds small operators harmless as part of the Transit Performance Initiative investment program, when that program is developed later in the year.

**Fiscal Impact:**

Developing a sustainable system will relieve any financial impact.

**Recommendation:**

Forward a recommendation to the STA Board to support MTC's Transit Sustainability Project recommendation as outlined in Attachment B with a request for MTC to approve a funding formula that holds small operators harmless as part of the Transit Performance Initiative investment program to be developed.

Attachments:

- A. Transit Sustainability Project Background and Finding
- B. SolTrans Proposition 1B request to swap funds with STAF
- C. MTC Staff Report to the MTC Select Committee
- D. MTC Staff Report to the MTC Select Committee (Powerpoint)
- E. MTC Staff Report to the MTC Select Committee (Letter from seven Large Operators)

**Appendix**

**Transit Sustainability Project**  
Background and Findings

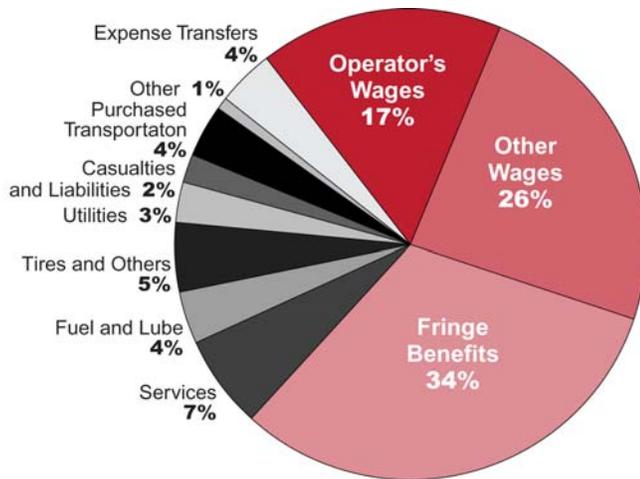
# Financial Background and Findings

## Background:

The Transportation 2035 Plan’s cost and revenue projections demonstrate that the Bay Area’s transit system simply is not sustainable. Focusing on the seven largest transit agencies, which account for roughly 93 percent of the region’s transit operating costs, the TSP financial analysis shows that the real operating costs (independent of inflation) of the “Big 7” increased significantly faster from 1997 through 2008 than did service levels or ridership. Even adjusted for inflation, the disparity remains, and is especially pronounced for bus and light rail operators, with relatively better trends for heavy rail and commuter rail operations. The transit agencies have since identified and implemented strategies that begin to address financial sustainability.

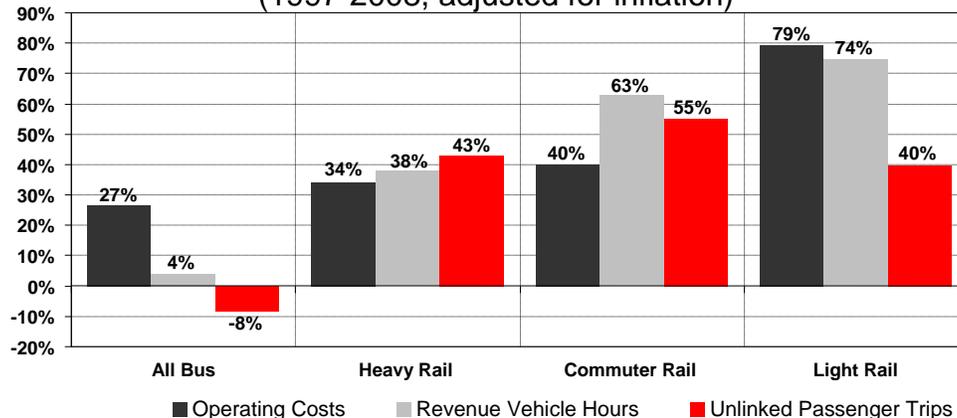
The TSP financial analysis aimed to clearly identify the transit agencies’ specific cost drivers — both internal and external — and to understand the relative impact of cost reforms. By far the biggest cost drivers are wages and benefits, which together account for 77 percent of the \$2.1 billion (2008 dollars) in annual operating costs for the region’s transit system. Cost distribution and changes in cost and performance indicators for the Big 7 operators are shown below.

**2008 Operating Costs – “Big 7” Operators Nearly \$2 billion**



Source: National Transit Database, “Big 7” only. Includes ferry, cable car and paratransit.

**Major Modes: Aggregate Percent Change in Cost & Performance Indicators  
(1997-2008, adjusted for inflation)**



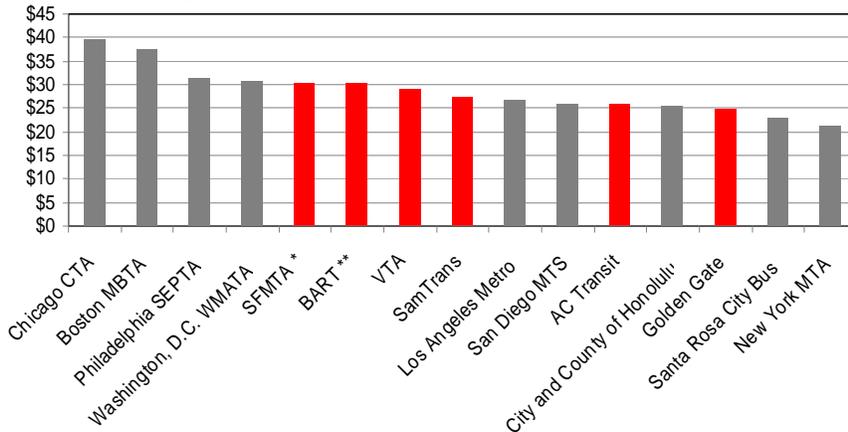
Source: National Transit Database, “Big 7” only. Includes ferry, cable car and paratransit.

**Findings:**

**1. Base wages appear reasonable when compared to national peers and Bay Area wage indices.**

Bay Area transit operators’ base wage rates are higher than many peers, but actually prove comparable when adjusted for the cost of living in various regions. And while increases in the Bay Area operators’ base wage rates were higher than inflation, they were lower than the overall regional wage index. Beyond the base wage, however, Bay Area transit agencies may be advised to focus cost containment efforts on other wage costs — such as overtime and premium pay.

**Hourly Wage Rates Adjusted to Bay Area Cost of Living**



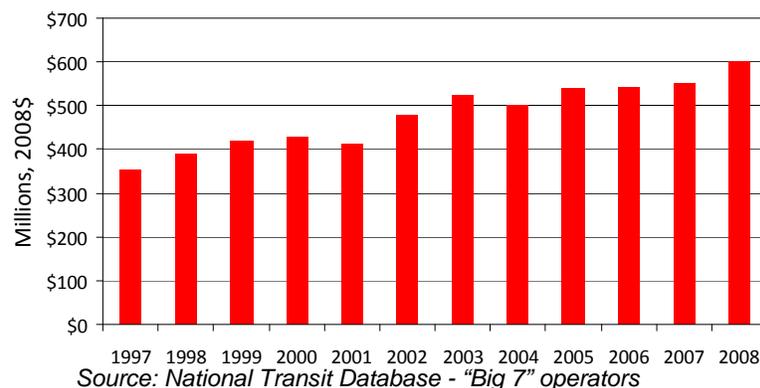
Source: "ACCRA Cost of Living Index, 2009 Annual Average Data," prepared by the Council for Community and Economic Research, as cited by Dash & Associates. Dash & Associates, Agency data

**2. Fringe benefits are a major cost driver in both the short and long term.**

Fringe benefits are a significant issue for the region’s agencies — both in the short- and long-term — and represent major cost drivers. TSP recommends that Bay Area transit agencies consider healthcare and pension reforms among other cost containment strategies.

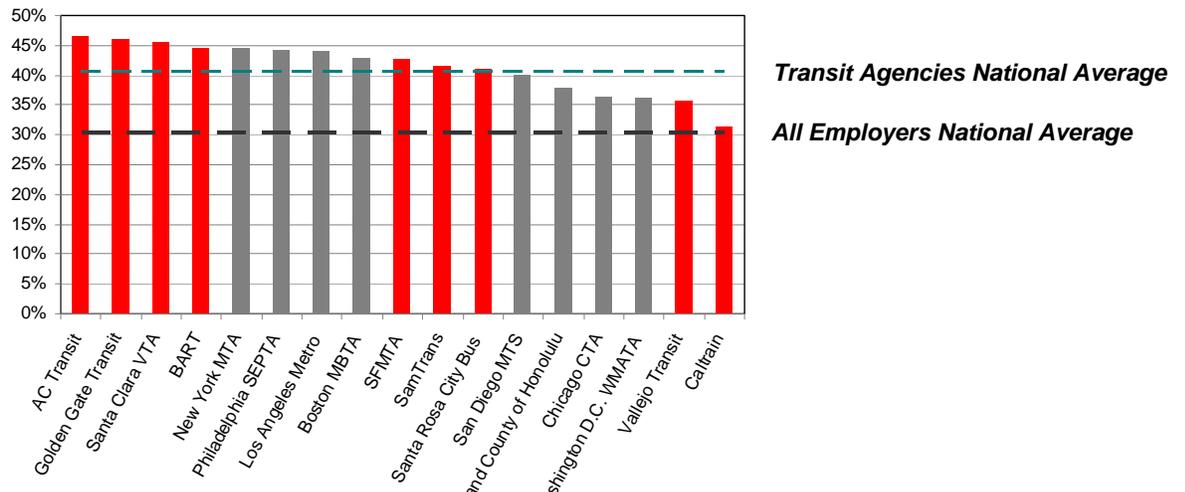
This issue is hardly unique to transit or even to the Bay Area. The growth in healthcare costs is a major cost driver across all employment sectors nationwide, and pension reform is a major issue throughout the public sector. But the growth in the cost of transit agencies’ health and pension benefits is unsustainable, and already has created substantial unfunded liabilities. The charts below and on the next page illustrate an inflation-adjusted 69 percent increase in total fringe benefit costs for the Big 7 operators from 1997 to 2008. Though this rate of increase is consistent with national peers, it is higher than other economic sectors.

**Total Fringe Costs for Big 7 Operators (1997 – 2008)**



Source: National Transit Database - "Big 7" operators

## 2008 Employee Benefits Costs as Percent of Total Compensation



Source: FY2008 National Transit Database “Table 13: Transit Operating Expenses by Mode, Type of Service and Object class.” U.S. Department of Labor (Employers’ National Average)

Finally, the chart below includes sample strategies implemented or considered by Bay Area agencies to control fringe benefit costs.

### Sample Fringe Benefits Cost Control Strategies

Cost Control Strategy	Order of Magnitude Agency Annual Cost Savings
<b>Health Insurance</b>	
Medical insurance cap (BART labor agreement)	<ul style="list-style-type: none"> <li>Lowered retiree medical liability from \$434m to \$362m.</li> <li>Estimated on-going savings of \$8m annually (as of 2013)</li> </ul>
“Medical Coverage Opt-Out” initiative (BART labor agreement)	<ul style="list-style-type: none"> <li>\$7m in savings over 4 years (\$1.75m per year).</li> <li>Costing assumes another 244 employees/retirees opt out of medical coverage. Savings begin 1/1/2010.</li> </ul>
Agency pays a capped % of health insurance costs for active employees (VTA proposal)	<ul style="list-style-type: none"> <li>Every 5% of costs shifted to employees yields \$1.2m in savings</li> </ul>
Insurance premium contribution cap for both active employees and retirees (SamTrans agreement)	<ul style="list-style-type: none"> <li>Reduced the District’s overall exposure to OPEB liabilities by \$6.5 million on an annual basis.</li> </ul>
Agency limits its share of premium costs to Employee + 1 Dependent for active employees (VTA proposal)	<ul style="list-style-type: none"> <li>\$6m in savings per year</li> </ul>
<b>Pension</b>	
Create new pension tier for new hires (AC Transit proposal)	<ul style="list-style-type: none"> <li>\$7m (only produces significant savings after 30-years)</li> </ul>

Source: TSP Financial Task Summary Report: [http://www.mtc.ca.gov/planning/tsp/Financial\\_Task\\_Summary\\_Report.pdf](http://www.mtc.ca.gov/planning/tsp/Financial_Task_Summary_Report.pdf)

### 3. Changes in work rules and business models provide opportunities for cost savings.

Work rules — determined by a history of Collective Bargaining Agreements and agency practices — govern the roles and responsibilities of transit management and employees. These rules have significant implications for how transit service is provided and for the cost to provide the service. Work rules are agency-specific, and many transit agencies have conducted assessments of potential savings that could result from specific changes.

TSP’s analysis, which included testing certain changes to work rules and business model strategies (shown in the table below), shows that changes to work rules can yield major impacts on the cost of delivering service. Data on work rules regarding premium pay suggest further analysis could produce options for significantly lowering operating costs. A business model that relies more on part-time operators, reduction of absenteeism and the size of the extra-board, and consideration of more outsourcing of certain services also may yield significant savings.

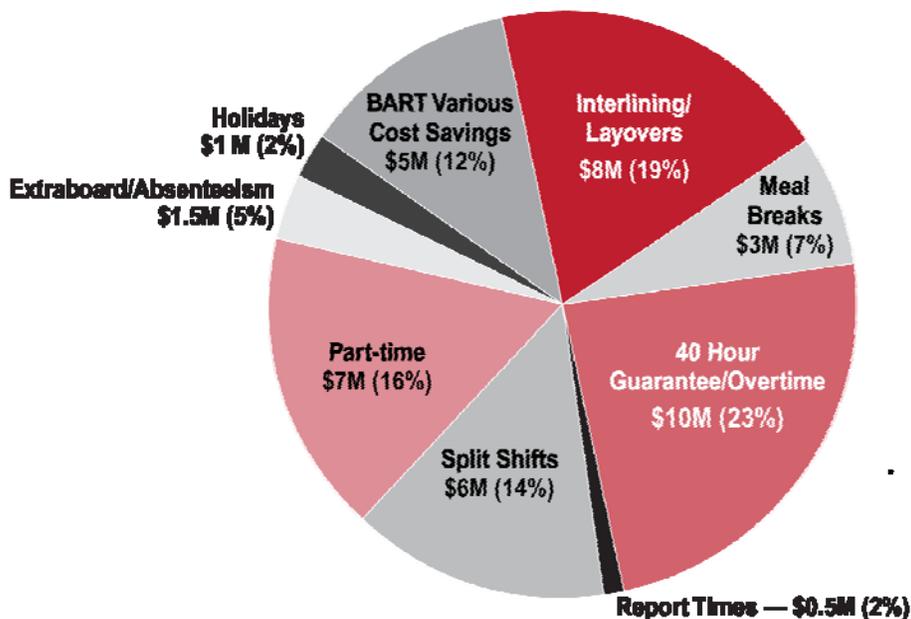
## Sample Work Rule and Business Model Strategies

Work Rule Category	Sample Changes to Work Rules
Interlining/Layovers	Target 15% layovers
Guarantee/Overtime	Weekly guarantee/overtime (40 hours)
Report Times	10 minute sign on and 5 minute sign off
Meal Times	30 min. unpaid meal breaks as allowed in Wage Order 9
Split Shifts	Spread premium from 11 <sup>th</sup> hour; Max 2 hour split break; No pyramiding
Part Time	Maximum 7.5 hours per day and up to 20% of full time roster assignments
Extraboard/Absenteeism	1-5% reduction in Extraboard staff
Holidays	One less holiday on full service day
Service Contracting	Contract operation of one division or service group

Source: *Transportation Management and Design, Inc*

As illustrated in the chart below, the TSP financial analysis' test of work rule and business model changes resulted in annual savings of some \$42 million, or about 2 percent of the total annual Bay Area transit operating budget.

### Annual Work Rule Cost Saving Estimates



Source: *Transportation Management and Design, Inc*

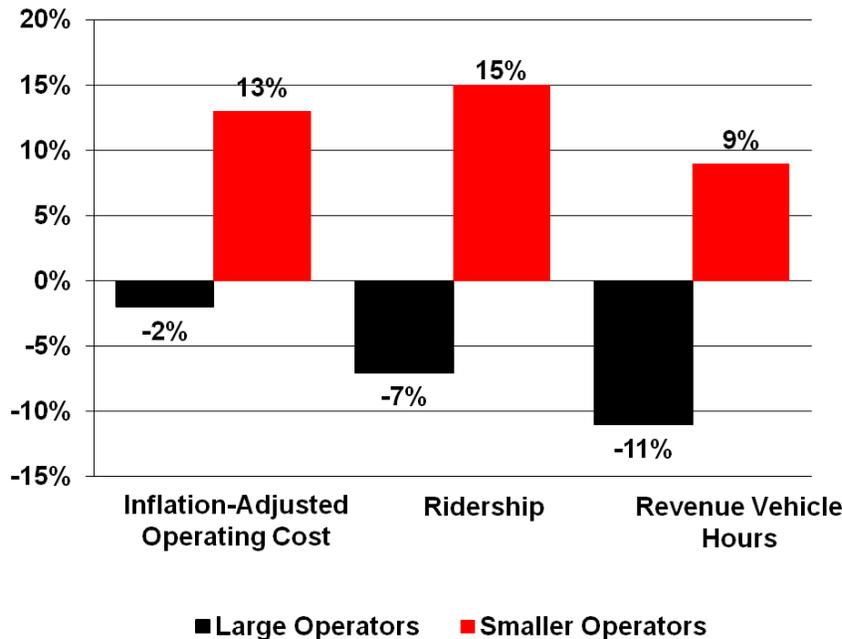
#### ***4. Paratransit cost structure performs better than national peers but faces increased cost pressure through future growth in demand***

Compared to national peers, the Bay Area's costs for paratransit largely have been controlled. Yet opportunities remain for improving service, and for holding costs at or below inflation. As illustrated in the chart below, large operators' paratransit costs — as well as paratransit ridership and revenue vehicle hours — declined from 2005 to 2010 while costs, ridership and revenue vehicle hours for the region's small operators increased during this period, due in part to changing demographics and the smaller operators' less frequent fixed-route service.

Paratransit currently accounts for about 5 percent of the annual transit operating budget in the Bay Area. Demographic data reviewed as part of the TSP service analysis, however, suggests

the cost of paratransit — especially services required by the Americans with Disabilities Act (ADA) — could skyrocket in coming years because of the expected aging of the population and other factors. Projections from the Association of Bay Area Governments indicate the number of Bay Area residents age 65 and older will grow by 75 percent by 2030. This compares to an overall population increase of just 19 percent.

**Bay Area Operators:  
Percent Change in Paratransit Cost and Performance Indicators (2005 – 2010)**



Source: Compiled by Nelson Nygaard Consulting from National Transit Database

**TSP Paratransit Evaluation Process**

To assess the sustainability of maintaining a quality ADA paratransit delivery system in the Bay Area, MTC evaluated paratransit as part of the TSP Service Analysis. The evaluation and recommendations were informed with technical expertise and rider input from:

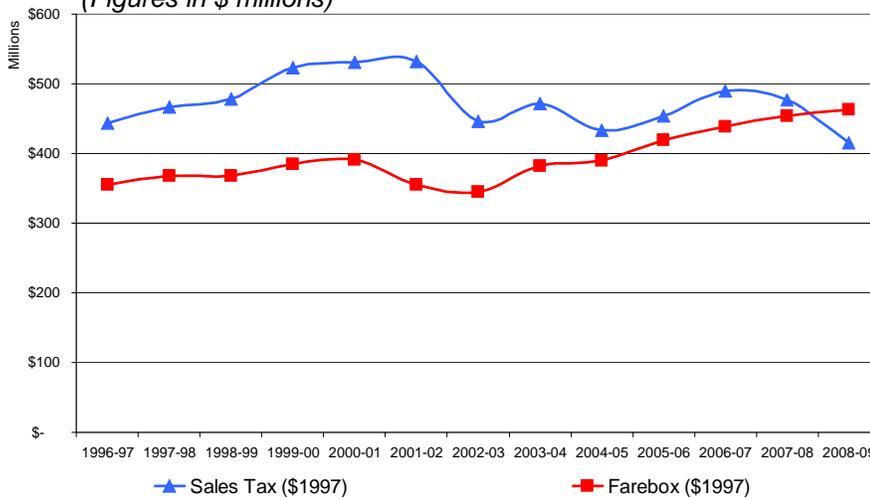
1. Paratransit Technical Advisory Committee: comprised of transit agency staff
2. Paratransit Ad-Hoc Advisory Committee: comprised of staff from contractors that deliver or broker paratransit services in the Bay Area
3. Paratransit User Focus Group: roughly 30 paratransit riders from around the region

To address the TSP goals of improving financial conditions and service for the customers, 29 strategies were evaluated for this project that fall generally under the heading of demand management, productivity improvement, cost containment, restructuring service, and alternatives to ADA paratransit. These measures have the potential to manage the cost of ADA paratransit service while maintaining mobility for riders. Many operators have implemented at least some of these strategies, but there is still opportunity for more operators to implement many of the strategies.

***5. Sales tax receipts, the biggest source of non-fare subsidy, have been flat over the past decade.***

Local sales tax revenue represents about 20 percent of the annual transit operating budget for all Bay Area operators. This revenue has been highly unpredictable and actually is lower in real terms than it was in 1997, a trend that is forecast to continue for the foreseeable future. As shown in the chart below, farebox revenue is higher in real terms and subject to greater agency control.

**Bay Area "Big 7": Farebox and Sales Tax Revenues**  
(Figures in \$ millions)



Source: MTC Statistical Summaries

**Summary**

Several of the Bay Area’s large transit operators, in recent labor contract agreements and budgeting, have identified and implemented cost control measures that result in both immediate annual savings and longer term improved financial sustainability. The TSP’s financial findings suggest significant operating savings can be achieved each year by building off of these efforts. The financial findings — with potential annual regionwide savings levels — are summarized below.

**Summary of Cost Containment Strategies Identified in TSP  
Potential Savings of Roughly 10% of Annual Operating Budget**

Area	Findings/Strategies Identified	Potential Savings
Fringe Benefits	<ul style="list-style-type: none"> <li>•Findings: Fringe benefits have increased significantly; accounts for 34% of operating costs</li> <li>•Strategies: Two-tiered pension system, employee contributions, cap agency contribution to medical insurance, limit coverage options</li> </ul>	\$65 million
Work Rules and Business Model	<ul style="list-style-type: none"> <li>•Findings: Premium pay data suggests further analysis could produce options for lowering operating costs</li> <li>•Strategies: 40 hour weekly guarantee, minimize unnecessary layovers, some part time drivers, contract a portion of operations</li> </ul>	\$80 million
Administrative Staff Costs (REVISED)	<ul style="list-style-type: none"> <li>•Findings: Bay Area operators dedicate a higher percentage of operating budgets to administrative costs than peers;</li> <li>•Strategies: Reduce percentage of costs going to administration to be in-line with peers</li> </ul>	\$45 million (REVISED)

Source: TSP Financial Task Summary Report:  
[http://www.mtc.ca.gov/planning/tsp/Financial\\_Task\\_Summary\\_Report.pdf](http://www.mtc.ca.gov/planning/tsp/Financial_Task_Summary_Report.pdf) and TSP PSC meeting materials:  
[http://apps.mtc.ca.gov/meeting\\_packet\\_documents/agenda\\_1821/02-13-2012\\_PSC\\_Full\\_Packet.pdf](http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1821/02-13-2012_PSC_Full_Packet.pdf)

# Service

## Background and Findings

### Background:

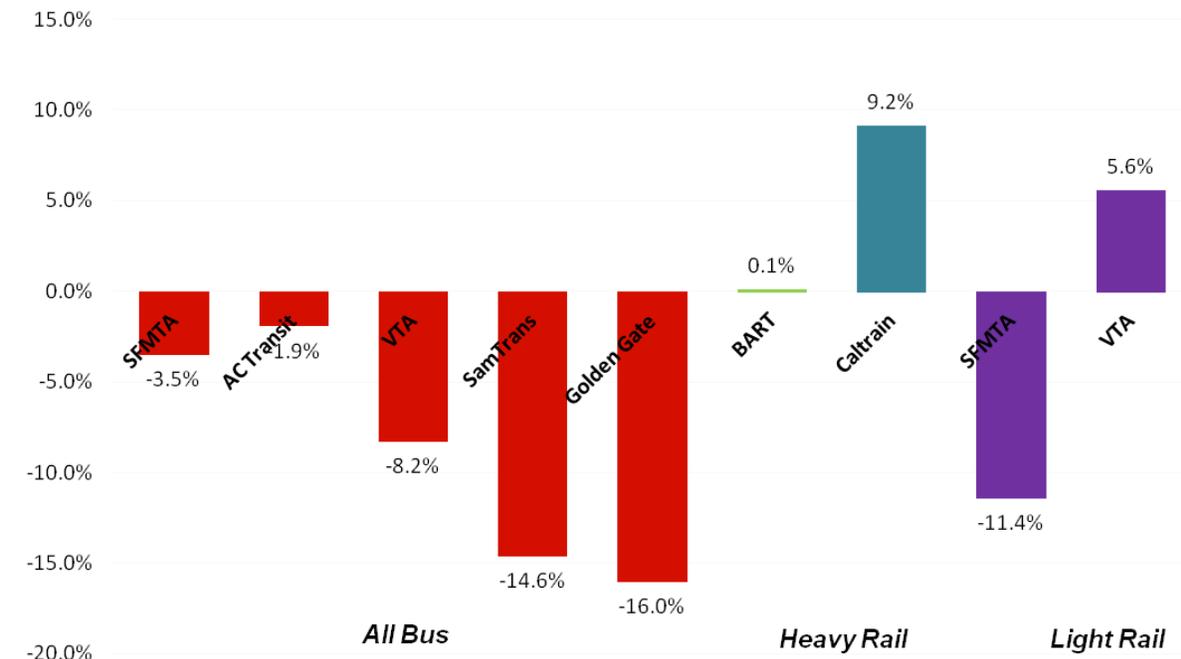
Bay Area transit agencies in recent months have identified and implemented strategies to improve service for their riders. These efforts have focused on travel time savings, customer amenities, and improved connectivity. TSP service recommendations attempt to build on these improvements and to focus on connectivity between systems.

### Findings:

#### **6. Improving travel times on major corridors will provide significant gains in productivity.**

Transit ridership and customer satisfaction will increase with reductions in transit travel times. Focusing travel-time reduction investments on high-ridership corridors will yield the highest returns in new riders and travel time savings. Currently, 53 percent of the Bay Area’s transit ridership is on corridors with an average speed of just nine miles per hour. As shown in the chart below, average speeds on most Bay Area transit systems decreased from 1997 to 2008. The only exceptions are BART, Caltrain and VTA light rail, all of which experienced modest gains.

**Change in Average Speed (1997-2008)**



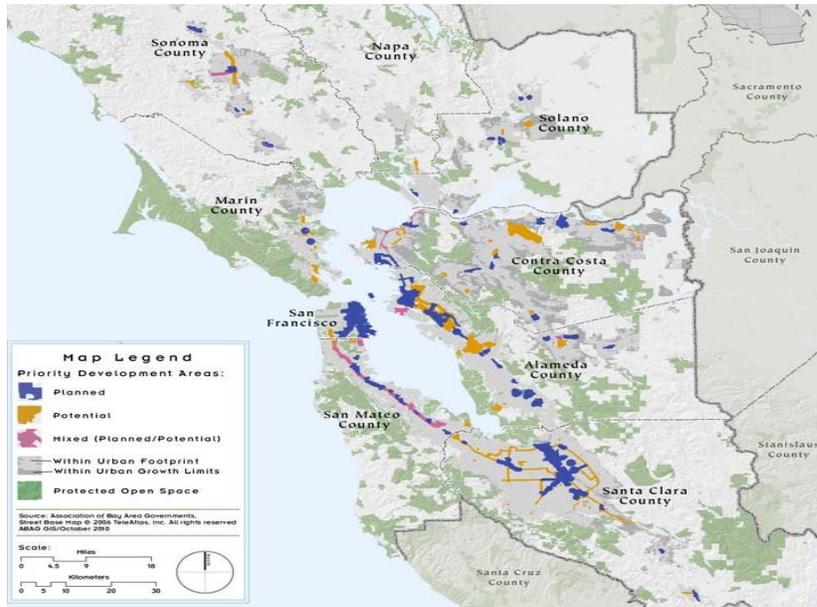
Source: Compiled by Transportation Management and Design, Inc from transit operator data

#### **7. Integrated land-use/transportation planning will attract new transit riders.**

Transit ridership is highest in cities and on corridors with a mix of housing, jobs and services. Reinvestment in existing high-ridership transit corridors, complemented with focused housing and job growth in these corridors, will attract new riders to the system. Plan BayArea seeks to focus growth around existing high-frequency transit, as illustrated in the map below.

Approximately 70 percent of the region’s projected housing and employment growth from 2015 to 2040 will be located in Priority Development Areas.

## Priority Development Areas



Source: ABAG

### 8. A consistent fare structure can boost transit ridership and improve the customer experience.

Fare policy reform offers opportunity to increase overall ridership and improve existing customer experience. As illustrated in the charts below, riders transferring between systems account for about 10 percent of the region’s roughly 1.5 million daily transit trips. Additionally, transfer policies and fares are neither consistent nor user-friendly and could be revised to better serve this significant transfer market.

#### Inter-Operator Transfers and Transfer Rates, Average Weekday

	Total		
	Transfers To/From	Total Ridership	Transfer Rate
AC Transit	12,717	190,647	6.7%
BART	77,837	338,842	23.0%
Caltrain	12,765	36,695	34.8%
Golden Gate Ferry	468	6,618	7.1%
Golden Gate Transit	878	20,531	4.3%
SamTrans	3,100	45,909	6.8%
San Francisco Muni	73,821	706,208	10.5%
Santa Clara VTA	2,254	130,670	1.7%
<b>Total</b>	<b>183,840</b>	<b>1,476,121</b>	<b>12.5%</b>

Source: May 2011 Clipper inter-operator travel Matrix; CH2M Hill estimates

#### Fare Policies and Penalties for Transferring Riders

Operator Pair	Monthly Transfers	Single Trip Transfer Agreement	Pass Transfer Agreement
BART / SFMTA	1,556,200	\$0.25 discount on SFMTA, each way	"A" Fast Pass (\$10 more/month to ride BART within SF; and BART Plus (savings ~\$6-\$10/month)
AC Transit / BART	269,300	\$0.25 discount on AC Transit, each way	None
Caltrain/ SFMTA	218,500	None	\$5 discount on SFMTA pass
BART / Caltrain	72,300	None	None
AC Transit / SFMTA	40,900	None	None
BART / SamTrans	30,100	None	BART Plus (savings ~\$8-\$12/month)
SamTrans / VTA	27,900	Free transfer on 2 <sup>nd</sup> leg, each way	Monthly pass reciprocity

Source: Information compiled from transit operators

# Institutional Background and Findings

## Background:

The Bay Area transit network is characterized by multiple layers of decision-making and service delivery — 28 separate transit agencies, each with its own board, staff and operating team. This institutional structure can complicate efforts to deliver a regional system that passengers can understand and effectively navigate, as well as one that can keep pace with changes in demand.

That said, the objective of the TSP was not to evaluate wholesale changes to the structure of the Bay Area transit system. The project focused instead on specific financial and customer challenges — such as resource allocations, joint planning and project development, and fare and customer service policies — that may result from the current institutional structure, and identified other models (from around the nation or internationally) that could address these challenges.

Among the findings is that the Bay Area pays higher administrative costs (per transit rider or per hour of transit service) than its peers. Based on this finding, the TSP looked to models nationally to identify functional areas that may be appropriate for consolidation or enhanced coordination to better optimize resources and reduce costs.

## Findings:

**9. Integrated transportation policy decision-making — both geographic and modal — can lead to more effective investment and service decisions.**

Several Bay Area counties have consolidated transportation policy decision making into one board or authority, allowing for multimodal policy planning and project delivery.

**10. Bay Area transit administrative costs are higher than national peers, owing in part to the existence of multiple operators serving the region.**

Analysis of administrative costs and number of administrative employees against various cost and service metrics shows Bay Area operators dedicate a higher percentage of their operating budgets to administrative costs than do their peers. The Bay Area’s average \$37.84 per hour administrative cost is 30 percent higher than the \$29.39 per hour average for the peer group. Similarly, Bay Area administrative costs average \$0.95 per rider compared to \$0.53 for peers.

Region	Number of Agencies	Total Regional Transit Budget	Total Regional Administrative Costs	Regional Vehicle Revenue Hours	Regional Admin. Cost per Vehicle Revenue Hour	Regional Transit Ridership	Regional Admin. Cost per Rider
<b>Bay Area</b>	<b>27</b>	<b>\$2.2 billion</b>	<b>\$461 million</b>	<b>12.1 million</b>	<b>\$ 37.84</b>	<b>484 million</b>	<b>\$ 0.95</b>
New York City	37	\$11.5 billion	\$1,998 million	58.3 million	\$ 34.27	4,077 million	\$ 0.49
Philadelphia	5	\$1.2 billion	\$208 million	7.1 million	\$ 29.14	358 million	\$ 0.58
Seattle	9	\$1.1 billion	\$195 million	6.8 million	\$ 28.93	189 million	\$ 1.03
Los Angeles	20	\$2.2 billion	\$408 million	16.7 million	\$ 24.48	640 million	\$ 0.64
Chicago	15	\$2.1 billion	\$363 million	14.9 million	\$ 24.25	628 million	\$ 0.58
Washington DC	12	\$1.7 billion	\$254 million	11.0 million	\$ 23.18	476 million	\$ 0.53
Boston	7	\$1.2 billion	\$155 million	7.1 million	\$ 21.96	363 million	\$ 0.43
<b>Peer Average</b>	<b>15</b>	<b>\$3.1 billion</b>	<b>\$512 million</b>	<b>17.4 million</b>	<b>\$ 29.39</b>	<b>962 million</b>	<b>\$ 0.53</b>

Source: Compiled by PB Americas from NTD and operator data

**Attachment 1  
Transit Sustainability Project  
Performance and Investment Recommendations  
April 11, 2012**

TSP Goal	Performance Measure/ Program	Target	Implementation	Complementary Programs/ Policy
Improve Financial Condition	Cost Per Hour or Cost Per Passenger or Cost Per Passenger Mile	5% real reduction in metric over 5 year period and no growth beyond CPI thereafter	FY2013: Agencies develop and boards adopt strategic plan for meeting targets FY2014 - FY2017: Annual reports to MTC and Board on progress in meeting target FY2018: Analyze progress in meeting target FY2019: Existing and new operating and capital funds administered by MTC may be linked to progress towards target	1) <b>OneBayArea Grant</b> local jurisdiction complete streets requirements  2) <b>PlanBayArea</b> - Intense development near high quality transit development  3) <b>Coordination</b> - Big 7 General Managers propose to meet monthly.  4) <b>Supportive pricing</b> - Policies to be adopted as part of PlanBayArea
Improve Service for the Customer	Transit Performance Initiative: Investment and Incentive Programs and Regional Customer Satisfaction Survey	Continuous Improvement	<b>INVESTMENT</b> Initial \$30 Million focus on improving speed and reliability on urban trunk routes. If successful, program could be expanded.  <b>INCENTIVE</b> Direct a portion of the FTA 5307 Flexible Set-aside or other revenue source to operators based on their share of ridership increases and productivity improvement  <b>MONITOR</b> Regional customer satisfaction survey Ridership growth	
Attract New Riders to the System		Increase ridership levels at or above the rate of population growth in counties/corridors in which service operates		

Policy Recommendations	
<b>Service Recommendations</b>	
	Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.
	Conduct multi-agency Short Range Transit Plans (SRTPs) at the county or subregion-level to promote interagency service and capital planning.
	Support transit agency operations on major corridors by requiring local jurisdictions to consider transit in project development (per OneBayArea grant).
	Consider fare policies focused on the customer that improve regional/local connections.
<b>Marin/Sonoma</b>	
	1. Adopt countywide Short Range Transit Plan in Sonoma County
	2. Adopt two-county corridor transit plan integrating SMART train service
<b>Solano</b>	
	1. Adopt countywide Short Range Transit Plan
	2. Complete Soltrans merger
	3. Adopt coordinated fare policy
	4. Consider expanding Soltrans to include additional member cities
<b>Institutional Recommendations</b>	
	Complete service consolidations for Soltrans and ferry services (Vallejo, Alameda-Oakland, and Harbor Bay).
	Apply lessons learned from existing consolidations to pursue benefits of functional and institutional consolidation among smaller operators, including coordinated service planning and fare policy setting.
	Integrate multiple transportation functions (transit operating, planning, sales tax, etc) to make more integrated transportation policy decisions.
	Expand regional capital project planning/design to include sharing existing expertise (e.g., BRT) and facilities (e.g., maintenance shops).
	Formalize joint procurement of services and equipment through the region's transit capital priorities process.
<b>Paratransit Recommendations</b>	
<b>Agency-Specific</b>	
	Consider Fixed-Route Travel Training and Promotion to Seniors
	Consider Charging Premium fares for trips that exceed ADA Requirements
<b>Regional or Sub-area</b>	
	Consider Enhanced ADA Paratransit Certification Process which may include in-person interviews and evaluation of applicant's functional mobility to confirm rider eligibility.
	Implement Conditional Eligibility for paratransit users who are able to use fixed-route service for some trips
	Create one or more sub-regional Mobility Managers (e.g. CTSa) to better coordinate resources and service to customers
<b>Regional</b>	
	Improve Fixed-Route Transit to provide features such as low-floor buses, seating designed for older riders, and other improvements that accommodate more trips that are currently taken on paratransit.
	Implement Plan Bay Area programs focused on walkable communities, complete streets, and land use planning that improve access and mobility options for ADA eligible transit riders



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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## *Memorandum*

TO: Select Committee on Transit Sustainability

DATE: April 11, 2012

FR: Deputy Executive Director, Policy

W.I. 1517

RE: Transit Sustainability Project Recommendations

Staff recommends the Select Committee refer Resolution No. 4060 to the Commission for approval of the Transit Sustainability Project (TSP) recommendations, as described in Attachments 1 and 2.

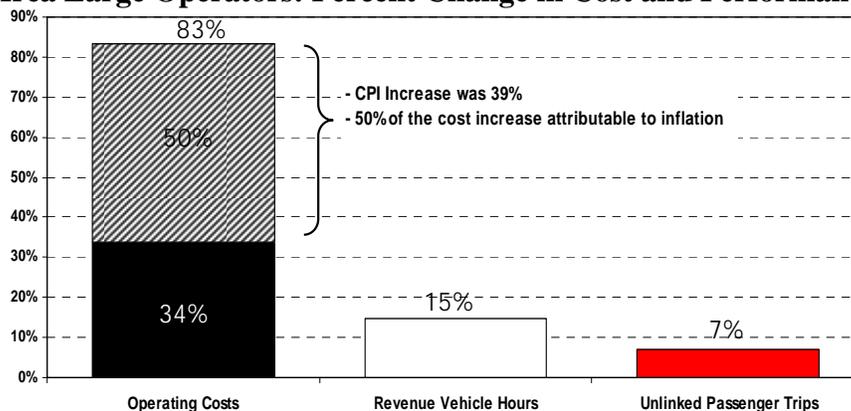
The MTC Policy Advisory Council adopted a motion to support the staff recommendations, noting the importance of developing an appropriate enforcement policy and incentives to grow ridership, and continuing to support Lifeline services.

### **TSP Background**

To help chart a future that provides Bay Area residents with an efficient, convenient and reliable transit system, MTC launched the Transit Sustainability Project in early 2010. The project seeks to analyze the major challenges facing transit and identify a path toward an affordable, efficient and well-funded transit system that more people will use.

Transportation 2035, the most recently adopted Regional Transportation Plan, identified regionwide transit capital and operating budget shortfalls of \$17 billion and \$8 billion, respectively, over the next twenty-five years. Combined with recent service cuts and funding challenges, these shortfalls suggest a serious structural deficit. To add to the challenge, as illustrated in the chart below, service and passenger trips have not kept pace with increases in operating costs, even after accounting for inflation.

### **Bay Area Large Operators: Percent Change in Cost and Performance Indicators (1997 – 2008)**



Source: National Transit Database, "Big 7" only; excludes ferry, cable car, and paratransit

To address these challenges, the project focused on three goals:

- **Improve financial condition:** Contain costs and cover a greater percentage of operating and capital costs with a growing share of passenger fare revenues; secure more reliable streams of public funding.
- **Improve service for the customer:** Upgrade the system so that it functions as an accessible, user-friendly and coordinated network for transit riders, regardless of mode, location or jurisdiction.
- **Attract new riders to the system:** Accommodate new riders in an era of emission-reduction goals, and support ridership growth through companion land use and pricing policies.

### **Project Process**

The TSP has been informed by significant consultation with the Project Steering Committee (PSC) and three Technical Advisory Committees (TACs) focused on financial, service and paratransit analyses. The PSC comprises twenty-one members and has met approximately every other month over the course of the project in order to provide executive-level input from the transportation agency, government, labor, business, environmental and equity perspectives. Specific work elements have also been informed by focused technical advisory committees, ad-hoc committees, and focus groups. In addition, staff has presented project updates and recommendations to the MTC Policy Advisory Council, as well as multiple public events and forums sponsored by interested parties.

Technical analysis focused on three key areas: financial, service and institutional. Additionally, due to the unique service delivery model in the Bay Area, paratransit service was analyzed independently. Summaries of the technical analyses are included as an appendix to this memo. Additional technical reports are available at <http://www.mtc.ca.gov/planning/tsp/>.

### **Key Findings**

The TSP analysis, advisory consultation and outreach resulted in the key financial, service and institutional findings summarized below and detailed in the appendix. It is important to acknowledge the recent positive efforts by transit agencies in the financial and service areas. Some operators have already started to address cost containment in their recent labor agreements. Several transit agencies have initiated or completed comprehensive operational analyses or in the case of SFMTA, the Transit Effectiveness Project. The recommendations below reinforce these initial efforts by transit operators to address the goals of the TSP.

#### **Financial Findings**

1. *Operator base wage appears reasonable when compared to national peers and Bay Area wage indices.*
2. *Fringe benefits are a major cost driver in the short and long term, as is true for most all government sectors.*
3. *Changes in work rules and business model provide meaningful opportunities for cost savings.*

4. *Bay Area Paratransit cost structure performs better than national peers but faces increasing cost pressure through future growth in demand.*
5. *Sales tax receipts, the single largest source of non-fare subsidy in the Bay Area, have been flat in real terms over the past decade.*

### **Service Findings**

6. *Improving transit travel times on major corridors will provide significant gains in productivity.*
7. *Integrated land-use/transportation planning will attract new transit riders.*
8. *A consistent fare structure across multiple transit systems can boost transit ridership and improve the customer experience.*

### **Institutional Findings**

9. *Integrated transportation policy decision making, across jurisdictions and across modes (transit, arterial management, parking, etc), can lead to more effective investment and service decisions.*
10. *Bay Area transit administrative costs are higher than national peers, owing in part to the existence of multiple operators serving a metropolitan region of this size.*

### **Recommendations (Attachments 1 & 2)**

Based on the project goals and findings outlined above, staff proposes the following Commission actions to complement recent individual transit agency efforts to control costs, improve service and attract new riders. By establishing performance metrics and targets, investment and incentive programs, and additional focused efforts related to cost, service, and institutional arrangements, the recommendations set a course towards a more sustainable transit system.

#### **1. Establish and Enforce Performance Measures and Targets**

At the February 22<sup>nd</sup> joint meeting of this Committee and the Project Steering Committee (PSC), staff outlined an overall financial performance goal of a 10% reduction in operating cost per hour for the largest seven transit agencies over the next five years. The Committee directed staff to work with the PSC to establish a limited number of indicators that more accurately measures system performance, considering the varying nature of the seven systems. Staff and the PSC recommend adding two new metrics to measure performance – cost per passenger and cost per passenger mile. While there was general agreement on the metrics, there was not consensus on setting a target and linking specific funding to meeting the target.

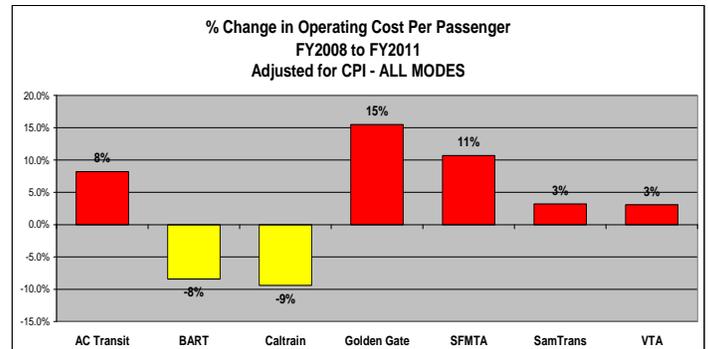
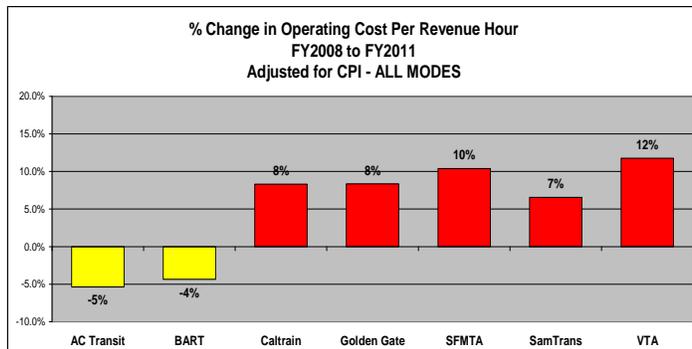
Table 1 on the next page summarizes the revised staff proposal which includes a performance target adjustment from 10% to 5% and an alternate proposal submitted by the General Managers of the largest seven agencies that would use best efforts to keep annual costs at or below the rate of inflation. Staff is proposing that existing and new operating and capital funds could be linked to progress toward meeting the performance target while the General Managers propose that only new funding sources be tied to the success or failure of meeting the target.

**Table 1**

Proposal	Performance Measure	Target	Implementation
MTC Staff Proposal	Cost Per Hour or Cost Per Passenger or Cost Per Passenger Mile	5% real reduction in metric over 5 year period and no growth beyond CPI thereafter	Existing and new operating and capital funds administered by MTC may be linked to progress towards target
Big 7 Transit Agencies Proposal		Use best efforts to keep annual costs at or below the rate of inflation	Only new funding sources might be impacted by an agency's success or failure in meeting performance objectives

**Performance Target**

Based on recent trends, staff recognizes that holding the cost metrics at or below the rate of inflation would be a commendable achievement. However, TSP analyses, including the cost containment findings summarized in the appendix, suggests that a five percent reduction is possible and, if achieved, could lead to more stable or enhanced transit service levels. Charts 1 and 2 below show recent progress made by the largest seven operators towards the cost per hour and cost per passenger targets. As illustrated, three of the seven – AC Transit, BART, and Caltrain – are achieving a 5% reduction on at least one of the proposed performance measures.



Cost	↓ -5%	↓ -11%	↑ 4%	↑ 6%	↑ 6%	↓ -7%	↓ -4%
Hours	↑ 1%	↓ -7%	↓ -4%	↓ -2%	↓ -4%	↓ -13%	↓ -14%

Cost	↓ -5%	↓ -11%	↑ 4%	↑ 6%	↑ 6%	↓ -7%	↓ -4%
Passengers	↓ -12%	↓ -3%	↑ 15%	↓ -8%	↓ -4%	↓ -10%	↓ -7%

\* Data from TDA submittals; except SamTrans FY 2010-11 (audited actuals), Caltrain from CAFRs and NTD reports

**Implementation and Funding**

There has been a spirited dialogue about what funds should be subject to compliance with the performance targets. As noted above, staff recommends that existing and new capital and operating revenues under the Commission’s authority be considered as subject to compliance with the performance targets. To put this into context, the Commission allocates approximately \$300 million annually in operating funds, or roughly 15% of the Bay Area’s transit operating cost. MTC programs a roughly equivalent amount of capital funds to rehabilitation and replacement of assets, and is the primary funding source for this purpose. Staff believes that making progress toward these performance targets is of such regional importance that the Commission should retain the flexibility to consider all funding sources. Linking compliance only to new and growth in existing sources would limit the discussion to new sources that are highly speculative and growth that is unpredictable and subject to economic cycles.

Funding decisions that reflect progress toward performance measures in the future are expected to reflect a measured and deliberative approach to achieve the shared objective of creating a more efficient and sustainable transit system. The Commission's past experience and record of using its authority to condition funds has been measured. With respect to its coordination authority, the Commission has rarely withheld funds. With respect to its record in enforcing RM2 performance measures, the Commission has been willing to redirect funds but only after considering other corrective actions and time extensions to achieve compliance.

## **2. Transit Performance Initiative**

In terms of service performance, staff is recommending an investment and incentive strategy. The title and scope of the Transit Performance Initiative is intended to evoke the Freeway Performance Initiative, which has resulted in major vehicle delay reductions on the region's highways at relatively low cost. The service analysis found that 53% of Bay Area transit trips are on major transit corridors that have an average speed of nine miles per hour, making improvements in speed a goal for financial and service performance.

### ***Investment Strategy***

As part of the OneBayArea Grant program, staff has proposed an initial commitment of \$30 million to fund service improvements on major bus and light rail corridors. If successful in demonstrating achievement of operational and ridership goals, similar investments would be recommended in the future. In January, the Committee authorized a call for projects for the initial \$30 million, focusing on improvements to major corridors in the AC Transit, SFMTA, SamTrans, and Santa Clara VTA service areas. Staff is presenting recommendations to this Committee under agenda item 4.

### ***Incentive Strategy***

The incentive strategy is designed to reward operators who achieve ridership increases and productivity improvements over the prior year. By allocating transit funds on the basis of performance, this recommendation aims to encourage *all* of the region's transit operators to continuously improve their service and attract more riders. Staff recommends directing roughly \$20 million annually to this program from funds that were previously distributed to operators based on a funding formula. The details on the funding distribution would be brought back to the Commission for subsequent action. Depending on the effectiveness of the initial program in encouraging ridership and productivity gains, the incentive program could expand in the future. Note that the largest seven operators agree with the concept of the incentive program, but recommend, consistent with the performance target discussion above, that only new funding sources be used for the incentives.

Additional performance and investment recommendations, described in Attachment 1, include monitoring of annual ridership levels and a regional customer satisfaction survey. We note that these transit performance and investment strategies are further supported by programs and policies such as the proposed OneBayArea grant program's complete streets requirements and PlanBayArea's focus on intense development near high quality transit.

## **3. Service, Institutional and Paratransit Recommendations**

Attachment 2 outlines the remaining TSP policy recommendations related to: 1) service; 2) institutional; and 3) paratransit strategies. The proposed initiatives are based on best practices at other agencies or represent promising initiatives already underway by some, but not all, of the operators in the region. The implementation of these recommendations will take focus and follow-up actions by MTC and the transit agencies. A summary of the recommendations is included in Attachment 2 and further detailed in Attachment B to Resolution 4060. Staff received comments from Samtrans and The City of Santa Rosa that will be helpful in the implementation of these recommendations.

Additional TSP-related initiatives are under development. In cooperation with staff from AC Transit and BART, staff has developed a framework for addressing service improvements in the Inner East Bay including joint agency planning and coordination for Transbay services, service designs that reinforce spontaneous use in the urban core, and a joint fare product. This information will be presented to the AC Transit and BART boards in the coming months.

Additionally, SamTrans will soon finalize a comprehensive operational analysis that will inform service improvements on the Peninsula. Based on the outcomes of these efforts, staff may propose amendments to Resolution 4060.

**Recommendation**

Staff recommends the Select Committee refer Resolution No. 4060 to the Commission for approval.

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Ann Flemer

**Attachment 1  
Transit Sustainability Project  
Performance and Investment Recommendations  
April 11, 2012**

TSP Goal	Performance Measure/ Program	Target	Implementation	Complementary Programs/ Policy
Improve Financial Condition	Cost Per Hour or Cost Per Passenger or Cost Per Passenger Mile	5% real reduction in metric over 5 year period and no growth beyond CPI thereafter	FY2013: Agencies develop and boards adopt strategic plan for meeting targets FY2014 - FY2017: Annual reports to MTC and Board on progress in meeting target FY2018: Analyze progress in meeting target FY2019: Existing and new operating and capital funds administered by MTC may be linked to progress towards target	1) <b>OneBayArea Grant</b> local jurisdiction complete streets requirements
Improve Service for the Customer	Transit Performance Initiative: Investment and Incentive Programs and Regional Customer Satisfaction Survey	Continuous Improvement	<b>INVESTMENT</b> Initial \$30 Million focus on improving speed and reliability on urban trunk routes. If successful, program could be expanded.	2) <b>PlanBayArea</b> - Intense development near high quality transit
Attract New Riders to the System		Increase ridership levels at or above the rate of population growth in counties/corridors in which service operates	<b>INCENTIVE</b> Direct a portion of the FTA 5307 Flexible Set-aside or other revenue source to operators based on their share of ridership increases and productivity improvement  <b>MONITOR</b> Regional customer satisfaction survey Ridership growth	3) <b>Coordination</b> - Big 7 General Managers propose to meet monthly. 4) <b>Supportive pricing</b> - Policies to be adopted as part of PlanBayArea

**Attachment 2  
Transit Sustainability Project  
Policy Recommendations  
April 11, 2012**

<b>Policy Recommendations</b>
<b>Service Recommendations</b>
Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.
Conduct multi-agency Short Range Transit Plans (SRTPs) at the county or subregion-level to promote interagency service and capital planning.
Support transit agency operations on major corridors by requiring local jurisdictions to consider transit in project development (per OneBayArea grant).
Consider fare policies focused on the customer that improve regional/local connections.
<b>Marin/Sonoma</b> 1. Adopt countywide Short Range Transit Plan in Sonoma County 2. Adopt two-county corridor transit plan integrating SMART train service
<b>Solano</b> 1. Adopt countywide Short Range Transit Plan 2. Complete Soltrans merger 3. Adopt coordinated fare policy 4. Consider expanding Soltrans to include additional member cities
<b>Institutional Recommendations</b>
Complete service consolidations for Soltrans and ferry services (Vallejo, Alameda-Oakland, and Harbor Bay).
Apply lessons learned from existing consolidations to pursue benefits of functional and institutional consolidation among smaller operators, including coordinated service planning and fare policy setting.
Integrate multiple transportation functions (transit operating, planning, sales tax, etc) to make more integrated transportation policy decisions.
Expand regional capital project planning/design to include sharing existing expertise (e.g., BRT) and facilities (e.g., maintenance shops).
Formalize joint procurement of services and equipment through the region's transit capital priorities process.
<b>Paratransit Recommendations</b>
<b>Agency-Specific</b>
Consider Fixed-Route Travel Training and Promotion to Seniors
Consider Charging Premium fares for trips that exceed ADA Requirements
<b>Regional or Sub-area</b>
Consider Enhanced ADA Paratransit Certification Process which may include in-person interviews and evaluation of applicant's functional mobility to confirm rider eligibility.
Implement Conditional Eligibility for paratransit users who are able to use fixed-route service for some trips
Create one or more sub-regional Mobility Managers (e.g. CTSA) to better coordinate resources and service to customers
<b>Regional</b>
Improve Fixed-Route Transit to provide features such as low-floor buses, seating designed for older riders, and other improvements that accommodate more trips that are currently taken on paratransit.
Implement Plan Bay Area programs focused on walkable communities, complete streets, and land use planning that improve access and mobility options for ADA eligible transit riders

Date: April 25, 2012  
Referred by: TSP Select Committee

ABSTRACT  
Resolution No. 4060

This resolution approves the recommendations of the Transit Sustainability Project.

Discussion of the recommendations made under this resolution is contained in the Executive Director Memorandum presented to the Select Committee on Transit Sustainability on April 11, 2012.

Date: April 25, 2012  
Referred by: TSP Select Committee

Re: Transit Sustainability Project

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4060

WHEREAS, pursuant to Government Code § 66500 et seq., the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, MTC develops a long-range Regional Transportation Plan (RTP), pursuant to Government Code §§ 66513 and 65080; and

WHEREAS, the last major update of the RTP, adopted in April 2009 (Transportation 2035 - MTC Resolution No. 3893), identified twenty-five year transit capital and operating shortfalls of \$17 billion and \$8 billion, respectively; and

WHEREAS, to address these shortfalls, as well as address immediate transit operators’ service reductions and budget shortfalls, to improve transit performance for the customer, and to attract more customers to the transit system, in January 2010, the Commission created the Select Committee on Transit Sustainability to guide the Transit Sustainability Project (TSP); and

WHEREAS, the TSP focused on three project elements: financial, service performance and institutional frameworks; and

WHEREAS, to inform the TSP, a Project Steering Committee was formed, made up of transit agency, government, labor, business, environmental and equity representatives to provide executive-level input into the project; and

WHEREAS, additional input and guidance was received from the MTC Policy Advisory Committee, as well as from multiple public events and forums sponsored by interested parties; now, therefore, be it

RESOLVED, that based on project findings related to the financial and service performance of the Bay Area transit system, MTC approves the performance measures and targets and investment recommendations set forth in Attachment A to this resolution; and, be it further

RESOLVED, that based on project findings related to the financial, service performance, and institutional framework of the Bay Area transit system, MTC approves the policy recommendations set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC will conduct periodic reviews of progress toward the performance targets and policy recommendation implementation.

METROPOLITAN TRANSPORTATION COMMISSION

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Adrienne J. Tissier, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on April 25, 2012.

Date: April 25, 2012  
 Referred by: TSP Select Committee

Attachment A  
 Resolution No. 4060  
 Page 1 of 2

## **Performance and Investment Policies**

### ***Performance Measures and Targets***

To monitor the performance of the seven largest transit agencies in the Bay Area, the Commission establishes the following TSP performance target, measures, and monitoring process:

#### Performance Target

5% real reduction in at least one of the following performance measures by FY2016-17 and no growth beyond CPI thereafter. To account for the results of recent cost control strategies at agencies, the baseline year will be set at the highest cost year between FY2007-08 and FY2010-11.

#### Performance Measures

- Cost Per Service Hour\*
- Cost Per Passenger\*
- Cost Per Passenger Mile\*

*\*As defined by the Transportation Development Act*

#### Monitoring Process

In FY2012-13, agencies are to adopt a strategic plan to meet one or more of the targets and submit to MTC.

On an annual basis, starting in FY2013-14, the transit agencies submit performance measure data on all three targets to MTC.

In FY2017-18, MTC will analyze agency progress in meeting target

In FY2018-19, MTC will link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target.

The following agencies, the largest seven transit agencies in the Bay Area, are subject to the performance measures and targets: AC Transit; BART, Caltrain, Golden Gate Transit, SFMTA, SamTrans, and Santa Clara VTA.

### ***Transit Performance Initiative and Customer Satisfaction Survey***

The Commission establishes an investment, incentive and monitoring strategy to improve service performance and attract new riders to the region's transit system. The target for each agency is to increase ridership levels at or above the rate of population growth in counties/corridors in which the agency operates service. Agencies are encouraged to utilize the Transit Competitive Index tool, developed for the Bay Area as part of the TSP, to achieve this target.

*Investment*

As part of the OneBayArea Grant program, the Commission has established an initial commitment of \$30 million to fund service improvements on major bus and light rail corridors, focusing on improvements to major corridors in the AC Transit, SFMTA, SamTrans, and Santa Clara VTA service areas. If successful in demonstrating achievement of operational and ridership goals, similar investments would be recommended in the future.

*Incentive*

The Commission will reward transit agencies that achieve ridership increases and productivity improvements and will allocate transit funds on the basis of performance, thereby encouraging *all* of the region's transit operators to continuously improve their service and attract more riders. Funding sources, amounts and distribution formulas shall be established by the Commission.

*Monitor*

Maintaining and/or improving customer satisfaction ratings is an important indicator of whether transit is meeting the needs of the traveling public. The Commission will conduct a bi-annual regional customer satisfaction survey to provide a consistent region-wide mechanism to measure customer satisfaction and provide information to build new ridership and improve service. Agencies will be required to coordinate data collection efforts, either through cost sharing, resource sharing, or project management.

## **Service, Paratransit and Institutional Recommendations**

### **Service**

- 1. Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.**

The Commission finds that schedule coordination between connecting agencies will increase the attractiveness of public transit but that connecting agencies make schedule changes on different dates and in some cases use incompatible scheduling software systems that make schedule integration difficult. This recommendation would align the schedule change calendar among the region's operators and require all connecting operators to implement a compatible scheduling software system.

- 2. Conduct multi-agency Short-Range Transit Plans (SRTPs) at the county or subregion-level to promote interagency service and capital planning.**

The Commission has historically provided federal planning funds for each transit agency to independently prepare an SRTP of the agency's 10-year operating and capital plan. This recommendation would strengthen the joint planning that has begun in the region and recommend that transit agencies in a county or multi-agency travel corridor collaborate on a 10-year plan. The multi-agency SRTPs should develop capital replacement priorities and schedules, consider connectivity in service planning, establish fare policy consistency, establish common performance measures, and identify opportunities for shared functions. Future funding for SRTPs will take into account coordination opportunities.

- 3. Support transit agency operations on major corridors by requiring local jurisdictions to consider transit operating speeds and reliability in projects affecting these corridors.**

Travel time savings are a key component in building customer satisfaction and attracting new passengers. Under the Commission's proposed OneBayArea Grants program, local jurisdictions are required to adopt a complete streets ordinance to be eligible for regional funding. Complete streets aims to consider all road network users including pedestrians, bicyclists and transit riders. MTC is further proposing to expand the scope of the Freeway Performance Initiative to include investments to improve transit operations on key arterial roadways.

**4. Consider fare policies focused on the customer that improve regional/local connections.**

Implement the Phase III Clipper requirements to revise existing operations and fare policies to a standardized set of business rules. Continue to work towards a more consistent regional standard for fare discount policies and minimize transfer penalties so that passengers can choose the most optimal route for their transit trip.

**5. Recommendations specific to Marin, Sonoma, and Solano Counties**

The Commission is committed to achieving more rational service delivery in geographic areas served by multiple transit agencies by supporting the collaboration, coordination and consolidation efforts already underway to bring them to implementation stage.

*Sonoma:* County-level SRTP work is underway in Sonoma County. MTC will provide funding to the Sonoma County Transportation Authority to collect customer opinion and demographic survey data to better inform service planning throughout the county.

*Marin/Sonoma:* The commencement of SMART service in Marin and Sonoma counties will alter transit travel patterns. This presents an opportunity to strengthen coordination and service planning among Marin and Sonoma transit providers serving the 101 Corridor and local connections. In coordination with the SRTP process, MTC will work with transit operators and the Marin and Sonoma County CMAs to develop a two-county corridor transit plan for submittal and presentation to the Commission.

*Solano:* County-level SRTP work is underway in Solano County. MTC will provide funding to the Solano Transportation Authority (STA) to complete the analysis to better inform service planning throughout the county. STA and the Solano transit operators are to use this process to identify service improvements, performance objectives and potential service functional and institutional consolidation opportunities.

**Paratransit Cost Containment and Service Strategies**

The Commission finds that transit agencies must consider strategies to contain the cost of ADA paratransit service using tools that are available to them individually or collectively. MTC expects individual agencies to consider the following strategies:

**1. Fixed Route Travel Training and Promotion to Seniors**

Expanding fixed route travel training – through mobility orientation sessions and one-on-one individualized training – would increase mobility for the users and help reduce growth of ADA paratransit demand. Ideally, training and outreach should be conducted before individuals apply for paratransit service or, at a minimum, should be made available during the process of determining eligibility for these services.

## **2. Premium Charges for Service Beyond ADA Requirements**

Where transit agencies provide paratransit service that goes beyond what the ADA requires, they may charge extra for those "premium" services. For example, transit agencies that serve an entire jurisdiction (for example they may serve an entire city or taxing district) can define a "two-tiered" service area, with the first tier being the ADA required service area within  $\frac{3}{4}$  mile of the fixed route service and the second tier extending to the jurisdictional limits. A higher fare can then be charged for trips in that second tier. The transit agency can also adopt differing policies for that premium second tier, such as more limited service hours, denials of service once capacity is reached, and so forth.

## **3. Enhanced ADA Paratransit Certification Process**

A robust certification process that includes in-person interviews as well as evaluations of applicants' functional mobility by trained professionals provides more accurate determinations of applicants' travel skills and may result in more applicants being referred to fixed route service based on their individual abilities. This may result in some reduction in ADA paratransit costs and also result in improving the mobility of riders due to the increased spontaneity afforded by fixed-route transit. Depending on the transit agency, available cost savings range from none to substantial. One centralized regional process is not needed, but many transit agencies can enhance their processes. Some smaller agencies could combine this function for efficiency and to support staff with specialized skills.

## **4. Implement Conditional Eligibility**

Conditional eligibility finds that some applicants can use fixed-route service for at least some of their trips and specifies the particular conditions under which paratransit service is required. While this requires a more sophisticated eligibility certification process of conditional eligibility avoids ADA paratransit costs for those trips that ADA-eligible riders take on fixed-route service. Opportunities exist at several transit operators in combination with an enhanced eligibility process.

## **5. Creation of sub-regional Mobility Managers (e.g. CTSA) in one or more sub-regional area to better coordinate resources and service customers**

National and local coordinated models exist and should be evaluated to deliver high quality and efficient paratransit services across transit agency boundaries and shared costs with social services. Several MTC programs, including Lifeline and New Freedom, have funded mobility management efforts to identify best practices and develop mobility management models for regional replication. The Commission will use the information from these efforts to recommend specific areas and agency leads for implementation of sub-regional mobility managers in the Bay Area.

**6. Improve Fixed-Route Transit (per Plan Bay Area)**

Continuous improvements to the fixed route system will shift some demand from paratransit to the fixed route system.

**7. Walkable Communities, Complete Streets, and Land Use Planning (per Plan Bay Area)**

The term “walkable communities” refers to communities that are pedestrian friendly, with sidewalks and pathways connecting residential areas with activity centers. Improving the “walkability” of a community is a more holistic approach to addressing ADA paratransit sustainability than other strategies. Similarly, planning efforts should, to the extent possible, ensure that senior housing and other senior-related facilities are sited in locations that are close to fixed-route services and close-in within the community and proximate to activity centers featuring shopping, medical and other services, as opposed to locations outside the community and isolated from activity centers. The ultimate impact of this recommended strategy is very large, even though this is a long-term strategy in which transit agencies will only play a supportive role. It requires an active role from cities and counties.

An integrated land-use/transportation plan is the primary goal of Plan Bay Area, under development and scheduled for adoption in 2013. In addition, the proposed OneBayArea grant program seeks to reward local jurisdictions for building housing near transit and conditions funding on adherence to complete streets policies.

**Institutional**

**1. Complete service consolidations for Soltrans and ferry services (Vallejo, Alameda-Oakland, and Harbor Bay).**

Per the Solano Transit Consolidation Study conducted by the Solano Transportation Authority – the cities of Vallejo and Benicia have formed a joint powers authority (Soltrans) to operate their transit service as a consolidated system. Senate Bill 1093 called for the consolidation of Vallejo, Alameda-Oakland, and Harbor Bay ferry services under WETA. WETA has adopted a transition plan to guide the consolidation of all ferry service, except the Golden Gate ferry services. WETA is currently operating the Alameda-Oakland and Harbor Bay ferry service and set to assume Vallejo service in 2012. Soltrans has completed the initial stages of the consolidation. The Commission will support these agencies and monitor progress during the consolidation process and support Solano County to move forward to consider further consolidations as supported through local planning.

**2. Pursue functional and institutional consolidation among smaller operators where supported by local planning and input.**

Through the local planning process and, as transit agencies do coordinated planning and fare policy setting, the benefits of functional and institutional consolidation should be further evaluated. Work with Congestion Management Agencies and operators, focusing on Marin/Sonoma and Solano to continue to improve coordination and evaluate the benefits of

additional functional and/or institutional consolidation to improve the financial stability and service for the customer. The appropriateness of these efforts and timeline will be established based on local planning and input.

**3. Integrate multiple transportation functions (transit operating, planning, sales tax, etc).**

The importance of other transportation decisions, such as roadway projects and pricing, in the success and performance of the public transit system was highlighted throughout the TSP. Therefore, opportunities to better integrate these decision-making authorities should be explored. Currently, the Santa Clara Valley Transportation Authority is the one example of an agency in the region that serves as the sales tax authority, transit agency, and congestion management agency. Work with transit operators and Congestion Management Agencies to identify potential vertical integration opportunities and local support for such integration.

**4. Expand regional capital project planning/design to include sharing existing expertise (e.g., BRT) and facilities (e.g., maintenance shops).**

Several transit agencies and congestion management agencies in the region have developed robust expertise in capital project development and delivery. As new projects or systems are developed, expertise should be shared across transit agencies to optimize resources. Using Plan Bay Area project listings, MTC will identify specific upcoming projects that may benefit from a sharing of resources and convene a joint discussion of county CMAs and transit agencies to identify specific projects and terms for sharing resources.

**5. Formalize joint procurement of services and equipment.**

Transit agencies currently have an informal process to monitor each other's bus purchases, allowing agencies to "piggy-back" on another Bay Area or national procurement. This reduces administrative costs of duplicative procurement processes and lowers the unit cost of the purchase because of the higher volume order. The TSP recommends that these joint procurements be strengthened and formalized.

The Commission will identify typical annual procurements (scope and cost) in addition to those included in the Regional Transit Capital Inventory (major capital replacements), convene transit agencies to identify strong candidate services and equipment for joint procurement, and work with transit operators to evaluate and implement joint procurement models.

# **Appendix**

## **Transit Sustainability Project** Background and Findings

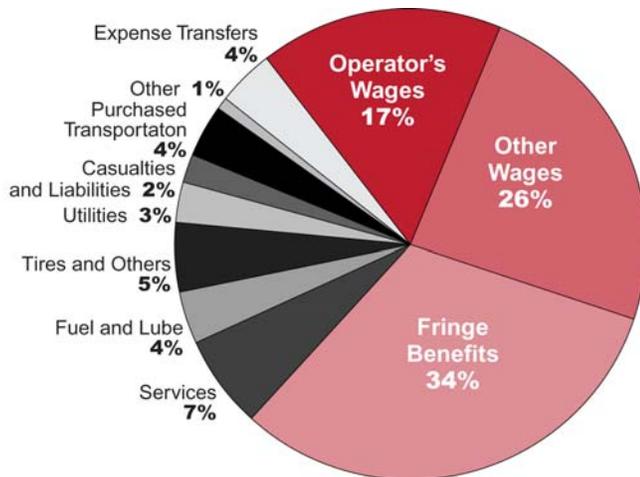
# Financial Background and Findings

## Background:

The Transportation 2035 Plan’s cost and revenue projections demonstrate that the Bay Area’s transit system simply is not sustainable. Focusing on the seven largest transit agencies, which account for roughly 93 percent of the region’s transit operating costs, the TSP financial analysis shows that the real operating costs (independent of inflation) of the “Big 7” increased significantly faster from 1997 through 2008 than did service levels or ridership. Even adjusted for inflation, the disparity remains, and is especially pronounced for bus and light rail operators, with relatively better trends for heavy rail and commuter rail operations. The transit agencies have since identified and implemented strategies that begin to address financial sustainability.

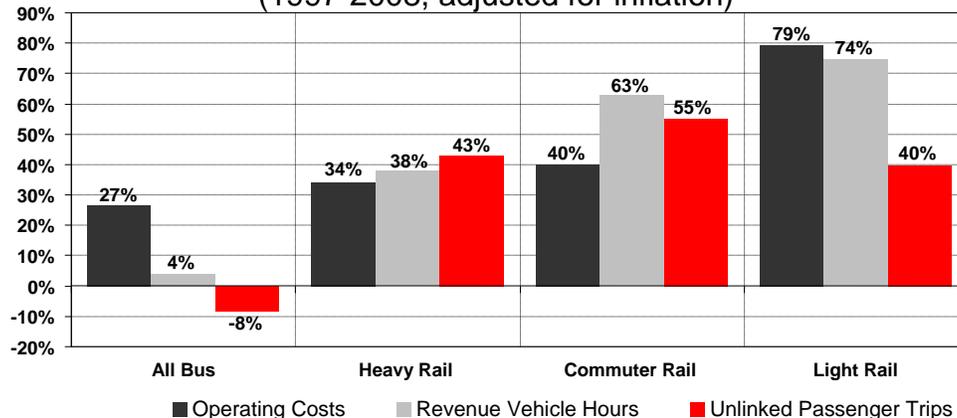
The TSP financial analysis aimed to clearly identify the transit agencies’ specific cost drivers — both internal and external — and to understand the relative impact of cost reforms. By far the biggest cost drivers are wages and benefits, which together account for 77 percent of the \$2.1 billion (2008 dollars) in annual operating costs for the region’s transit system. Cost distribution and changes in cost and performance indicators for the Big 7 operators are shown below.

**2008 Operating Costs – “Big 7” Operators Nearly \$2 billion**



Source: National Transit Database, “Big 7” only. Includes ferry, cable car and paratransit.

**Major Modes: Aggregate Percent Change in Cost & Performance Indicators (1997-2008, adjusted for inflation)**



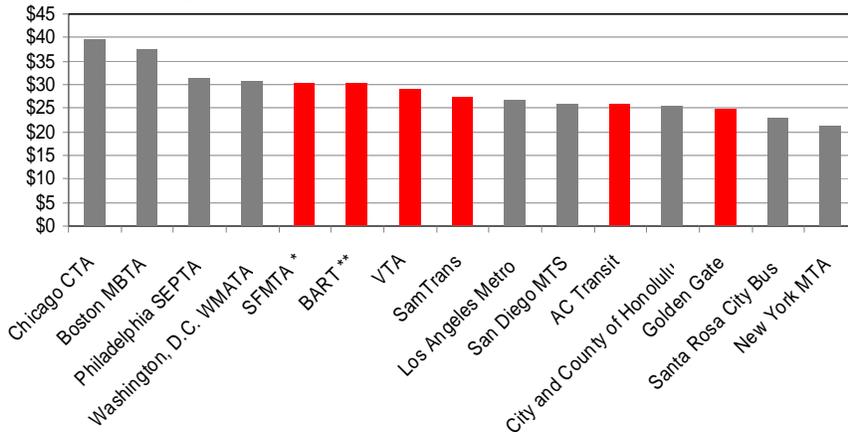
Source: National Transit Database, “Big 7” only. Includes ferry, cable car and paratransit.

**Findings:**

**1. Base wages appear reasonable when compared to national peers and Bay Area wage indices.**

Bay Area transit operators’ base wage rates are higher than many peers, but actually prove comparable when adjusted for the cost of living in various regions. And while increases in the Bay Area operators’ base wage rates were higher than inflation, they were lower than the overall regional wage index. Beyond the base wage, however, Bay Area transit agencies may be advised to focus cost containment efforts on other wage costs — such as overtime and premium pay.

**Hourly Wage Rates Adjusted to Bay Area Cost of Living**



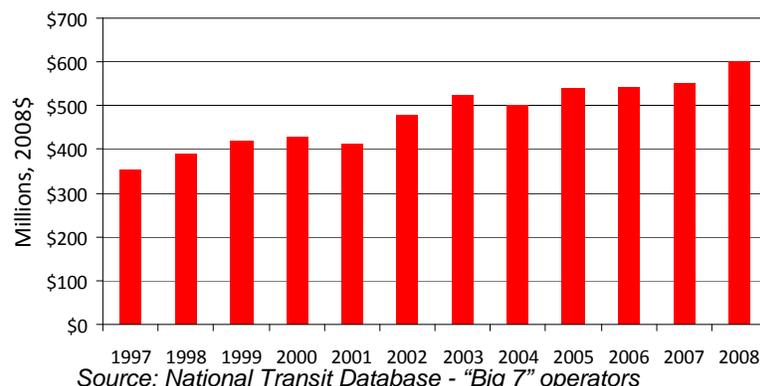
Source: "ACCRA Cost of Living Index, 2009 Annual Average Data," prepared by the Council for Community and Economic Research, as cited by Dash & Associates. Dash & Associates, Agency data

**2. Fringe benefits are a major cost driver in both the short and long term.**

Fringe benefits are a significant issue for the region’s agencies — both in the short- and long-term — and represent major cost drivers. TSP recommends that Bay Area transit agencies consider healthcare and pension reforms among other cost containment strategies.

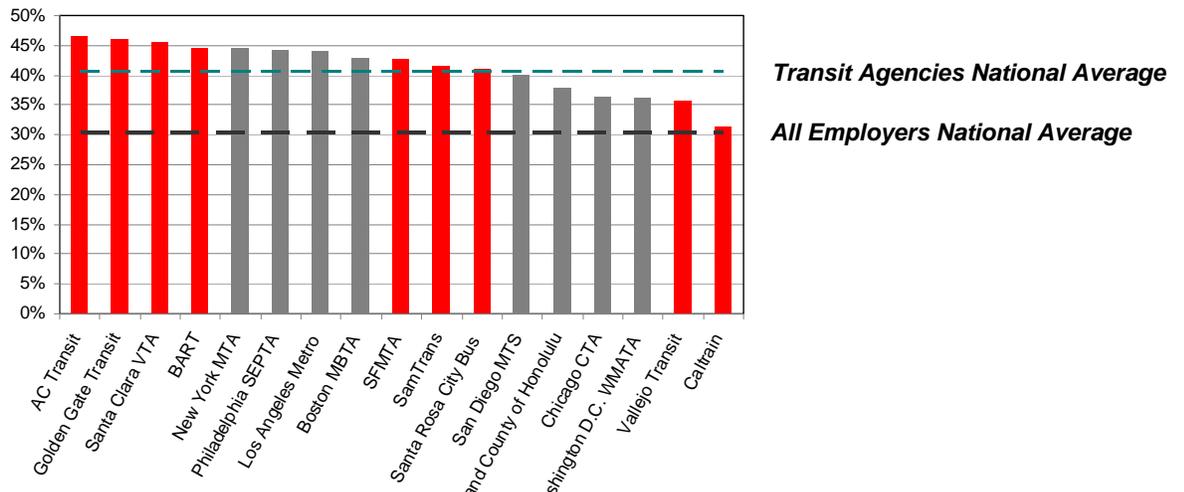
This issue is hardly unique to transit or even to the Bay Area. The growth in healthcare costs is a major cost driver across all employment sectors nationwide, and pension reform is a major issue throughout the public sector. But the growth in the cost of transit agencies’ health and pension benefits is unsustainable, and already has created substantial unfunded liabilities. The charts below and on the next page illustrate an inflation-adjusted 69 percent increase in total fringe benefit costs for the Big 7 operators from 1997 to 2008. Though this rate of increase is consistent with national peers, it is higher than other economic sectors.

**Total Fringe Costs for Big 7 Operators (1997 – 2008)**



Source: National Transit Database - "Big 7" operators

## 2008 Employee Benefits Costs as Percent of Total Compensation



Source: FY2008 National Transit Database “Table 13: Transit Operating Expenses by Mode, Type of Service and Object class.” U.S. Department of Labor (Employers’ National Average)

Finally, the chart below includes sample strategies implemented or considered by Bay Area agencies to control fringe benefit costs.

### Sample Fringe Benefits Cost Control Strategies

Cost Control Strategy	Order of Magnitude Agency Annual Cost Savings
<b>Health Insurance</b>	
Medical insurance cap (BART labor agreement)	<ul style="list-style-type: none"> <li>Lowered retiree medical liability from \$434m to \$362m.</li> <li>Estimated on-going savings of \$8m annually (as of 2013)</li> </ul>
“Medical Coverage Opt-Out” initiative (BART labor agreement)	<ul style="list-style-type: none"> <li>\$7m in savings over 4 years (\$1.75m per year).</li> <li>Costing assumes another 244 employees/retirees opt out of medical coverage. Savings begin 1/1/2010.</li> </ul>
Agency pays a capped % of health insurance costs for active employees (VTA proposal)	<ul style="list-style-type: none"> <li>Every 5% of costs shifted to employees yields \$1.2m in savings</li> </ul>
Insurance premium contribution cap for both active employees and retirees (SamTrans agreement)	<ul style="list-style-type: none"> <li>Reduced the District’s overall exposure to OPEB liabilities by \$6.5 million on an annual basis.</li> </ul>
Agency limits its share of premium costs to Employee + 1 Dependent for active employees (VTA proposal)	<ul style="list-style-type: none"> <li>\$6m in savings per year</li> </ul>
<b>Pension</b>	
Create new pension tier for new hires (AC Transit proposal)	<ul style="list-style-type: none"> <li>\$7m (only produces significant savings after 30-years)</li> </ul>

Source: TSP Financial Task Summary Report: [http://www.mtc.ca.gov/planning/tsp/Financial\\_Task\\_Summary\\_Report.pdf](http://www.mtc.ca.gov/planning/tsp/Financial_Task_Summary_Report.pdf)

### 3. Changes in work rules and business models provide opportunities for cost savings.

Work rules — determined by a history of Collective Bargaining Agreements and agency practices — govern the roles and responsibilities of transit management and employees. These rules have significant implications for how transit service is provided and for the cost to provide the service. Work rules are agency-specific, and many transit agencies have conducted assessments of potential savings that could result from specific changes.

TSP’s analysis, which included testing certain changes to work rules and business model strategies (shown in the table below), shows that changes to work rules can yield major impacts on the cost of delivering service. Data on work rules regarding premium pay suggest further analysis could produce options for significantly lowering operating costs. A business model that relies more on part-time operators, reduction of absenteeism and the size of the extra-board, and consideration of more outsourcing of certain services also may yield significant savings.

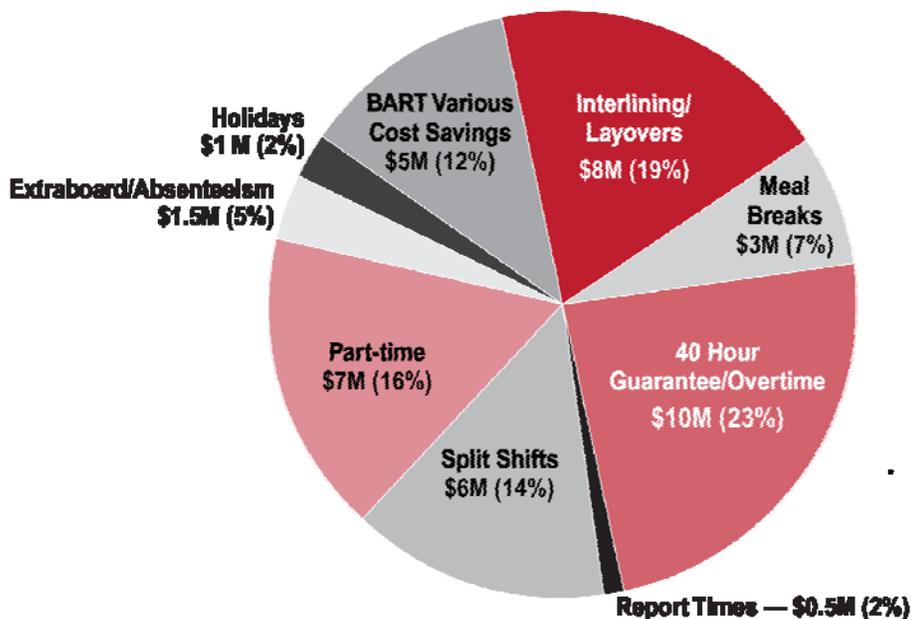
## Sample Work Rule and Business Model Strategies

Work Rule Category	Sample Changes to Work Rules
Interlining/Layovers	Target 15% layovers
Guarantee/Overtime	Weekly guarantee/overtime (40 hours)
Report Times	10 minute sign on and 5 minute sign off
Meal Times	30 min. unpaid meal breaks as allowed in Wage Order 9
Split Shifts	Spread premium from 11 <sup>th</sup> hour; Max 2 hour split break; No pyramiding
Part Time	Maximum 7.5 hours per day and up to 20% of full time roster assignments
Extraboard/Absenteeism	1-5% reduction in Extraboard staff
Holidays	One less holiday on full service day
Service Contracting	Contract operation of one division or service group

Source: *Transportation Management and Design, Inc*

As illustrated in the chart below, the TSP financial analysis' test of work rule and business model changes resulted in annual savings of some \$42 million, or about 2 percent of the total annual Bay Area transit operating budget.

### Annual Work Rule Cost Saving Estimates



Source: *Transportation Management and Design, Inc*

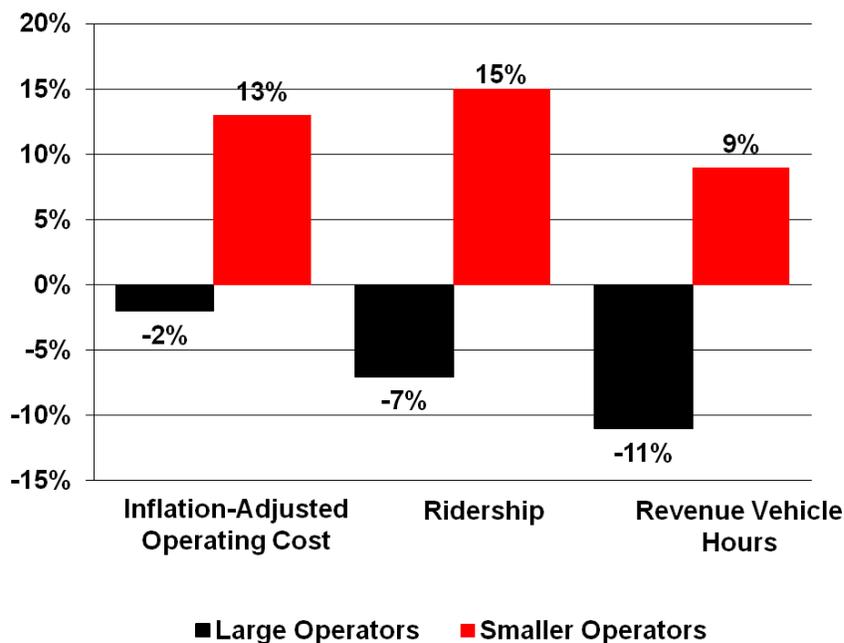
#### ***4. Paratransit cost structure performs better than national peers but faces increased cost pressure through future growth in demand***

Compared to national peers, the Bay Area's costs for paratransit largely have been controlled. Yet opportunities remain for improving service, and for holding costs at or below inflation. As illustrated in the chart below, large operators' paratransit costs — as well as paratransit ridership and revenue vehicle hours — declined from 2005 to 2010 while costs, ridership and revenue vehicle hours for the region's small operators increased during this period, due in part to changing demographics and the smaller operators' less frequent fixed-route service.

Paratransit currently accounts for about 5 percent of the annual transit operating budget in the Bay Area. Demographic data reviewed as part of the TSP service analysis, however, suggests

the cost of paratransit — especially services required by the Americans with Disabilities Act (ADA) — could skyrocket in coming years because of the expected aging of the population and other factors. Projections from the Association of Bay Area Governments indicate the number of Bay Area residents age 65 and older will grow by 75 percent by 2030. This compares to an overall population increase of just 19 percent.

**Bay Area Operators:  
Percent Change in Paratransit Cost and Performance Indicators (2005 – 2010)**



Source: Compiled by Nelson Nygaard Consulting from National Transit Database

**TSP Paratransit Evaluation Process**

To assess the sustainability of maintaining a quality ADA paratransit delivery system in the Bay Area, MTC evaluated paratransit as part of the TSP Service Analysis. The evaluation and recommendations were informed with technical expertise and rider input from:

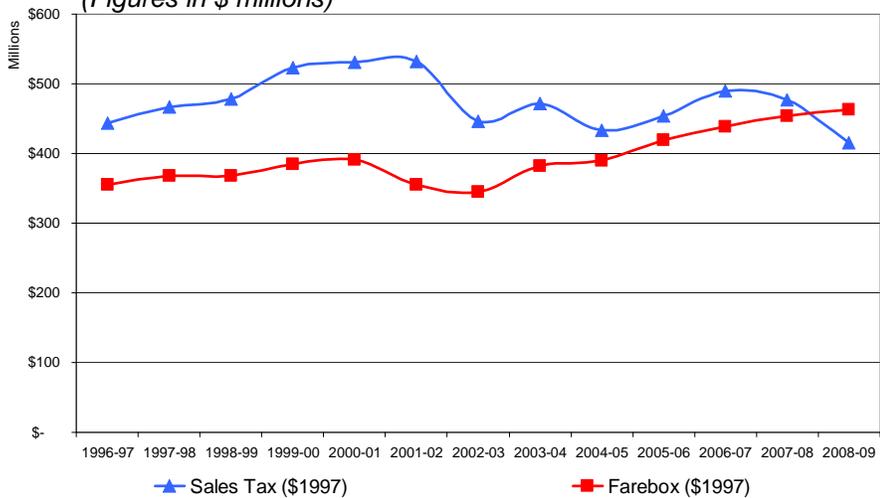
1. Paratransit Technical Advisory Committee: comprised of transit agency staff
2. Paratransit Ad-Hoc Advisory Committee: comprised of staff from contractors that deliver or broker paratransit services in the Bay Area
3. Paratransit User Focus Group: roughly 30 paratransit riders from around the region

To address the TSP goals of improving financial conditions and service for the customers, 29 strategies were evaluated for this project that fall generally under the heading of demand management, productivity improvement, cost containment, restructuring service, and alternatives to ADA paratransit. These measures have the potential to manage the cost of ADA paratransit service while maintaining mobility for riders. Many operators have implemented at least some of these strategies, but there is still opportunity for more operators to implement many of the strategies.

***5. Sales tax receipts, the biggest source of non-fare subsidy, have been flat over the past decade.***

Local sales tax revenue represents about 20 percent of the annual transit operating budget for all Bay Area operators. This revenue has been highly unpredictable and actually is lower in real terms than it was in 1997, a trend that is forecast to continue for the foreseeable future. As shown in the chart below, farebox revenue is higher in real terms and subject to greater agency control.

**Bay Area "Big 7": Farebox and Sales Tax Revenues**  
(Figures in \$ millions)



Source: MTC Statistical Summaries

**Summary**

Several of the Bay Area’s large transit operators, in recent labor contract agreements and budgeting, have identified and implemented cost control measures that result in both immediate annual savings and longer term improved financial sustainability. The TSP’s financial findings suggest significant operating savings can be achieved each year by building off of these efforts. The financial findings — with potential annual regionwide savings levels — are summarized below.

**Summary of Cost Containment Strategies Identified in TSP  
Potential Savings of Roughly 10% of Annual Operating Budget**

Area	Findings/Strategies Identified	Potential Savings
Fringe Benefits	<ul style="list-style-type: none"> <li>•Findings: Fringe benefits have increased significantly; accounts for 34% of operating costs</li> <li>•Strategies: Two-tiered pension system, employee contributions, cap agency contribution to medical insurance, limit coverage options</li> </ul>	\$65 million
Work Rules and Business Model	<ul style="list-style-type: none"> <li>•Findings: Premium pay data suggests further analysis could produce options for lowering operating costs</li> <li>•Strategies: 40 hour weekly guarantee, minimize unnecessary layovers, some part time drivers, contract a portion of operations</li> </ul>	\$80 million
Administrative Staff Costs (REVISED)	<ul style="list-style-type: none"> <li>•Findings: Bay Area operators dedicate a higher percentage of operating budgets to administrative costs than peers;</li> <li>•Strategies: Reduce percentage of costs going to administration to be in-line with peers</li> </ul>	\$45 million (REVISED)

Source: TSP Financial Task Summary Report:  
[http://www.mtc.ca.gov/planning/tsp/Financial\\_Task\\_Summary\\_Report.pdf](http://www.mtc.ca.gov/planning/tsp/Financial_Task_Summary_Report.pdf) and TSP PSC meeting materials:  
[http://apps.mtc.ca.gov/meeting\\_packet\\_documents/agenda\\_1821/02-13-2012\\_PSC\\_Full\\_Packet.pdf](http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1821/02-13-2012_PSC_Full_Packet.pdf)

# Service Background and Findings

## Background:

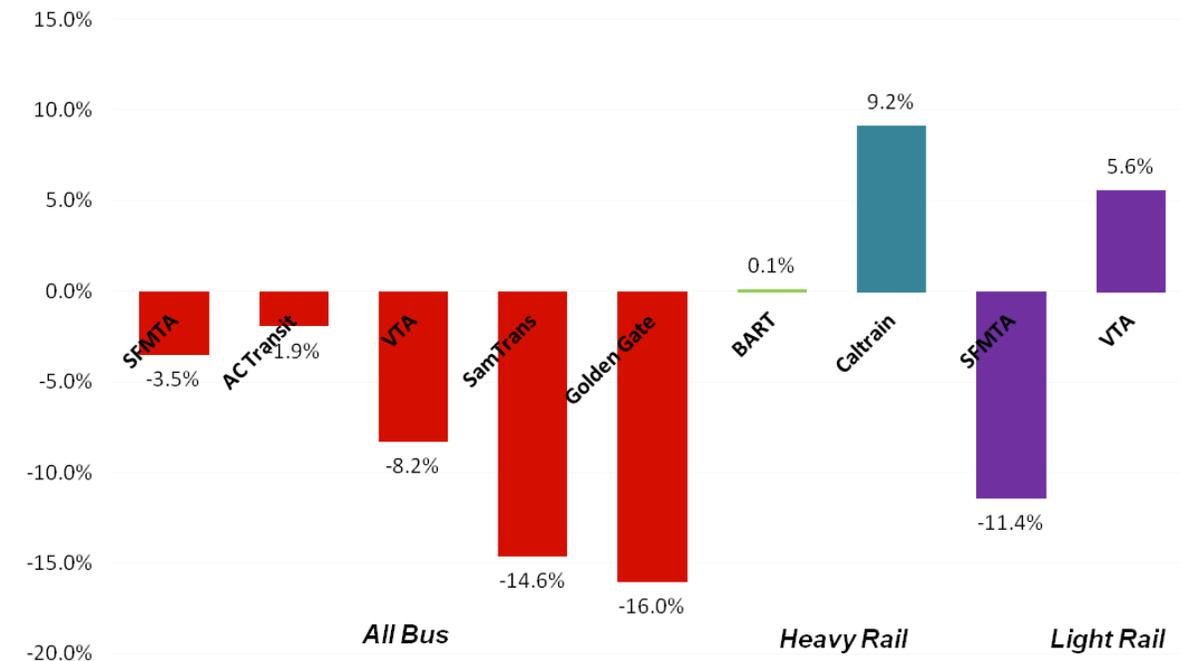
Bay Area transit agencies in recent months have identified and implemented strategies to improve service for their riders. These efforts have focused on travel time savings, customer amenities, and improved connectivity. TSP service recommendations attempt to build on these improvements and to focus on connectivity between systems.

## Findings:

### **6. Improving travel times on major corridors will provide significant gains in productivity.**

Transit ridership and customer satisfaction will increase with reductions in transit travel times. Focusing travel-time reduction investments on high-ridership corridors will yield the highest returns in new riders and travel time savings. Currently, 53 percent of the Bay Area’s transit ridership is on corridors with an average speed of just nine miles per hour. As shown in the chart below, average speeds on most Bay Area transit systems decreased from 1997 to 2008. The only exceptions are BART, Caltrain and VTA light rail, all of which experienced modest gains.

**Change in Average Speed (1997-2008)**



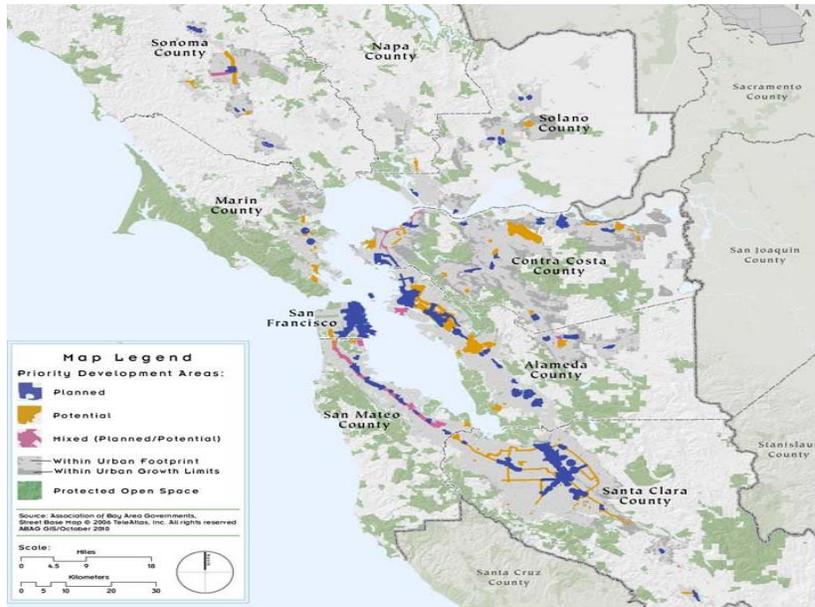
Source: Compiled by Transportation Management and Design, Inc from transit operator data

### **7. Integrated land-use/transportation planning will attract new transit riders.**

Transit ridership is highest in cities and on corridors with a mix of housing, jobs and services. Reinvestment in existing high-ridership transit corridors, complemented with focused housing and job growth in these corridors, will attract new riders to the system. Plan BayArea seeks to focus growth around existing high-frequency transit, as illustrated in the map below.

Approximately 70 percent of the region’s projected housing and employment growth from 2015 to 2040 will be located in Priority Development Areas.

## Priority Development Areas



Source: ABAG

### 8. A consistent fare structure can boost transit ridership and improve the customer experience.

Fare policy reform offers opportunity to increase overall ridership and improve existing customer experience. As illustrated in the charts below, riders transferring between systems account for about 10 percent of the region’s roughly 1.5 million daily transit trips. Additionally, transfer policies and fares are neither consistent nor user-friendly and could be revised to better serve this significant transfer market.

### Inter-Operator Transfers and Transfer Rates, Average Weekday

	Total Transfers To/From	Total Ridership	Transfer Rate
AC Transit	12,717	190,647	6.7%
BART	77,837	338,842	23.0%
Caltrain	12,765	36,695	34.8%
Golden Gate Ferry	468	6,618	7.1%
Golden Gate Transit	878	20,531	4.3%
SamTrans	3,100	45,909	6.8%
San Francisco Muni	73,821	706,208	10.5%
Santa Clara VTA	2,254	130,670	1.7%
<b>Total</b>	<b>183,840</b>	<b>1,476,121</b>	<b>12.5%</b>

Source: May 2011 Clipper inter-operator travel Matrix; CH2M Hill estimates

### Fare Policies and Penalties for Transferring Riders

Operator Pair	Monthly Transfers	Single Trip Transfer Agreement	Pass Transfer Agreement
BART / SFMTA	1,556,200	\$0.25 discount on SFMTA, each way	"A" Fast Pass (\$10 more/month to ride BART within SF; and BART Plus (savings ~\$6-\$10/month)
AC Transit / BART	269,300	\$0.25 discount on AC Transit, each way	None
Caltrain/ SFMTA	218,500	None	\$5 discount on SFMTA pass
BART / Caltrain	72,300	None	None
AC Transit / SFMTA	40,900	None	None
BART / SamTrans	30,100	None	BART Plus (savings ~\$8-\$12/month)
SamTrans / VTA	27,900	Free transfer on 2 <sup>nd</sup> leg, each way	Monthly pass reciprocity

Source: Information compiled from transit operators

# Institutional Background and Findings

## Background:

The Bay Area transit network is characterized by multiple layers of decision-making and service delivery — 28 separate transit agencies, each with its own board, staff and operating team. This institutional structure can complicate efforts to deliver a regional system that passengers can understand and effectively navigate, as well as one that can keep pace with changes in demand.

That said, the objective of the TSP was not to evaluate wholesale changes to the structure of the Bay Area transit system. The project focused instead on specific financial and customer challenges — such as resource allocations, joint planning and project development, and fare and customer service policies — that may result from the current institutional structure, and identified other models (from around the nation or internationally) that could address these challenges.

Among the findings is that the Bay Area pays higher administrative costs (per transit rider or per hour of transit service) than its peers. Based on this finding, the TSP looked to models nationally to identify functional areas that may be appropriate for consolidation or enhanced coordination to better optimize resources and reduce costs.

## Findings:

**9. Integrated transportation policy decision-making — both geographic and modal — can lead to more effective investment and service decisions.**

Several Bay Area counties have consolidated transportation policy decision making into one board or authority, allowing for multimodal policy planning and project delivery.

**10. Bay Area transit administrative costs are higher than national peers, owing in part to the existence of multiple operators serving the region.**

Analysis of administrative costs and number of administrative employees against various cost and service metrics shows Bay Area operators dedicate a higher percentage of their operating budgets to administrative costs than do their peers. The Bay Area’s average \$37.84 per hour administrative cost is 30 percent higher than the \$29.39 per hour average for the peer group. Similarly, Bay Area administrative costs average \$0.95 per rider compared to \$0.53 for peers.

Region	Number of Agencies	Total Regional Transit Budget	Total Regional Administrative Costs	Regional Vehicle Revenue Hours	Regional Admin. Cost per Vehicle Revenue Hour	Regional Transit Ridership	Regional Admin. Cost per Rider
<b>Bay Area</b>	<b>27</b>	<b>\$2.2 billion</b>	<b>\$461 million</b>	<b>12.1 million</b>	<b>\$ 37.84</b>	<b>484 million</b>	<b>\$ 0.95</b>
New York City	37	\$11.5 billion	\$1,998 million	58.3 million	\$ 34.27	4,077 million	\$ 0.49
Philadelphia	5	\$1.2 billion	\$208 million	7.1 million	\$ 29.14	358 million	\$ 0.58
Seattle	9	\$1.1 billion	\$195 million	6.8 million	\$ 28.93	189 million	\$ 1.03
Los Angeles	20	\$2.2 billion	\$408 million	16.7 million	\$ 24.48	640 million	\$ 0.64
Chicago	15	\$2.1 billion	\$363 million	14.9 million	\$ 24.25	628 million	\$ 0.58
Washington DC	12	\$1.7 billion	\$254 million	11.0 million	\$ 23.18	476 million	\$ 0.53
Boston	7	\$1.2 billion	\$155 million	7.1 million	\$ 21.96	363 million	\$ 0.43
<b>Peer Average</b>	<b>15</b>	<b>\$3.1 billion</b>	<b>\$512 million</b>	<b>17.4 million</b>	<b>\$ 29.39</b>	<b>962 million</b>	<b>\$ 0.53</b>

Source: Compiled by PB Americas from NTD and operator data



**Overview**

- 1. Project Context**
- 2. Project Findings**
- 3. Performance Measures and Targets**
- 4. Transit Performance Initiative**
- 5. Service, Institutional and Paratransit Recommendations**



**M T A** TRANSIT SUSTAINABILITY PROJECT

2

**Project Context**



3

## Challenge for Bay Area Transit System



**The Examiner**  
 Riders squeezed by transit cuts  
 JANUARY 23, 2010

**Oakland Tribune**  
 Editorial:  
 Bay Area transit agencies need new strategies to survive  
 JANUARY 23, 2010

**CONTRA COSTA TIMES**  
 Bay Area public transit may take another budget hit  
 JANUARY 23, 2010

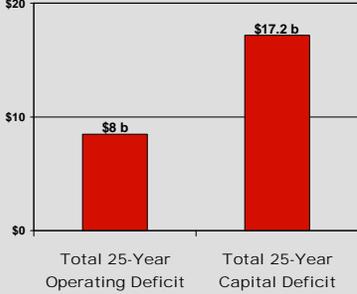
**San Francisco Chronicle**  
 Muni looks at some of deepest service cuts ever  
 FRIDAY, JANUARY 29, 2010

**San Francisco Chronicle**  
 Is Bay Area transit failing?  
 JANUARY 24, 2010

**THE WALL STREET JOURNAL**  
 Public Transit Passengers Face Rough Ride  
 JANUARY 2, 2010

**The Examiner**  
 BART explores more fare hikes, cuts  
 JANUARY 23, 2010

### Projected Deficits Transportation 2035

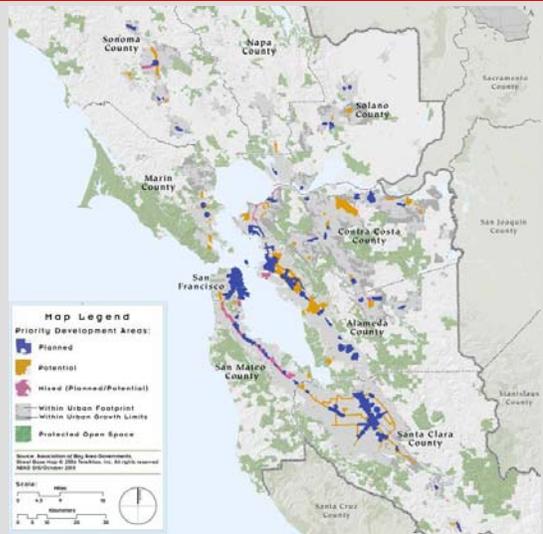


Category	Projected Deficit
Total 25-Year Operating Deficit	\$8 b
Total 25-Year Capital Deficit	\$17.2 b



## Opportunity for Bay Area Transit System

- Bay Area seeks to focus growth around transit
- Plan Bay Area forecast growth in Priority Development Areas:
  - 74% new housing
  - 67% new jobs
- More intense development near high quality transit



## What is Important for Transit's Success?

- **Improve financial position:** Contain costs, cover a greater percentage of operating and capital costs with a growing share of passenger fare revenues; secure reliable streams of public funding.
- **Improve service for the customer:** Strengthen the system so that it functions as an accessible, user-friendly and coordinated network for transit riders, regardless of mode, location or jurisdiction.
- **Attract new riders to the system:** Strengthen the system so that it can attract and accommodate new riders in an era of emission-reduction goals, and is supported through companion land use and pricing policies.



## How can the Bay Area Continue to Improve?

- Control costs – building on recent successful efforts
- Reinvest savings in service
- Build public confidence
- Attract additional revenue
- Invest strategically to improve customer experience and attract more passengers
- Interagency initiatives focused on the customer and cost reductions



7

## Project Findings



8

## Financial Findings

1. Operator base wage appears reasonable when compared to national peers and Bay Area wage indices.
2. Fringe benefits are a major cost driver in the short and long term, as is true for most all government sectors.
3. Changes in work rules and business model provide meaningful opportunities for cost savings.
4. Bay Area Paratransit cost structure performs better than national peers but faces increasing cost pressure through future growth in demand.
5. Sales tax receipts, the single largest source of non-fare subsidy in the Bay Area, have been flat in real terms over the past decade.



9

## Service and Institutional Findings

### Service

6. Improving transit travel times on major corridors will provide significant gains in productivity.
7. Integrated land-use/transportation planning will attract new transit riders.
8. A consistent fare structure across multiple transit systems can boost transit ridership and improve the customer experience.

### Institutional

9. Integrated transportation policy decision making, across jurisdictions and across modes (transit, arterial management, parking, etc), can lead to more effective investment and service decisions.
10. Bay Area transit administrative costs are higher than national peers, owing in part to the existence of multiple operators serving a metropolitan region of this size.

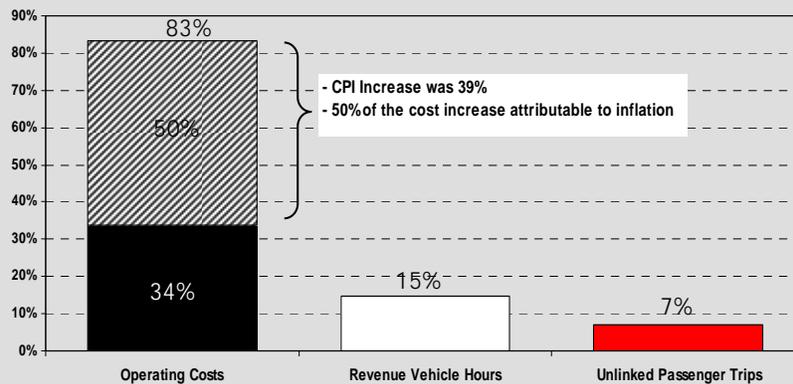


10

## Recommendations: Performance Measures and Targets



### Bay Area Large Operators: Percent Change in Cost and Performance Indicators (1997 – 2008)



Source: National Transit Database, "Big 7" only.  
Excludes ferry, cable car and paratransit.



## Performance Measures and Targets - Big 7 Operators

Reduce "real" operating cost per service hour, cost per passenger, or cost per passenger mile by 5% within 5 years

- Financial targets would be set compared to the highest cost per hour experienced by each agency between 2008 and 2011 to include savings from labor agreements since 2008
- Based on evaluation and possible savings in areas including:
  - Fringe Benefits
  - Work Rules and Business Model
  - Administrative Costs
- Cost per passenger or cost per passenger mile target could also be achieved by a combination of attracting more passengers and operating efficiencies



13

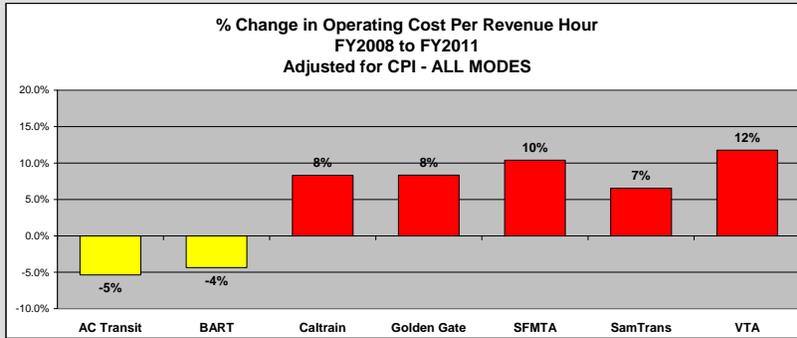
## Operators to Chart Performance Roadmap

FY 2013	Year 1	<ul style="list-style-type: none"> <li>▪ Agencies develop strategic plan for meeting targets</li> <li>▪ Boards adopt strategic plans and submit to MTC</li> </ul>
FY 2014	Year 2	<ul style="list-style-type: none"> <li>▪ Report progress to Boards and MTC</li> </ul>
FY 2015	Year 3	<ul style="list-style-type: none"> <li>▪ Report progress to Boards and MTC</li> </ul>
FY 2016	Year 4	<ul style="list-style-type: none"> <li>▪ Report progress to Boards and MTC</li> </ul>
FY 2017	Year 5	<ul style="list-style-type: none"> <li>▪ Report progress to Boards and MTC</li> </ul>
FY 2018	Analyze data	<ul style="list-style-type: none"> <li>▪ Report to MTC for next year's allocations</li> </ul>
FY 2019	1 <sup>st</sup> year of Compliance and after	<ul style="list-style-type: none"> <li>▪ Fund allocations based on progress towards target</li> </ul>

- Existing and new operating and capital funds administered by MTC may be linked to progress towards target



## Cost Per Hour - Some Operators are on Track



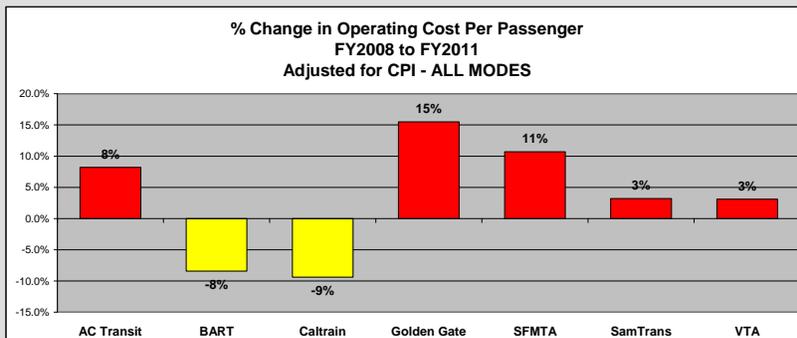
Cost	↓ -5%	↓ -11%	↑ 4%	↑ 6%	↑ 6%	↓ -7%	↓ -4%
Hours	↑ 1%	↓ -7%	↓ -4%	↓ -2%	↓ -4%	↓ -13%	↓ -14%

- 1) Data from TDA submittals; except SamTrans FY 2010-11 (audited actuals), Caltrain from CAFRs and NTD reports
- 2) FY2011-12 data will be revised to reflect audited final numbers



15

## Cost Per Passenger - Some Operators are on Track



Cost	↓ -5%	↓ -11%	↑ 4%	↑ 6%	↑ 6%	↓ -7%	↓ -4%
Passengers	↓ -12%	↓ -3%	↑ 15%	↓ -8%	↓ -4%	↓ -10%	↓ -7%

- 1) Data from TDA submittals; except SamTrans FY 2010-11 (audited actuals), Caltrain from CAFRs and NTD reports
- 2) FY2011-12 data will be revised to reflect audited final numbers



16

## Feedback on Performance Framework

Proposal	Performance Measure	Target	Implementation
MTC Staff Proposal	Cost Per Hour or Cost Per Passenger	5% real reduction in metric over 5 year period and no growth beyond CPI thereafter	Existing and new operating and capital funds administered by MTC may be linked to progress towards target
Big 7 Transit Agencies Proposal	Cost Per Passenger Mile	Use best efforts to keep annual costs at or below the rate of inflation	Only new funding sources should be subject to an agency's success or failure in meeting performance objectives



17

## Recommendations: Transit Performance Initiative



18

## Transit Performance Initiative

**Investment and incentive approach to achieve improved service performance**

### **Investment**

1. Regional investment in supportive infrastructure to achieve performance improvements in major transit corridors

### **Incentive**

2. Reward agencies that achieve improvements in ridership and service productivity



19

## Investment – Detailed in Agenda Item #4

### ■ Initial Round:

MTC released call for projects for \$30 million pilot program focused on major transit corridors of AC Transit, SFMTA, SamTrans and VTA. Funding recommendations detailed in agenda item #4.

### ■ Future Rounds:

If pilot successful, future rounds could include projects with high benefit/cost such as additional major bus and light rail corridors, BART Metro and Caltrain operational improvements



20

## Incentive – All Operators

### Financial reward for improved ridership and productivity

- Formula program that rewards actual growth in annual passengers and productivity improvement as well as total ridership
  - Link to existing regional funding sources – roughly \$20 million
  - Link to a new funding source (e.g. regional gas tax)
- Proposal for specific formula distribution to be brought back to the Commission



21

## Recommendations: Service, Institutional and Paratransit Policies



22

## Service Recommendations

- Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.
- Conduct multi-agency Short Range Transit Plans (SRTPs) at the county or subregion-level to promote interagency service and capital planning.
- Support transit agency operations on major corridors by requiring local jurisdictions to consider transit in project development (per OneBayArea grant).
- Consider fare policies focused on the customer that improve regional/local connections.



23

## Service Recommendations (cont.)

### ▪ Marin/Sonoma

- Adopt countywide Short Range Transit Plan in Sonoma County
- Adopt two-county corridor transit plan integrating SMART train service
- Conduct multi-agency Short Range Transit Plans (SRTPs) at the county or subregion-level to promote interagency service and capital planning.



### ▪ Solano

- Adopt countywide Short Range Transit Plan
- Complete Soltrans merger
- Adopt coordinated fare policy
- Consider expanding Soltrans to include additional member cities



24

## Institutional Recommendations

- Complete service consolidations for Soltrans and ferry services (Vallejo, Alameda-Oakland, and Harbor Bay).
- Apply lessons learned from existing consolidations to pursue benefits of functional and institutional consolidation among smaller operators, including coordinated service planning and fare policy setting.
- Integrate multiple transportation functions (transit operating, planning, sales tax, etc) to make more integrated transportation policy decisions.
- Expand regional capital project planning/design to include sharing existing expertise (e.g., BRT) and facilities (e.g., maintenance shops).
- Formalize joint procurement of services and equipment through the region's transit capital priorities process.



25

## Paratransit Recommendations

### Agency-Specific

- Consider Fixed-Route Travel Training and Promotion to Seniors
- Consider Charging Premium fares for trips that exceed ADA Requirements

### Regional or Sub-area

- Consider Enhanced ADA Paratransit Certification Process which may include in-person interviews and evaluation of applicant's functional mobility to confirm rider eligibility.
- Implement Conditional Eligibility for paratransit users who are able to use fixed-route service for some trips
- Create one or more sub-regional Mobility Managers (e.g. CTSA) to better coordinate resources and service to customers

### Regional

- Improve Fixed-Route Transit to provide features that accommodate more trips that are currently taken on paratransit.
- Implement Plan Bay Area programs that improve access and mobility options for ADA eligible transit riders

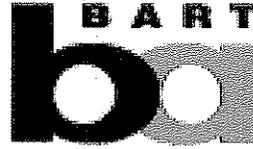
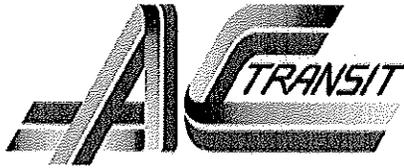


26

## Next Steps

1. **April 25, 2012 – Commission adopts recommendations**
2. **May 23, 2012 – Commission adopts OneBayArea Grant (OBAG) program – including proposed \$30 million initial Transit Performance Initiative (TPI) Investment program of projects, companion Freeway Performance Initiative, and requirement for roadway owner/operators to consider transit improvements.**
3. **Ongoing – Implementation and monitoring of Transit Sustainability Project performance measures, targets and policies**
4. **Spring 2012 – Inner East Bay Comprehensive Operational Analysis Recommendations – AC Transit and BART Boards to commence discussions related to draft recommendations**
5. **Summer 2012 – In coordination with transit operators, staff will develop a distribution formula for TPI Incentive program, for Commission consideration in late 2012.**





April 9, 2012

Mr. Steve Heminger  
 Executive Director  
 Metropolitan Transportation Commission  
 101 8<sup>th</sup> Street  
 Oakland, CA 94607

Dear Mr. Heminger:

We are writing with respect to the Metropolitan Transportation Commission's (MTC) Transit Sustainability Project (TSP) Recommendations and proposed Resolution No. 4060. We commend MTC for the process they developed and implemented to reach this juncture. MTC was inclusive and listened as evidenced by the evolution in the recommendations from their initial incarnation to the current proposal. As the General Managers of the large transit operations, we offer our collective suggestions for consideration.

Thematically, we have some reservations about the targeted 5 percent reduction in costs in that it may not be achievable or it may incent agencies to take actions contrary to our core missions. However, we recognize the value in setting a target that challenges the region, and we appreciate your willingness to understand our challenges and potential solutions. Therefore, we suggest that operators be allowed to demonstrate good faith efforts performed to achieve the reduction target if the target is not met and offer valid and reasonable explanations as to why the target was not met.

However, we respectfully disagree with MTC's staff recommendation that existing and new capital and operating revenues under the Commission's Authority be considered as subject to compliance with the performance targets. We request that this recommendation be amended to reflect only new revenues. Any attempt to link existing revenue streams to the performance measures introduces untenable uncertainty to ongoing operations. For example, 5307 funds are the primary source for funding bus replacements in the region. The prospect of losing access to these funds due to missing a performance metric is problematic from the standpoint of maintaining existing levels of transit service. Additionally, we have all programmed the use of these funds in our budgets.

The standardization of fare policies is also an area of concern. Specifically, a one-size fits all approach to local fares and to paratransit fares for trips that exceed ADA requirements ignores the rich diversity and different needs and desires of the various communities that comprise our metropolitan area. The Bay Area is not a homogenous place, so the desire for standardization needs to be tempered with an appreciation of local challenges and needs. Fare policies are generally targeted toward what works for riders within a geographical subarea of our region, within the context of social and political goals. We are, however, open to a regional pass that incorporates the fare structure of all operators and does not financially harm an individual operator using Clipper® as long as MTC is willing to absorb the costs of implementation.

The recommendation that we integrate scheduling software is overly simplistic and cumbersome, akin to a debate over Macs versus PCs or iPhones versus Android phones. We support improved coordination of schedules, and believe that this can be achieved through a commitment to coordination and follow-up meetings. With respect to software, it should not matter what software is used as long as it feeds data into Google Transit and the region's 511 system.

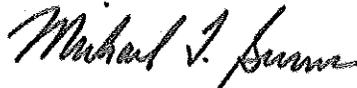
The recommendation to support transit agency operations on major corridors by requiring local jurisdictions to consider transit operating speeds and reliability in projects affecting those corridors is excellent. We support this recommendation, but seek to have it expanded to explicitly include Caltrans and MTC alongside local jurisdictions.

Thanks for considering our suggestions. We reiterate our commitment to work collectively with MTC to provide a robust, equitable, and sustainable transit system for the Bay Area.

Sincerely,



David Armijo  
General Manager  
AC Transit



Michael Burns  
General Manager  
Santa Clara Valley Transportation  
Authority



Grace Crunican  
General Manager  
BART



Denis Mulligan  
General Manager  
Golden Gate Bridge, Highway  
and Transportation Authority



Edward D. Reiskin  
Director of Transportation  
San Francisco Municipal Transportation  
Authority



Michael Scanlon  
General Manager/CEO, SamTrans  
Executive Director, Caltrain



DATE: April 17, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains 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:**

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:**

Proposed state legislative 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.

A member of the SolanoExpress Transit Consortium requested a discussion about legislation related to the bus axle weight issue, HOV occupancy requirement reduction, and Cap and Trade. A conference call with STA's state lobbyist (Gus Khouri of Shaw/Yoder/Antwih, Inc.) has been scheduled during the Consortium meeting of April 25<sup>th</sup>. Attachment E is Mr. Khouri's memo on Cap and Trade.

Senator Hancock introduced Senate Bill (SB) 1189 (Attachment F) in February which would appropriate \$523.4 million from the High-Speed Passenger Train Bond Fund (Proposition 1A) to Caltrans via the California Transportation Commission (CTC). The Capitol Corridor Joint Powers Authority (CCJPA) supports SB 1189 (Attachment G) because it would be able to use over \$60 million of these funds to leverage other dollars to implement capital projects to support service

expansions. The CCJPA's service expansions would also reduce greenhouse gas (GHG) emissions. Support for SB 1189 is in alignment with the STA 2012 Legislative Priorities and Platform (section IX Rail). As a member agency of the CCJPA, staff recommends the Solano Transportation Authority support SB 1189.

**Recommendation:**

Forward a recommendation to the STA Board to approve support of SB 1189 (Hancock).

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update (Shaw/Yoder/Antwih)
- C. Federal Legislative Update (Akin Gump)
- D. STA Federal Funding Matrix
- E. Cap and Trade Program
- F. SB 1189, Amended March 26, 2012
- G. CCJPA Letter of Support for SB 1189

**STA State Legislative Matrix  
as of 4/17/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 41 Hill D</u></a>  High-Speed Rail Authority: conflicts of interest: disqualification.</p>	<p>SENATE THIRD READING 4/9/2012 - Read second time. Ordered to third reading.</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 levels 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. <b>Last Amended on 3/29/2012</b></p>	
<p><a href="#"><u>AB 57 Beall D</u></a>  Metropolitan Transportation Commission.</p>	<p>SENATE T. &amp; 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. &amp; 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. <b>Last Amended on 3/5/2012</b></p>	<p><b>Support 5/11/11</b></p>
<p><a href="#"><u>AB 441 Monning D</u></a>  State planning.</p>	<p>SENATE T. &amp; H. 2/16/2012 - Referred to Com. on T. &amp; 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. <b>Last Amended on 1/23/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 492</a> <a href="#">Galgiani D</a>  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 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. <b>Last Amended on 6/27/2011</b>	
<a href="#">AB 819</a> <a href="#">Wieckowski D</a>  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. <b>Last Amended on 1/11/2012</b>	
<a href="#">AB 890</a> <a href="#">Olsen R</a>  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 . <b>Last Amended on 1/13/2012</b>	
<a href="#">AB 1126</a> <a href="#">Calderon,</a> <a href="#">Charles D</a>  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%. <b>Last Amended on 1/4/2012</b>	

Bill ID/Topic	Location	Summary	Position
<p data-bbox="142 207 247 266"><a href="#">AB 1191</a> <a href="#">Huber D</a></p> <p data-bbox="142 302 277 386">Local government finance.</p>	<p data-bbox="344 207 575 326">SENATE G. &amp; F. 2/16/2012 - Referred to Com. on GOV. &amp; F.</p>	<p data-bbox="594 207 1818 753">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. <b>Last Amended on 1/23/2012</b></p>	
<p data-bbox="142 862 247 920"><a href="#">AB 1444</a> <a href="#">Feuer D</a></p> <p data-bbox="142 956 333 1040">Environmental quality: record of proceedings.</p>	<p data-bbox="344 862 575 1008">ASSEMBLY NAT. RES. 4/9/2012 - Re-referred to Com. on NAT. RES.</p>	<p data-bbox="594 862 1818 1317">The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant and the agreement of the project applicant to bear the costs incurred by the lead agency, to, among other things, prepare a record of proceedings concurrently with the preparation, and adoption or certification, of an environmental document. 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. In an action or proceeding filed challenging the lead agency's action pursuant to CEQA, the bill would require the court to schedule a hearing within 30 days of the filing of the statement of issues regarding the record of proceedings. <b>Last Amended on 3/29/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1448</a> <a href="#">Furutani D</a>  Home-to-school transportation: funding.	ASSEMBLY ED. 3/20/2012 - Re-referred to Com. on ED.	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 , commencing with the 2012-13 fiscal year and each fiscal year thereafter, prohibit the Legislature from reducing funding for home-to-school transportation below the amount established in the Budget Act of 2011. The bill would express legislative findings and declarations relating to the provision of home-to-school transportation by school districts , and express legislative intent to fund home-to-school transportation at the level approved in the Budget Act of 2011. <b>Last Amended on 3/19/2012</b>	
<a href="#">AB 1455</a> <a href="#">Harkey R</a>  High-speed rail.	ASSEMBLY TRANS. 2/13/2012 - Re-referred to Com. on TRANS.	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted. This bill would reduce the amount of general obligation debt authorized for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2013. <b>Last Amended on 2/9/2012</b>	
<a href="#">AB 1532</a> <a href="#">John A. Pérez D</a>  California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.	ASSEMBLY NAT. RES. 2/2/2012 - Referred to Com. on NAT. RES.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act. This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, be used for purposes of carrying out the California Global Warming Solutions Act of 2006. The bill would require the state board to award those moneys to measures and programs that meet specified criteria.	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1549</a> <a href="#">Gatto D</a></p> <p>Development: expedited permit review.</p>	<p>ASSEMBLY APPR. 4/16/2012 - Do pass and be re-referred to the Committee on Appropriations.</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. <b>Last Amended on 3/26/2012</b></p>	
<p><a href="#">AB 1570</a> <a href="#">Perea D</a></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY APPR. 4/16/2012 - Do pass and be re-referred to the Committee on Appropriations.</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. <b>Last Amended on 4/10/2012</b></p>	
<p><a href="#">AB 1574</a> <a href="#">Galgiani D</a></p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 2/9/2012 - Referred to Com. on TRANS.</p>	<p>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>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1618</a> <a href="#">Galgiani D</a> High-speed rail.	ASSEMBLY HIGHER ED. 4/11/2012 - Re-referred to Com. on HIGHER ED.	Existing law creates the High-Speed Rail Authority, with various powers and duties relative to the development and implementation of a high-speed rail system. This bill would require the authority to consult with the University of California, the California State University, and the California Community Colleges to determine how the state can best meet the educational needs for the future high-speed rail operations and maintenance workforce, including, but not limited to, the use of extension programs, contract education, and new or revised academic programs. The bill would require the authority to seek federal funding in this regard and to report to the Legislature and the Governor by July 1, 2014. <b>Last Amended on 4/10/2012</b>	
<a href="#">AB 1627</a> <a href="#">Dickinson D</a> Energy: vehicle miles traveled.	ASSEMBLY B.,P. & C.P. 4/11/2012 - Re-referred to Com. on B., P. & C.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 the office, not later than January 1, 2014, to prepare and make available a manual containing specified information designed to be used by local governments, local agencies, and project developers to evaluate and incorporate measures and strategies to reduce vehicle miles traveled (VMT) in new residential and commercial building projects. The bill would require the office, not later than January 1, 2014, to make recommendations to the Legislature and local policymakers of measures to improve the reduction of VMT related to residential and commercial building projects. <b>Last Amended on 4/10/2012</b>	
<a href="#">AB 1645</a> <a href="#">Norby R</a> State highways: naming and designation by the Legislature.	ASSEMBLY TRANS. 4/9/2012 - In committee: Set, first hearing. Failed passage.	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.	
<a href="#">AB 1665</a> <a href="#">Galgiani D</a> California Environmental Quality Act: exemption: railroad crossings.	ASSEMBLY NAT. RES. 3/27/2012 - Set, first hearing. Hearing cancelled at the request of author. (Refers to 3/26/2012 hearing)	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.	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1706</a> <a href="#">Eng D</a></p> <p>Vehicles: Transit bus weight</p>	<p>ASSEMBLY TRANS 4/23/12-Set for Hearing</p>	<p>The bill would exempt a transit bus from the limits on the weight that may be imposed upon the highway by the wheel of any one axle, until January 1, 2016, and as of that date, the bill would repeal that exemption for transit buses and reinstate the existing prohibition of 20,500 pounds for any one axle of a bus. The bill would prohibit a publicly owned or operated transit system or an operator of a transit system under contract with a publicly owned or operated transit system from procuring a new transit bus whose gross weight exceeds the gross weight of the heaviest transit bus in the system's existing bus inventory, for that transit bus' fleet class as of December 31, 2012, except as specified. The bill would repeal this prohibition on January 1, 2016.</p>	
<p><a href="#">AB 1722</a> <a href="#">Alejo D</a></p> <p>Department of Transportation: changeable message signs.</p>	<p>ASSEMBLY TRANS. 4/9/2012 - In comm.: Set, first hearing. Hearing canceled at the request of author. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended. Re-referred to Com. on TRANS.</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 displays of specified messages on changeable roadside message signs. <b>Last Amended on 4/9/2012</b></p>	
<p><a href="#">AB 1770</a> <a href="#">Lowenthal,</a> <a href="#">Bonnie D</a></p> <p>California Transportation Financing Authority.</p>	<p>ASSEMBLY APPR. 4/10/2012 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 14. Noes 0.) (April 9). Re-referred to Com. on APPR.</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>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1779</a> <a href="#">Galgiani D</a></p> <p>Intercity rail agreements.</p>	<p>ASSEMBLY L. GOV. 4/16/2012 - Action From TRANS.: Do pass. To L. GOV..</p>	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law, until December 31, 1996, authorized the department, subject to approval of the Secretary of Business, Transportation and Housing, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary. This bill would authorize the department, with the approval of the secretary, to enter into an additional interagency transfer agreement with respect to the San Joaquin Corridor, as defined, if a joint powers authority and governing board are created and organized. In that regard, the bill would provide for the creation of the San Joaquin Corridor Joint Powers Authority, to be governed by a board of not more than 11 members. The bill would provide that the board shall be organized when at least 6 of the 11 agencies elect to appoint members. The bill would provide for the authority to be created when the member agencies enter into a joint powers agreement, as specified. Only those agencies that appoint members by December 31, 2013, would be member agencies of the authority. The bill would provide for future appointments of additional members if the service boundaries of the San Joaquin Corridor are expanded. <b>Last Amended on 4/9/2012</b></p>	
<p><a href="#">AB 1780</a> <a href="#">Bonilla D</a></p> <p>Department of Transportation: project studies reports.</p>	<p>ASSEMBLY TRANS. 4/9/2012 - Re-referred to Com. on TRANS.</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 and approve 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 revise these provisions to authorize the department to prepare project study reports or equivalent planning documents for any projects on the state highway system, limited by the resources available to the department. The bill would require the department to pay for the costs of its review and approval of project study reports or equivalent planning documents that are prepared by other entities for projects that are in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or other voter-approved transportation program. In other cases, the bill would require the cost of the department's review and approval to be paid by the entity preparing the project study report or equivalent planning document. The bill would delete the provisions relating to the guidelines adopted by the California Transportation Commission and would instead require open and continuous communications between the parties during the development of project study reports or equivalent planning documents. The bill would make other related changes. <b>Last Amended on 3/29/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1783</a> <a href="#">Perea D</a></p> <p>Public contracts: small business preferences.</p>	<p>ASSEMBLY APPR. 4/17/2012 - Action From J., E.D. &amp; E.: Do pass. To APPR.</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, 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 , and specifies that a business that has been certified by, or on behalf of, another governmental entity may be eligible for certification as a small business if the certifying entity uses substantially the same or more stringent definitions as those set forth in existing law, as provided . This bill would revise the small business certification procedure to provide that the Department of General Services has the sole responsibility for certifying and determining eligibility of small businesses and would provide that local agencies have access to the department's list of certified small businesses. <b>Last Amended on 4/10/2012</b></p>	
<p><a href="#">AB 1804</a> <a href="#">Valadao R</a></p> <p>Public contracts: public entities: project labor agreements.</p>	<p>ASSEMBLY L. GOV. 4/11/2012 - In committee: Set, final hearing. Failed passage.</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><a href="#">AB 1915</a> <a href="#">Alejo D</a></p> <p>Safe routes to school.</p>	<p>ASSEMBLY TRANS. 4/16/2012 - From committee: Be re-referred to Com. on TRANS. Re-referred. (Ayes 10. Noes 0.) (April 16). Re-referred to Com. on TRANS.</p>	<p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law sets forth various factors to be used to rate proposals submitted by applicants for these funds. This bill would provide that up to 10% of program funds may be used to assist eligible recipients in making infrastructure improvements, other than school bus shelters, that create safe routes to bus stops located outside of the vicinity of schools. <b>Last Amended on 3/26/2012</b></p>	
<p><a href="#">AB 1916</a> <a href="#">Buchanan D</a></p> <p>State parks: operating agreements: Mount Diablo State Park.</p>	<p>ASSEMBLY W.,P. &amp; W. 4/10/2012 - Re-referred to Com. on W., P. &amp; W.</p>	<p>Existing law vests with the Department of Parks and Recreation control of the state park system. Existing law authorizes the department to enter into an agreement with an agency of the United States, including a city, county, district, or other public agency, or any combination thereof, for the care, maintenance, administration, and control of lands of the state park system. This bill would authorize the department to enter into an operating agreement with Save Mount Diablo (SMD), a nonprofit organization, for the restoration of the beacon on top of the Summit Building in Mount Diablo State Park, and would require that the agreement comply with specified requirements. <b>Last Amended on 4/9/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1924</a> <a href="#">Buchanan D</a>  CEQA: environmental impact reports.	ASSEMBLY PRINT 2/23/2012 - From printer. May be heard in committee March 24.	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, non-substantive changes in those provisions relating to the requirements for the review of draft EIRs.	
<a href="#">AB 2052</a> <a href="#">Buchanan D</a>  Environmental quality: CEQA.	ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.	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, non-substantive change to these provisions.	
<a href="#">AB 2163</a> <a href="#">Knight R</a>  Environmental quality: California Environmental Quality Act: judicial review.	ASSEMBLY NAT. RES. 4/16/2012 - Action From NAT. RES.: Reconsideration granted.	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.	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2173</a> <a href="#">Skinner D</a></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 programing 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.</p>	
<p><a href="#">AB 2200</a> <a href="#">Ma D</a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY TRANS. 4/9/2012 - Re-referred to Com. on TRANS.</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, consistent with the state implementation plan for the San Francisco Bay area adopted pursuant to the federal Clean Air Act and other federal requirements, permit a vehicle with 2 or more occupants to utilize highway lanes designated for high-occupancy vehicles in the Interstate 80 corridor under the Metropolitan Transportation Commission's jurisdiction. Because the commission would be required to post signage of the above requirements along the Interstate 80 corridor, the bill would impose a state-mandated local program. <b>Last Amended on 3/29/2012</b></p>	
<p><a href="#">AB 2245</a> <a href="#">Smyth R</a></p> <p>Environmental quality: California Environmental Quality Act: exemption: bikeways.</p>	<p>ASSEMBLY NAT. RES. 3/19/2012 - Re-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 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. <b>Last Amended on 3/15/2012</b></p>	
<p><a href="#">AB 2247</a> <a href="#">Lowenthal,</a> <a href="#">Bonnie D</a></p> <p>Public transportation: offenses.</p>	<p>ASSEMBLY TRANS. 4/17/2012 - Action From PUB. S.: Do pass as amended. To TRANS..</p>	<p>Under existing law it is an infraction to sell or peddle any goods, merchandise, property, or services on any property, facility, or vehicle owned by the San Francisco Bay Area Rapid Transit District or the Southern California Rapid Transit District without the express written consent of the governing board of those respective entities. This bill would repeal those provisions. <b>Last Amended on 3/27/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2277</a> <b>Hueso D</b></p> <p>Adopt a Highway Program: courtesy signs.</p>	<p>ASSEMBLY TRANS. 3/19/2012 - Referred to Coms. on TRANS. and L. GOV.</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>	
<p><a href="#">AB 2375</a> <b>Knight R</b></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.</p>	
<p><a href="#">AB 2405</a> <b>Blumenfield D</b></p> <p>Vehicles: high-occupancy toll lanes.</p>	<p>ASSEMBLY TRANS. 4/16/2012 - Action From TRANS.: Do pass.</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 eligible low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lanes if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. Existing law provides that a vehicle , eligible under these provisions to use HOV lanes, that meets the 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 pursuant to a federally supported value-pricing and transit development program involving high-occupancy toll lanes conducted by the Los Angeles County Metropolitan Transportation Authority . This bill would instead exempt all of the low emission and hybrid vehicles eligible to use HOV lanes under these provisions, including vehicles that meet the enhanced AT PZEV standards, from toll charges imposed on single-occupant vehicles in lanes designated for tolls unless prohibited by federal law . The bill would exclude a toll imposed for passage on a toll road, toll highway, or toll bridge from this exemption. The bill would provide that these changes shall be known as the Choose Clean Cars Act of 2012. <b>Last Amended on 4/10/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2498</a> <b>Gordon D</b> Department of Transportation: Construction Manager/General Contractor project method.	ASSEMBLY TRANS. 3/15/2012 - Referred to Com. on TRANS.	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.	
<a href="#">AB 2581</a> <b>Conway R</b> Vehicles: high-occupancy vehicle lanes.	ASSEMBLY PRINT 2/27/2012 - Read first time.	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 non-substantive changes to those provisions.	
<a href="#">AB 2679</a> <b>Committee on Transportation</b> Transportation: omnibus bill.	ASSEMBLY REV. & TAX 4/16/2012 - Action From TRANS.: Do pass. To REV. & TAX.	Existing law authorizes the Department of Transportation (department) 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. <b>Last Amended on 3/27/2012</b>	<b>Sponsor</b>
<a href="#">ACA 23</a> <b>Perea D</b> Local government transportation projects: special taxes: voter approval.	ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.	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, non-substantive changes.	<b>Support 04/11/12</b>
<a href="#">SB 52</a> <b>Steinberg D</b> Environmental quality: jobs and economic improvement.	ASSEMBLY DESK 2/1/2012 - In Assembly. Read first time. Held at Desk.	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. <b>Last Amended on 1/31/2012</b>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 95</a> <b>Committee on Budget and Fiscal Review</b> State cash resources.	SENATE CHAPTERED 2/3/2012 - Chaptered by the Sec. of State, Chapter Number 1, Statutes of 2012	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 cash-flow loans to the General Fund, as specified. <b>Last Amended on 1/30/2012</b>	
<a href="#">SB 749</a> <a href="#">Steinberg D</a> California Transportation Commission: guidelines.	ASSEMBLY DESK 1/23/2012 - In Assembly. Read first time. Held at Desk.	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. <b>Amended on 1/4/2012</b>	
<a href="#">SB 783</a> <a href="#">Dutton R</a> Special access: liability.	SENATE 9/10/2011 - Returned to Secretary of Senate pursuant to Joint Rule 62(a).	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. <b>Last Amended on 6/6/2011</b>	
<a href="#">SB 829</a> <a href="#">Rubio D</a> Public contracts: public entities: project labor agreements.	SENATE G. & F. 4/16/2012 - Re-referred to Com. on RLS. pursuant to Senate Rule 29.10. From committee: Be re-referred to Com. on GOV. & F. pursuant to Senate Rule 29.10. (Ayes 3. Noes 0.) Re-referred to Com. on GOV. & F.	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 additionally provide that if a charter provision, initiative, or ordinance of a charter city prohibits, limits, or constrains in any way the governing board's authority or discretion to adopt, require, or utilize 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. <b>Last Amended on 4/9/2012</b>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 878</a> <a href="#">DeSaulnier D</a></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. <b>Last Amended on 6/9/2011</b></p>	
<p><a href="#">SB 984</a> <a href="#">Simitian D</a></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>SENATE THIRD READING 4/17/2012 - Action From SECOND READING: Read second time. To THIRD READING.</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. <b>Last Amended on 4/9/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 985</a> <a href="#">La Malfa R</a></p> <p>Transportation bonds.</p>	<p>SENATE T. &amp; H. 4/17/2012 - Action From T. &amp; H.: Remains in T. &amp; H..</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>Oppose</p>
<p><a href="#">SB 997</a> <a href="#">Strickland R</a></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, non-substantive changes to that provision.</p>	
<p><a href="#">SB 1076</a> <a href="#">Emmerson R</a></p> <p>California Global Warming Solutions Act of 2006: tire inflation regulation.</p>	<p>SENATE T. &amp; H. 4/16/2012 - Do pass, but re-refer to the Committee on Transportation and Housing.</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 tires if those tires are determined to be unsafe, as defined. The bill, until January 1, 2018, would require the state board to adopt regulations on tire age and safety if the National Highway Traffic Safety Administration adopts regulations establishing a correlation between tire age and safety. <b>Last Amended on 3/19/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1102</a> <a href="#">DeSaulnier D</a>  State transportation improvement program.	SENATE APPR. 3/28/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 3034.) (March 27). Re-referred to Com. on APPR.	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.	
<a href="#">SB 1117</a> <a href="#">DeSaulnier D</a>  Statewide passenger rail transportation plan.	SENATE T. & H. 4/11/2012 - From committee: Do pass and re-refer to Com. on PUB. S. (Ayes 5. Noes 0.) (April 11). Re-referred to Com. on PUB. S.	Existing law creates the California Transportation Commission, with various powers and duties relating to the programming and allocation of certain funds available for transportation capital improvement projects and various other transportation policy matters. Existing law creates the Department of Transportation with various powers and duties relating to the state highway system and other transportation modes, including the authority to contract for conventional rail passenger service. Existing law requires the department to prepare a 10-year State Rail Plan on a biennial basis. Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including preparation of a business plan on a biennial basis. Existing law, pursuant to 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 require the California Transportation Commission to prepare a statewide passenger rail transportation plan relative to conventional and high-speed intercity passenger rail, commuter rail, and urban rail transit containing various elements. The bill would require the commission to adopt the plan by September 2014, and update the plan every 4 years thereafter. The bill would require the plan to contain goals for integrated passenger rail services and facilities, and to adopt policies and guidelines to be used by the department, the authority, and regional transportation agencies in the development of their plans, and would prohibit those agencies from taking inconsistent actions. The bill would require regional transportation planning agencies to submit their plans for commuter rail and urban rail transit to the commission by December 31, 2013. <b>Last Amended on 3/29/2012</b>	
<a href="#">SB 1149</a> <a href="#">DeSaulnier D</a>  Metropolitan Transportation Commission.	SENATE T. & H. 4/10/2012 - Set for hearing April 24.	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.	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1160</a> <a href="#">Padilla D</a> Communications: service interruptions.	SENATE JUD. 4/17/2012 - Action From E. U., & C.: Do pass. To JUD..	Existing law provides that an agent, operator, or employee of a telegraph or telephone office who willfully refuses or neglects to send a message received by the office is guilty of a misdemeanor . Existing law provides that these requirements are not applicable when payment for charges for transmittal or delivery of the message has not been paid or tendered, for messages counseling, aiding, abetting, or encouraging treason or resistance to lawful authority, to a message calculated to further any fraudulent plan or purpose, to a message instigating or encouraging the perpetration of any unlawful act, or to a message facilitating the escape of any criminal or person accused of crime . This bill would retain the provision that the above-described requirements are not applicable when payment for charges for transmittal or delivery of the message has not been paid or tendered, but would delete the other enumerated exceptions. <b>Last Amended on 4/9/2012</b>	
<a href="#">SB 1189</a> <a href="#">Hancock D</a> The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: project funding.	SENATE APPR. 4/17/2012 - Action From T. & H.: Do pass. To APPR.	Existing law, pursuant to 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 train capital projects and other associated purposes. \$950 million of the proceeds of those bonds are available for capital improvements to intercity and commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system, as specified, or that provide capacity enhancements and safety improvements. Existing law requires the California Transportation Commission to allocate those funds to eligible recipients, as defined, and to develop guidelines to implement those provisions. This bill would appropriate \$523,400,000 from the High-Speed Passenger Train Bond Fund to the Department of Transportation for allocation by the California Transportation Commission as provided for in specified guidelines adopted by the commission. <b>Last Amended on 3/26/2012</b>	Support
<a href="#">SB 1214</a> <a href="#">Cannella R</a> Environmental quality: California Environmental Quality Act: judicial review.	SENATE E.Q. 4/16/2012 - Action From E.Q.: Reconsideration granted.	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.	
<a href="#">SB 1252</a> <a href="#">Rubio D</a> State Infrastructure Projects Fund.	SENATE G. & F. 4/13/2012 - Set for hearing April 25.	The Personal Income Tax Law and the Corporation Tax Law impose taxes upon income, including income generated from any gain from the sale or exchange of a capital asset. This bill would require the Department of Finance, in consultation with the Franchise Tax Board and the Employment Development Department, on specified dates, to estimate the amount of revenues derived from income taxes imposed on income generated as a result of capital gains related to the Facebook, Inc. initial public offering, as provided, and would direct the Controller to transfer an amount equal to the total estimated amount from the General Fund to the State Infrastructure Projects Fund, a fund that would be created by the bill. This bill would allocate the moneys in the State Infrastructure Projects Fund, upon appropriation by the Legislature, for various infrastructure projects, as provided. <b>Last Amended on 4/9/2012</b>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1257</a> <a href="#">Hernandez D</a></p> <p>Utility user tax: public transit vehicles.</p>	<p>SENATE G. &amp; F. 4/16/2012 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. &amp; 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 the consumption of electricity used to charge electric bus propulsion batteries , within a local jurisdiction, that is separately metered and is dedicated to providing electricity as fuel for an electric public transit bus. <b>Last Amended on 4/16/2012</b></p>	
<p><a href="#">SB 1269</a> <a href="#">Fuller R</a></p> <p>Income taxes: credit: highway maintenance and enhancement.</p>	<p>SENATE G. &amp; F. 3/28/2012 - Set for hearing May 9.</p>	<p>Existing law authorizes the Department of Transportation to enter into an agreement to accept funds, materials, equipment, or services from any person for maintenance or roadside enhancement of a section of a state highway. This bill would authorize a credit against those taxes for each taxable year beginning on or after January 1, 2013, and before January 1, 2017, in an amount equal to 50% of the value of materials, equipment, or, in the case of individuals, services donated, as defined, by the taxpayer during the taxable year for maintenance or roadside enhancement of a section of a state highway pursuant to existing provisions of the Streets and Highways Code.</p>	
<p><a href="#">SB 1339</a> <a href="#">Yee D</a></p> <p>Commute benefit policies.</p>	<p>SENATE E.Q. 4/11/2012 - From committee: Do pass and re-refer to Com. on E.Q. (Ayes 5. Noes 1.) (April 10). Re-referred to Com. on E.Q.</p>	<p>Existing law creates the Metropolitan Transportation Commission, with various transportation planning and programming responsibilities in the 9-county San Francisco Bay Area. Existing law creates the Bay Area Air Quality Management District, with various responsibilities relative to the reduction of air pollution in the area of its jurisdiction, which incorporates a specified portion of the jurisdiction of the Metropolitan Transportation Commission. This bill would authorize the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would make its provisions inoperative on January 1, 2017.</p>	
<p><a href="#">SB 1380</a> <a href="#">Rubio D</a></p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>SENATE E.Q. 4/11/2012 - Set for hearing April 30.</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 requires the lead agencies to make specified findings in an EIR. This bill would enact the California Public Health and Environmental Standards Act and would require documentation prepared pursuant to CEQA for the bicycle transportation plan to disclose applicable environmental laws, as specified. The bill would prohibit a cause of action from being brought in a judicial proceeding alleging noncompliance with CEQA related to those applicable environmental laws. <b>Last Amended on 4/10/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1417</a> <a href="#">Hancock D</a></p> <p>Local government: infrastructure financing districts.</p>	<p>SENATE G. &amp; F. 4/11/2012 - Set for hearing May 2.</p>	<p>Existing law authorizes the creation of infrastructure financing districts, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to division of taxes and voter approval. Existing law authorizes the legislative body to, by majority vote, initiate proceedings to issue bonds for the financing of district projects by adopting a resolution, subject to specified procedures and voter approval. Existing law requires an infrastructure financing plan to include the date on which an infrastructure financing district will cease to exist, which may not be more than 30 years from the date on which the ordinance forming the district is adopted. Existing law prohibits a district from including any portion of a redevelopment project area. This bill instead would specify that the date a district shall cease to exist may not be more than 45 years from the date on which the ordinance forming the district is adopted or not more than 45 years from the date on which bonds have been issued, whichever is later. The bill would delete the prohibition on a district including any portion of a redevelopment project area. The bill would make technical changes to a provision on bond issuance. <b>Last Amended on 4/9/2012</b></p>	
<p><a href="#">SB 1464</a> <a href="#">Lowenthal D</a></p> <p>Vehicles: bicycles: passing distance.</p>	<p>SENATE APPR. 4/17/2012 - Action From T. &amp; H.: Do pass. To APPR..</p>	<p>Under existing law, a driver of a vehicle overtaking another vehicle or a bicycle proceeding in the same direction is required to pass to the left at a safe distance without interfering with the safe operation of the overtaken vehicle or bicycle, subject to certain limitations and exceptions. A violation of this provision is an infraction punishable by a fine not exceeding \$100 for a first conviction, and up to a \$250 fine for a 3rd and subsequent conviction occurring within one year of 2 or more prior infractions. This bill would recast this provision as to overtaking and passing a bicycle by requiring , with specified exceptions, the driver of a motor vehicle overtaking and passing a bicycle that is proceeding in the same direction on a highway to pass in compliance with specified requirements applicable to overtaking and passing a vehicle, and to do so at a safe distance that does not interfere with the safe operation of the overtaken bicycle, having due regard for the size and speed of the motor vehicle and the bicycle, traffic conditions, weather, and the surface and width of the highway. The bill would prohibit , with specified exceptions, the driver of the motor vehicle that is overtaking or passing a bicycle proceeding in the same direction on a highway from passing at a distance of less than 3 feet between any part of the motor vehicle and any part of the bicycle or its operator. The bill would make a violation of this provision an infraction punishable by a \$35 fine. The bill would also require the imposition of a \$220 fine on a driver if a collision occurs between a motor vehicle and a bicyclist causing bodily harm to the bicyclist, and the driver is found to be in violation of the above provisions. <b>Last Amended on 4/9/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1499</a> <a href="#">Anderson R</a>  California Transportation Commission: review of expenditures.	SENATE T. & H. 4/11/2012 - Set, first hearing. Hearing canceled at the request of author.	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.	
<a href="#">SB 1512</a> <a href="#">Cannella R</a>  Environmental quality: California Environmental Quality Act: litigation.	SENATE RLS. 3/22/2012 - Referred to Com. on RLS.	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, non-substantive changes to that provision.	
<a href="#">SB 1533</a> <a href="#">Padilla D</a>  Electricity: energy crisis litigation.	SENATE E. U., & C. 4/11/2012 - Set for hearing April 24.	Existing law, until January 1, 2013, requires the Attorney General to represent the Department of Finance and to succeed to all rights, claims, powers, and entitlements of the Electricity Oversight Board in any litigation or settlement to obtain ratepayer recovery for the effects of the 2000-02 energy crisis. Existing law additionally prohibits the Attorney General from expending the proceeds of any settlements of those claims, except as specified. This bill would delete the repeal of the above-described requirements. <b>Last Amended on 3/27/2012</b>	
<a href="#">SB 1545</a> <a href="#">DeSaulnier D</a>  Bay Area toll bridges.	SENATE APPR. 3/28/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 3035.) (March 27). Re-referred to Com. on APPR.	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. This bill contains other related provisions and other existing laws.	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1549</a> <a href="#">Vargas D</a></p> <p>Transportation projects: construction Manager/General Contractor project method.</p>	<p>SENATE APPR. 4/17/2012 - Action From T. &amp; H.: Do pass as amended. To APPR.</p>	<p>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. 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. Bill would also require a progress report to be submitted by the transportation agency to the commission every year following the award of contract under these provisions, and would require the commission 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. Bill would provide that its provisions are severable.</p>	
<p><a href="#">SB 1566</a> <a href="#">Negrete</a> <a href="#">McLeod D</a></p> <p>Vehicle license fees: allocation.</p>	<p>SENATE G. &amp; F. 4/10/2012 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. &amp; F.</p>	<p>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 , second to each city that was incorporated before August 5, 2004, in an amount determined pursuant to a specified formula , and third to the Local Law Enforcement Services Account in the Local Revenue Fund 2011, for allocation to cities, counties, and cities and counties . 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. <b>Last Amended on 4/10/2012</b></p>	
<p><a href="#">SB 1572</a> <a href="#">Pavley D</a></p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.</p>	<p>SENATE E.Q. 4/11/2012 - Set for hearing April 23.</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 declare the intent of the Legislature to enact legislation that would establish criteria for the development and implementation of an expenditure plan, as specified, for moneys appropriated from the Greenhouse Gas Reduction Account.</p>	



**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—worse 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 5<sup>th</sup> 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 16<sup>th</sup>.

The legislature is currently on recess through April 9<sup>th</sup>.

### **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.

## 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.

### STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">TIGER IV Discretionary Grant*</a>	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
<a href="#">TCSP</a>	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
<a href="#">State of Good Repair*</a>	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
<a href="#">Veterans Transportation and Community Living Initiative (VTCLI)*</a>	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.		
<a href="#">Clean Fuels*</a>	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.		
<a href="#">Bus Livability*</a>	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
<a href="#">Economic Development Assistance Programs - Economic Adjustment Assistance Program</a>	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	<b>\$50 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)</b>	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
<b>Economic Development Assistance Programs - Global Climate Change Mitigation Incentive Fund</b>	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	<b>FY 2011: \$158 million in the first quarter; \$193 million in the second quarter btw 3 EDA programs</b>	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
<a href="#">Economic Development Assistance Programs - Public Works and Economic Development Facilities Program</a>	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	<b>\$111 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)</b>	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."		
<a href="#">Ferry Boat Discretionary (FBD) Program</a>	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.	<b>\$22 million</b>	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
<a href="#">Smart Growth Implementation Assistance (SGIA) Program*</a>	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.		
<a href="#">Building Blocks for Sustainable Communities</a>	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
<b>Sustainable Communities -- Community Challenge Planning Grant</b>	HUD	State and local governments, including U.S. territories, tribal governments, political subdivisions of State or local governments, and multi-State or multijurisdictional groupings.	<b>Fiscal Year 2011 - \$30 million Fiscal Year 2012 funding – not available Budget request expected for Fiscal year 2013</b>	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.		
<b>TIGGER</b>	Federal Transit Administration	Direct recipients of Section 5307, i.e., transit operators	<b>Fiscal Year 2011 -- \$49.9 million Fiscal Year 2012 funding not available</b>	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.		
<a href="#">Alternatives Analysis</a>	Federal Transit Administration	States, MPOs and local government authorities	<b>\$25 million</b>	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
<b>National Clean Diesel Funding Assistance Program (DERA)</b>	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	<b>\$32 million</b>	1/13/2011	<p>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.</p> <p>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.</p>		



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

April 12, 2012

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

**RE: STATE LEGISLATIVE UPDATE- CAP & TRADE PROGRAM**

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, which seek for the state to reach the equivalent of the 1990-level of greenhouse emissions by 2020. The Cap and Trade program will set a limit on the total greenhouse gas (GHG) 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.

CARB reports that the regulation will cover 360 businesses representing 600 facilities and is divided into two phases: the first, beginning in 2013, will include all major industrial sources along with electricity utilities; the second, starting in 2015, brings in distributors of transportation fuels, natural gas and other fuels.

CARB will provide the majority of allowances to all industrial sources during the initial period (2013-2014), using a calculation that rewards the most efficient companies. Those that need additional allowances to cover their emissions can purchase them at regular quarterly auctions ARB will conduct, or buy them on the market. The first auctions of allowances (for 2013 allowances) are slated for August and November 2012. As the emissions cap declines each year, the total number of allowances issued in the state drops, requiring companies to find the most cost-effective and efficient approaches to reducing their emissions. The first compliance year when covered sources will have to turn in allowances is 2013.

According to the Legislative Analyst’s Office (LAO), 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 request \$1 billion in Cap and Trade revenues for 2012-13, although recent estimates suggest that \$700 million is more likely. A trial auction will be conducted in August in preparation for an actual auction in November.

We are working with transportation stakeholders to develop recommendations for legislative leadership and the Department of Finance in regards to the use of the revenue – particularly that as much as possible go to transit and transportation purposes.

The AB 32 Scoping plan states that nearly 40% of GHG emissions in the state come from the transportation sector. Transportation stakeholders believe that this is a good place to start. Another idea contemplates that when fuel distributors become covered by the program in 2015, Cap and Trade revenue received from that source should be entirely dedicated to transit/transportation purposes.

The Governor’s budget proposes that \$500 million of the 2012-13 Cap and Trade revenue will go toward the General Fund. The other \$500 million is directed to projects that further the goals of AB 32. The Governor’s budget lists “efficient public transportation” as a proposed investment of the revenues. We would suggest that the amount that the Governor is

proposing to go to the General Fund can be set aside to retire transportation bond debt service.

Below is an example of a proposal of how Cap and Trade revenues can be potentially distributed:

#### General Fund's share of total revenue allocation amount

- Any funds temporarily diverted to the General Fund should be considered for use in paying down bond debt service on transportation and transit bonds, including Proposition 1A (High-Speed Rail and regional rail connectivity) and Proposition 1B (Transportation and Transit Infrastructure)

#### Transportation's share of total revenue allocation amount

- The AB 32 Scoping Plan states that almost 40% of the State's GHG emissions come from the transportation sector; therefore AT LEAST 40% of available Cap and Trade revenue should be made available to transportation and transit, and any initial allocation should be subsequently adjusted as we learn more about the revenues generated specifically by the transportation fuel sector (under which "return to source" or "payor benefits" principles could be addressed)

#### Eligible expenditures

1. Public transportation projects
  - a. Capital (rail line extensions, BRT, clean fuel bus purchases, facilities, etc.)
  - b. Operations (labor expenses for drivers, maintenance, power and fuel, etc.)
2. Other types of transportation projects that do not increase GHG emissions (ramp metering, ITS message boards, etc.)

#### Basis of revenue allocation within the transportation sector

1. 100% to MPOs\*
  - a) Subject to regional guarantees – based on CARB inventory of GHG emissions per MPO jurisdiction (2020 baseline)
  - b) Competitive program administered within each MPO's jurisdiction
  - c) Transportation projects could be prioritized if bundled with other GHG-reducing projects, like mixed-use/ housing, TOD projects

\*In SCAG region, funds sub-allocated to and administered by LCTCs/ RTPAs

#### Basis of project award

1. Based on GHG reduction
  - a) Best return on investment/ biggest bang for the buck in reducing GHGs
2. Link to Sustainable Community Strategy (pursuant to SB 375)
  - a) Interim period while all SCSs come on line
3. Must be in RTP or STP
4. Co-benefits
  - a) Cleaner air via congestion mitigation, fewer cars
  - b) Public health
  - c) Mobility
  - d) Economic efficiency

e) Social justice / environmental justice

Assembly Speaker Pérez has introduced AB 1532, which establishes a fund for collecting the revenues and a directive for using those revenues for AB 32 purposes. Similarly, Senator Pavley, one of the original authors of AB 32, has introduced a similar bill, SB 1572. Both bills are still in an early form, meaning that they do not contain substantive provisions or have language that will wind up being amended substantially. The Speaker's staff continues to seek our recommendations for getting the Cap and Trade revenue allocated.

We will continue to be at the table in the Cap and Trade revenue allocation discussions, and, as we develop recommendations for this purpose, we will continue to reach out to various legislators and transportation, housing, and environmental stakeholders to build our case.

Attached is a chart from ARB for your reference which contains a line that shows an estimate of GHG emissions by 2020 (about halfway down the chart) that may be used to determine the distribution of revenues between MPOs.

**Proposed SB 375 Greenhouse Gas Targets: Documentation of the Resulting Emission Reductions based on MPO Data**

This spreadsheet provides documentation of the MPO data and the calculations used to derive the greenhouse gas reductions of over 3 MMTCO<sub>2</sub>/year in 2020 and 15 MMTCO<sub>2</sub>/year in 2035 cited in ARB's August 9, 2010 staff report on the Proposed Greenhouse Gas Emission Reduction Targets Pursuant to SB 375.

	2005	SCAG	MTC	SANDAG	SACOG	Fresno	Kern	SJCOG	StanCOG	Tulare	Merced	Kings	Madera	AMBAG	SLOCOG (2008)	SBCAG	Shasta	Butte (2006)	Tahoe	18 MPOs
Population		17,763,285	7,094,823	3,034,388	2,057,200	897,416	765,750	650,458	511,617	390,950	243,000	145,463	146,101	740,048	269,300	417,500	165,430	217,209	41,211	35,551,149
Baseline CO <sub>2</sub> /capita in 2005 (lbs/weekday)		21.2	20.8	26.0	22.4	16.1	14.8	17.2	17.4	16.2	16.4	13.4	19.8	14.1	16.5	16.8	17.9	15.5	14.4	
Annual CO <sub>2</sub> Emissions in 2005 (MMTCO <sub>2</sub> /year)		59.3	23.2	12.4	7.3	2.3	1.8	1.8	1.4	1.0	0.6	0.3	0.5	1.6	0.7	1.1	0.5	0.5	0.1	116.3

	2020	SCAG	MTC	SANDAG	SACOG	Fresno	Kern	SJCOG	StanCOG	Tulare	Merced	Kings	Madera	AMBAG	SLOCOG	SBCAG	Shasta	Butte (2018)	Tahoe	18 MPOs
Population		21,033,336	8,018,000	3,635,855	2,536,000	1,131,430	1,010,800	809,685	632,623	547,423	331,000	205,914	224,567	840,366	288,000	459,600	214,734	267,599	48,042	42,234,974
Baseline CO <sub>2</sub> /capita in 2020 (lbs/weekday)		20.1	20.1	23.7	21.5	15.7	14.6	16.6	16.7	15.5	18.4	12.7	19.7	15.9	15.2	17.8	19.5	15.6	13.4	
Baseline Annual CO <sub>2</sub> Emissions in 2020 (MMTCO <sub>2</sub> /year)		66.5	25.4	13.6	8.6	2.8	2.3	2.1	1.7	1.3	1.0	0.4	0.7	2.1	0.7	1.3	0.7	0.7	0.1	131.8
<b>Proposed SB375 Targets - % Change in CO<sub>2</sub>/capita from 2005</b>		<b>-8%</b>	<b>-7%</b>	<b>-7%</b>	<b>-7%</b>	<b>-5%</b>	<b>13%</b>	<b>-8%</b>	<b>6%</b>	<b>0%</b>	<b>1%</b>	<b>-7%</b>								
Proposed Target CO <sub>2</sub> /capita in 2020 (lbs/weekday)		19.5	19.3	24.2	20.8	15.3	14.1	16.3	16.5	15.4	15.6	12.7	18.8	15.9	15.2	17.8	17.9	15.7	13.4	
Annual CO <sub>2</sub> Emissions in 2020 based on Proposed Target CO <sub>2</sub> /capita (MMTCO <sub>2</sub> /year)		64.6	24.4	13.8	8.3	2.7	2.2	2.1	1.6	1.3	0.8	0.4	0.7	2.1	0.7	1.3	0.6	0.7	0.1	128.5
Change in 2020 Annual CO <sub>2</sub> Emissions due to Proposed Targets (MMTCO <sub>2</sub> /year)		-2.0	-1.0	0.3	-0.3	-0.1	-0.1	0.0	0.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0	-0.1	0.0	0.0	<b>-3.4</b>

	2035	SCAG	MTC	SANDAG	SACOG	Fresno	Kern	SJCOG	StanCOG	Tulare	Merced	Kings	Madera	AMBAG	SLOCOG	SBCAG	Shasta (2030)	Butte	Tahoe	18 MPOs
Population		23,563,107	9,073,700	3,984,753	3,081,000	1,418,887	1,321,000	989,774	767,836	700,840	465,000	275,476	313,250	920,714	330,800	487,000	245,904	346,818	55,447	48,341,306
Baseline CO <sub>2</sub> /capita in 2035 (lbs/weekday)		20.4	20.5	24.6	19.6	16.0	16.2	17.0	16.6	16.6	20.4	12.3	21.2	16.0	15.2	17.5	19.7	15.5	15.3	
Baseline Annual CO <sub>2</sub> Emissions in 2035 (MMTCO <sub>2</sub> /year)		75.7	29.3	15.4	9.5	3.6	3.4	2.6	2.0	1.8	1.5	0.5	1.0	2.3	0.8	1.3	0.8	0.8	0.1	152.6
<b>Proposed SB375 Targets - % Change in CO<sub>2</sub>/capita from 2005</b>		<b>-13%</b>	<b>-15%</b>	<b>-13%</b>	<b>-16%</b>	<b>-10%</b>	<b>14%</b>	<b>-8%</b>	<b>4%</b>	<b>0%</b>	<b>1%</b>	<b>6%</b>								
Proposed Target CO <sub>2</sub> /capita in 2035 (lbs/weekday)		18.4	17.7	22.6	18.8	14.5	13.3	15.5	15.7	14.6	14.8	12.1	17.8	16.1	15.2	17.5	17.9	15.7	15.3	
Annual CO <sub>2</sub> Emissions in 2035 based on Proposed Target CO <sub>2</sub> /capita (MMTCO <sub>2</sub> /year)		68.4	25.3	14.2	9.1	3.2	2.8	2.4	1.9	1.6	1.1	0.5	0.9	2.3	0.8	1.3	0.7	0.9	0.1	137.5
Change in 2035 Annual CO <sub>2</sub> Emissions due to Proposed Targets (MMTCO <sub>2</sub> /year)		-7.3	-4.0	-1.2	-0.4	-0.3	-0.6	-0.2	-0.1	-0.2	-0.4	0.0	-0.2	0.0	0.0	0.0	-0.1	0.0	0.0	<b>-15.1</b>

## Proposed SB 375 Greenhouse Gas Targets: Documentation of the Resulting Emission Reductions based on MPO Data

**Conversion Factors:**

2,000 lbs/short ton  
 347 average weekdays/year  
 1,000,000 Million  
 2.20462262 lbs/kg  
 0.90718474 metric tonne/short ton

Notes:

1. The CO2 emissions presented in this table do not include reductions from Pavley and LCFS regulations.
2. The CO2/capita data presented in the table represent RTAC recommended trips only, and does not include through trips.
3. Annual CO2 Emissions were calculated using the formula:

$$\text{Annual CO2 Emissions (MMTCO2/year)} = \frac{\text{Population} \times \text{CO2/capita (lbs/average weekday)} \times 347 \text{ (average weekdays/year)} \times 0.90718474 \text{ (metric tonne/short ton)}}{1,000,000 \text{ (Million)} \times 2,000 \text{ (lbs/short ton)}}$$

Data Source:

1. SCAG's Population and CO2/capita data were obtained from their "Alternative Scenario Summary" document (received 6/08/10)
2. MTC's Population and CO2/capita data were obtained from email sent by Harold Brazil (MTC) to Dmitri Smith (ARB) on August 5, 2010, confirming latest MTC data presented by MTC staff at the July 9, 2010 MTC Planning Committee Meeting
3. SANDAG's CO2/capita were obtained from their "Responses to ARB Questions" document (received 6/7/10); Population data were obtained from Attachment B of the "Preliminary Report on Target Setting from MTC, SACOG, SANDAG and SCAG" document (received 5/19/10)
4. SACOG's CO2/capita were obtained from their "RTAC Scenarios" document (received 7/12/10); Population data were obtained from email sent by Bruce Griesenbeck (SACOG) to Jason Crow (ARB) on August 6, 2010, clarifying prior submittals.
5. Fresno Population and CO2/capita data correspond to Approach #1 data presented in Table 3 and Table 13 of their "Proposed target submittal" document, respectively (received 5/19/10)
6. Kern's Population and CO2/capita data were obtained from data provided in their "Alternative Scenario Summary" document (received 7/14/10); CO2/capita were calculated to reflect 100% II and 50 % IX/XI trips (consistent with RTAC's Recommendation)
7. SJCOG's Population and CO2/capita data were obtained from Method C calculation of "SJV MPO Step 1 Data Submittal (Excel format)" document (received 5/24/10)
8. StanCOG's Population and CO2/capita data were obtained from Method C calculation of "SJV MPO Step 1 Data Submittal (Excel format)" document (received 5/24/10)
9. Tulare's Population and CO2/capita data were obtained from Method C calculation of "SJV MPO Step 1 Data Submittal (Excel format)" document (received 5/24/10)
10. Merced's Population and CO2/capita data were obtained from Method C calculation of "SJV MPO Step 1 Data Submittal (Excel format)" document (received 5/24/10)
11. Kings' Population and CO2/capita data were obtained from Method C calculation of "SJV MPO Step 1 Data Submittal (Excel format)" document (received 5/24/10)
12. Madera's Population and CO2/capita data were obtained from Method C calculation of "SJV MPO Step 1 Data Submittal (Excel format)" document (received 5/24/10)
13. AMBAG's Population data were obtained from their "SB375 Baseyear data submission" (received May 5, 2010); CO2/capita data were obtained from their "Response to ARB Questions and Technical Memo on CO2 Targets" submission (received 8/3/10)
14. SLOCOG's Population and CO2/capita data were obtained from their "GHG Emission Simulation Results" document (received 6/23/10); CO2/capita data were converted from kg/capita to lbs/capita
15. SBCAG's Population and CO2/capita data were obtained from their "Scenarios for Target Setting" document (received 5/27/10)
16. Shasta's Population and CO2/capita data were obtained from their "Alternative Scenario Summary" document (received 7/14/10); CO2/capita were calculated to reflect 100% II and 50 % IX/XI trips (consistent with RTAC's Recommendation)
17. Butte's Population and CO2/capita data were obtained from their "Draft Targets (no Pavley)" document (received 5/24/10)
18. Tahoe's Population and CO2/capita were obtained from the Joint MPO "SB 375 Base Year Data (2005, 2020, 2035)" document (received 4/26/10); CO2/capita were calculated to reflect 100% II and 50 % IX/XI trips (consistent with RTAC's Recommendation)

AMENDED IN SENATE MARCH 26, 2012

**SENATE BILL****No. 1189**

**Introduced by Senator Hancock**  
*(Principal coauthor: Assembly Member Ma)*  
**(Coauthor: Senator Alquist)**  
*(Coauthor: Assembly Member Beall)*

February 22, 2012

An act relating to high-speed rail, *and making an appropriation therefor.*

## LEGISLATIVE COUNSEL'S DIGEST

SB 1189, as amended, Hancock. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: project funding.

*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 \$9.95 billion in general obligation bonds for high-speed train capital projects and other associated purposes. Existing law makes \$950 million of the proceeds of those bonds available for capital improvements to intercity and commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system, as specified, or that provide capacity enhancements and safety improvements. Existing law requires the California Transportation Commission to allocate those funds to eligible recipients, as defined, and to develop guidelines to implement those provisions.*

*This bill would appropriate \$523,400,000 from the High-Speed Passenger Train Bond Fund to the Department of Transportation for*

*allocation by the California Transportation Commission as provided for in specified guidelines adopted by the commission.*

~~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:~~

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

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

- 1     SECTION 1. *The Legislature finds and declares all of the*
- 2 *following:*
- 3     (a) *In approving the Safe, Reliable High-Speed Passenger Train*
- 4 *Bond Act for the 21st Century at the November 4, 2008, general*
- 5 *election, California voters approved \$950 million in general*
- 6 *obligation bonds to be available for capital improvements to the*
- 7 *state’s intercity and commuter rail lines and urban rail systems.*
- 8 *The funds, available upon appropriation by the Legislature, are*
- 9 *for improvements that provide direct connectivity to the high-speed*
- 10 *train system and its facilities, are part of the construction of the*
- 11 *high-speed train system, or are improvements that provide capacity*
- 12 *enhancements and safety improvements on the existing intercity,*
- 13 *commuter, or urban rail lines.*
- 14     (b) *Of the \$950 million authorized for expenditure by the voters*
- 15 *for the purposes described in subdivision (a), 20 percent, or \$190*
- 16 *million, is to be allocated among the three state-supported intercity*
- 17 *rail lines known as the Capitol Corridor line, the San Joaquin line,*
- 18 *and the Pacific Surfliner line (Intercity Rail Program). Eighty*
- 19 *percent, or \$760 million, is to be allocated to other commuter and*
- 20 *urban rail line operators based on a formula outlined in the bond*
- 21 *act (Commuter and Urban Rail Program).*

1 (c) *The approved bond act requires commuter and urban rail*  
2 *line operators that are eligible recipients of these state bond funds*  
3 *to provide matching funds in an amount not less than the amount*  
4 *of bond funds allocated to the recipient. This match requirement*  
5 *means for every dollar of state bond funds invested in an eligible*  
6 *local project, at least one dollar of nonbond funds will also be*  
7 *invested in the project.*

8 (d) *The Safe, Reliable High-Speed Passenger Train Bond Act*  
9 *for the 21st Century requires the California Transportation*  
10 *Commission to develop guidelines for the implementation of both*  
11 *the Intercity Rail Program and the Commuter and Urban Rail*  
12 *Program. The commission is also responsible for allocating the*  
13 *available funds to eligible recipients in each program.*

14 (e) *On February 24, 2010, the commission adopted the program*  
15 *guidelines for the \$950 million High-Speed Passenger Train Bond*  
16 *Program, consisting of the \$190 million Intercity Rail Program*  
17 *and the \$760 million Commuter and Urban Rail Program.*

18 (f) *On May 20, 2010, the commission adopted the initial*  
19 *program of projects to be funded by the High-Speed Passenger*  
20 *Train Bond Program, a program that proposed to fund \$262.4*  
21 *million in projects in the 2011–12 fiscal year alone.*

22 (g) *While the Budget Act of 2011, passed by the Legislature on*  
23 *June 28, 2011, included an appropriation totaling more than \$262*  
24 *million to begin funding eligible projects in the*  
25 *commission-adopted High-Speed Passenger Train Bond Program,*  
26 *all but \$28 million of the appropriation was vetoed.*

27 (h) *Notwithstanding the veto of a significant portion of the bond*  
28 *funds appropriated for the High-Speed Passenger Train Bond*  
29 *Program, it remains imperative for the Legislature to appropriate*  
30 *bond funds to eligible recipients so that project contracts can be*  
31 *signed, mobility and safety improvements can commence, and*  
32 *immediate job opportunities for Californians can be made*  
33 *available.*

34 (i) *According to commuter and urban rail service providers*  
35 *throughout the state, the bond funds from the \$760 million*  
36 *Commuter and Urban Rail Program alone are estimated to fund*  
37 *no less than 15 capital improvement and safety projects in*  
38 *California, leveraging more than \$4.9 billion in nonstate*  
39 *transportation funds, and creating nearly 200,000 jobs.*

1 (j) *The mobility and safety improvements funded by these bond*  
2 *funds will benefit Californians in all regions of the state.*

3 (k) *The appropriation of bond funds for the High-Speed*  
4 *Passenger Train Bond Program, as adopted and updated by the*  
5 *commission, is a necessary precursor for rail mobility and safety*  
6 *improvements and for job creation in California. It is, therefore,*  
7 *the intent of the Legislature to appropriate these funds for*  
8 *allocation by the commission to eligible rail operators requesting*  
9 *an allocation.*

10 SEC. 2. *Pursuant to Section 2704.095 of the Streets and*  
11 *Highways Code, the sum of five hundred twenty-three million four*  
12 *hundred thousand dollars (\$523,400,000) is hereby appropriated*  
13 *from the High-Speed Passenger Train Bond Fund to the*  
14 *Department of Transportation for allocation by the California*  
15 *Transportation Commission as provided for in the guidelines*  
16 *adopted by the commission in Resolution HST1A-G-0910-01 on*  
17 *February 24, 2010, and as those guidelines may be updated by*  
18 *the commission.*

19 ~~SECTION 1. It is the intent of the Legislature to enact~~  
20 ~~legislation that would appropriate funding from the net proceeds~~  
21 ~~of nine hundred fifty million dollars (\$950,000,000) from the~~  
22 ~~issuance of bonds authorized by the Safe, Reliable High-Speed~~  
23 ~~Passenger Train Bond Act for the 21st Century to be allocated for~~  
24 ~~intercity and commuter rail lines and urban rail systems, in~~  
25 ~~accordance with subdivision (a) of Section 2704.095 of the Streets~~  
26 ~~and Highways Code, for projects that have been requested by~~  
27 ~~eligible operators and have been approved by the California~~  
28 ~~Transportation Commission.~~

O



April 16, 2012

The Honorable Mark DeSaulnier  
 Chair, Senate Committee on Transportation and Housing  
 State Capitol  
 Sacramento, CA 95814

**SUBJECT: SUPPORT – SB 1189 - - Prop 1A CA HST Connectivity Funds**

**BOARD OF DIRECTORS**

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 Oscar Villegas  
 Dan Wolk (ALT.)

**EXECUTIVE OFFICERS**

Grace Crunican  
 Executive Director

David B. Kutrosky  
 Managing Director

Dear Senator DeSaulnier:

The Capitol Corridor Joint Powers Authority (CCJPA) endorses SB 1189 (Hancock), which would appropriate \$523.4 million from the High-Speed Passenger Train Bond Fund (Proposition 1A) to Caltrans via the California Transportation Commission (CTC). Guidelines relating to the use of these funds were adopted by the CTC on February 24, 2010 and stipulate that the primary use of these funds is to connect with the California High Speed Train (CA HST) System.

As the managing agency for the Capitol Corridor (Sacramento-Oakland/San Francisco-San Jose) intercity passenger train service (the 3<sup>rd</sup> busiest route in the Amtrak system), the CCJPA has recently prepared its near-term 10-year Capital Improvement Program (CIP) which seeks to implement strategic capital infrastructure investments to increase service frequencies to:

- San Jose/Silicon Valley (from 14 to 22 daily trains)
- Roseville (from 2 to 20 daily trains) and
- Auburn (from 2 to four daily trains)

Over \$60 million in these Prop 1A CA HST Connectivity funds would be available to the CCJPA under the CTC's guidelines as these service expansions would serve planned CA HST stations in San Jose and Sacramento. The CCJPA would use these funds to leverage other federal, state, and regional/local dollars to implement the capital projects that would support these Capitol Corridor service expansions. In addition to the direct results of increased ridership and revenues and sustained high quality, cost-effective performance, these service expansions would accrue such indirect benefits as reducing greenhouse gas (GHG) emissions, providing traffic congestion relief and generating regional economic development and job growth.

To that end, the CCJPA respectfully submits its support for SB 1189

Thank you for your continued support and leadership in public rail transportation for the citizens of California. Please contact David Kutrosky, CCJPA Managing Director, with any questions at (510) 464-6993 or [davidk@capitolcorridor.org](mailto:davidk@capitolcorridor.org).

Sincerely,

Bob Franklin  
 Chair

**CAPITOL CORRIDOR  
 JOINT POWERS AUTHORITY**  
 300 LAKESIDE DRIVE  
 14<sup>TH</sup> FLOOR EAST  
 OAKLAND, CA 94612  
 (V) 510.464.6995  
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[www.capitolcorridor.org](http://www.capitolcorridor.org)

cc: The Honorable Loni Hancock, State Senate – District 9  
 CCJPA Board of Directors  
 Malcolm Dougherty, Caltrans – Acting Director  
 Bill Bronte, Caltrans - Division of Rail



DATE: April 20, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Robert Macaulay, Director of Planning  
RE: Update on OneBayArea Grant (OBAG) Projects

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**Background:**

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

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

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

On February 8, 2012, the STA Technical Advisory Committee (TAC) held a workshop to discuss the OBAG process, and to prepare local jurisdictions to identify top funding priorities. On February 29, 2012, TAC members had an opportunity to present preliminary project proposals for further OBAG funding consideration. On March 28<sup>th</sup>, 2012, the STA TAC discussed the process for agencies to formally submit OBAG priorities. On April 9<sup>th</sup>, STA staff sent out a memo to all TAC and Solano Express Intercity Transit Consortium members detailing how project submittals should be made.

On April 4<sup>th</sup>, MTC staff released additional proposed amendments to the OBAG guidelines. Those amendments are included in the MTC memo provided as Attachment A. One of the most significant changes is the proposal to add one year to the OBAG cycle, and to increase the funding for the CMAs. For STA, the funding would increase from \$16 million over 3 years to \$20 million over 4 years.

At its meeting of April 11, 2012, the STA Board adopted the Existing Commitments and Local Streets and Roads (LS&R) set-aside at 60% of remaining OBAG funds as recommended by the TAC at its March 28th meeting. The STA's Board action is provided as Attachment B. If a fourth year for OBAG is approved, with an STA funding level of \$20 million, the LS&R funds would be approximately \$8.3 million, and approximately \$5.5 million would be available for projects and programs.

**Discussion:**

As first discussed at the February 8<sup>th</sup> 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. This includes (LS&R) maintenance funds. There are 11 designated PDAs in Solano County and 1 proposed PDAs.
- Complete Streets. MTC staff has proposed requiring local jurisdictions to adopt an ordinance in October 2012, in order to implement the Complete Street Act of 2008. No Solano County jurisdictions meet this requirement at this time. CMA staff from a majority of the CMAs have requested this requirement be postponed at least until the end of June 2013. MTC's current Complete Streets proposal is in Attachment C.
- 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 recommending that any projects submitted for OBAG funding must be included as a priority project in an adopted STA plan.

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

The schedule for OBAG project submittal and review is as follows:

April 25	Joint TAC/Consortium Meeting on OBAG Funding
May 4	OBAG Formal Project Submittals Due to STA
May 15	Solano PDWG Review of OBAG Project Deliverability
May 23	MTC Adoption of OBAG Guidelines
May 30	TAC Recommends Draft OBAG Projects and Program Funding
June 13	STA Board reviews Draft OBAG Projects and Program Funding
June 20	TAC Recommends Final OBAG Project and Program Funding
July 11	STA Board Adoption of OBAG Project and Program Funding

This month, STA staff is forwarding to each TAC member a request for submittal of OBAG candidate projects. STA staff will prepare draft criteria for the evaluation of projects submitted for funding. As an initial step in developing these criteria, TAC members' input on selection criteria will be discussed at the April 25<sup>th</sup> TAC meeting.

**Recommendation:**

Informational.

Attachments:

- A. MTC OBAG Guidelines Update Memo dated April 4, 2012
- B. STA Board Adopted OBAG Existing Commitments and LS&R Set-Aside
- C. MTC Complete Streets Update dated April 19, 2012

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TO: Policy Advisory Council

DATE: April 4, 2012

FR: Alix Bockelman, Director Programming and Allocations

RE: Update on Proposed OneBayArea Grant — Cycle 2 STP/CMAQ Funding

## Background

Staff presented the initial OneBayArea Grant (OBAG) proposal to the MTC Planning Committee / ABAG Administrative Committee on July 8, 2011. At that meeting, the committee directed that staff release the proposal for public review. On January 13, 2012 staff recommended revisions to the OBAG proposal to the Joint Committee addressing comment letters and other concerns expressed by stakeholders, transportation agencies and local jurisdictions at various meetings (Bay Area Partnership working groups; Policy Advisory Council; ABAG Executive Board; ABAG Planning Committee; Regional Advisory Working Group, Regional Bicycle Working Group; and Plan Bay Area workshops). Committee memoranda and comment letters received to date can be viewed on the MTC website at <http://www.mtc.ca.gov/funding/onebayarea/>.

## Additional OBAG Policy Program Revisions

At their January meeting, the Joint Planning / ABAG Administrative Committee members were generally supportive of the staff recommended revisions to the OBAG grant program and requested more clarity and adjustments which are outlined below as additional staff recommended revisions. Staff is also recommending to add one year to the OBAG funding cycle to address regional delivery, as described in item #1 below.

***1. Add a Fourth Year of Funding to Cycle 2:*** Project sponsors and MTC staff are experiencing delivery challenges because of insufficient lead time for projects to go through the federal aid process. Sponsors need a minimum of 36 months, and ideally 48 months from the time of program adoption to proceed through the federal-aid process and deliver the projects especially for less traditional projects such as the Climate Initiatives and Safe Routes to School (SR2S) projects.

**Recommended Revision:** To ensure the region does not lose federal funds due to extended delivery timelines, staff is recommending adding a fourth year of funding to Cycle 2 / OBAG funding which allows the region to better manage the use of federal funds. This adds approximately \$70 million in funding that would go to CMAs for project selection. Funding to the regional programs also increases proportionately. Attachment 1 lays out the proposed new funding levels.

***2. Increase Priority Development Area Flexibility:*** Staff had recommended that a project outside of a priority development area (PDA) count towards the required PDA minimum expenditure if it directly connects to or provides proximate access to a PDA. Further definition was requested.

**Recommended revision:** Rather than establishing a regional definition of “proximate access”, staff recommends that the CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. CMAs would need to map projects and designate

which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum threshold requirements. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle. MTC staff has prepared illustrative examples of projects that may count toward the PDA minimum based on direct connection or proximate access (see Attachment 2).

**3. North Bay Priority Conservation Areas Pilot Program:** There were requests to allow other counties to participate in the pilot outside of the four North Bay counties and an extensive discussion about which priority conservation area components (i.e. farm to market transportation projects versus open space acquisition / access) should be eligible given the limited funds in this program.

Recommended revision: Implement this program as a regionally competitive program with first priority going to the North Bay counties of Marin, Napa, Solano, and Sonoma. Eligible projects would include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts and private foundations to leverage outside funds, particularly for land acquisition and open space access. Funding leveraged by MTC and ABAG beyond the \$5 million program (not including sponsor-provided match) could grow the program budget and open up consideration of projects outside of the North Bay counties. Program guidelines will be developed over the next several months. Prior to the call for projects, a meeting will be held with stakeholders to discuss the program framework and project eligibility. The program guidelines will be approved by the Commission following those discussions. Note that tribal consultation for Plan Bay Area highlighted the need for CMAs in Sonoma and Marin to involve tribes in PCA planning and project delivery.

**4. Affordable Housing Production and Preservation:** Concerns were expressed that the proposed OBAG fund distribution at the county level does not explicitly recognize an individual jurisdiction's performance in producing affordable housing. Further, MTC was asked to consider specific requirements for local jurisdictions to adopt policies to encourage affordable housing production and preservation.

Recommended revision: MTC will expect CMAs to distribute funds at the county level in a way that balances a variety of objectives, including low-income housing production. The following three measures are intended to support CMA decisions related to low-income housing production and protection of affordable housing.

a) In order to facilitate a discussion among the constituent jurisdictions within a county as part of the project selection process, MTC is publishing data for each county, showing each jurisdiction's contribution to the county's fund distribution based on a formula which includes low-income housing factors (See Attachment 3). For future cycles, staff recommends that housing production data be revised to incorporate the most up-to-date jurisdiction information.

b) CMAs would be required to develop and approve a PDA Growth Strategy that addresses affordable housing strategies (see Attachment 4). The PDA Growth Strategy will be due to MTC and ABAG by October 2012. By that date, CMAs will have completed an inventory of affordable housing policies currently enacted by each local jurisdiction. By October 2013, CMAs would work with their respective jurisdictions to formulate affordable housing strategies and identify which, if any, policies/ordinances are recommended to promote and preserve affordable housing in PDAs. To support the CMAs and local

jurisdictions in these efforts, MTC and ABAG will coordinate with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011. Based on this information and recommendations in the PDA growth strategy, MTC would consider linking the release of future cycle funding (subsequent to FY 2015-16) on local progress to enact locally developed affordable housing policies. MTC expects the share of funding attributable to affordable housing production to increase in future cycles.

c) MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production, and preservation in funding agreements with grantees.

**5. Performance and Accountability:** Staff had recommended streamlining the performance and accountability requirements in recognition of the considerable lead time required to implement these requirements as a condition for receiving OBAG funds. The two requirements due by July 1, 2013 are the Complete Streets Act of 2008 compliant general plan circulation element and a 2007-14 RHNA compliant general plan housing element approved by the California Department of Housing and Community Development (HCD). Some of the committee members reported that the time and resources involved for a general plan amendment made the Complete Streets Act deadline in many cases impractical; and others believed that HCD approval process in some cases can be very unpredictable.

Recommended revision: The following provides additional flexibility to jurisdictions to meet these requirements:

a) To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets ordinance no later than October 1, 2012. A jurisdiction can also meet this requirement by already having a general plan that complies with the Complete Streets Act of 2008 or by its adoption by the October 1, 2012 deadline. Staff will provide minimum requirements based on best practices for the ordinances.

b) A jurisdiction is required to have its general plan housing element adopted and approved by HCD for 2007-14 RHNA prior to July 1, 2013. If a jurisdiction submits its housing element to HCD on a timely basis but is facing obstacles in the HCD review process, a waiver may be given by the Joint MTC Planning/ABAG Administrative Committee based on a consideration of the circumstances involved.

**6. Lessons Learned:** MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:

- Mix of project types selected;
- Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
- Complete streets elements that were funded;
- Adherence to the performance and accountability requirements; and
- Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
- Public participation process

The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning/ABAG Administrative Committee in November or December 2012.

**7. Safe Routes to School Regional Program:** The committee discussed whether the funding for the MTC Safe Routes to School Program (SR2S) should be increased from \$10 million to \$17 million. In Cycle 1, \$15 million was made available to the counties by formula for a three-year period and \$2 million was directed to a regionally competitive Creative Grant Program.

Recommended revision: Staff recommends that the Regional Safe Routes to School Program be funded at \$5 million annually for the four-year period consistent with Cycle 1 but that the regionally competitive program be discontinued. In addition CMAs may choose to provide additional funds to the SR2S program through county OBAG investments.

**8. Pavement Technical Assistance Program:** The Local Streets and Roads Working Group requested additional funding to continue to carry out the Pavement Technical Assistance Program (PTAP).

Recommended revision: Staff recommends increasing the PTAP program funding level by \$4 million to a revised total of \$7 million. This funding level allows for the reinspection of the majority of each jurisdiction's local street and road network every other year which will result in updated asset management data needed to complete regional condition summaries and needs analyses for planning and programming purposes. In response to Tribal Consultation for Plan Bay Area, staff recommends that PTAP also be made available to assist tribes in conducting road condition inventories on tribal lands within the Bay Area.

### **Next Steps**

The staff proposal has relied to date, on the current 2007-14 Regional Housing Needs Allocations (RHNA) for the proposed OBAG fund distribution. We intend to use the new RHNA 2014-2022 that will be available in May. Staff will revise the county level funding distribution, as appropriate, based on the new RHNA figures. In July, ABAG will finish its consideration of new PDA designation applications, and MTC staff will provide final PDA definitions and maps at that time.

After further discussions with stakeholders and working group committees, staff will prepare Final Cycle 2/OBAG Programming Policies for presentation to the Joint MTC Planning Committee/ABAG Administrative Committee in May and referral to the Commission for final approval. If approved, staff will start working on OBAG Program implementation in June.

# Attachment 1

## OneBayArea Proposal

### New Act Cycle 2 Program

#### April 2012

#### Cycle 2 Funding Commitments

Program Categories (millions \$ - rounded)		4-Year Total	January 2012 Proposal *	Augmentation	4-Year Total
<b>Regional Program</b>					
1	Regional Planning Activities	\$7	\$5	\$2	\$7
2	Regional Operations	\$105	\$74	\$31	\$105
3	Freeway Performance Initiative (FPI)	\$96	\$66	\$31	\$96
4	Pavement Technical Assistance Program (PTAP)	\$7	\$3	\$4	\$7
5	Priority Development Area (PDA) Plans	\$30	\$25	\$5	\$30
6	Climate Initiatives	\$20	\$10	\$10	\$20
7	Safe Routes To School (SR2S)	\$20	\$10	\$10	\$20
8	Transit Capital Rehabilitation	\$150	\$125	\$25	\$150
9	Transit Performance Initiative (TPI)	\$30	\$30		\$30
10	Priority Conservation Area (PCA)	\$5	\$5		\$5
<b>Regional Program Total:**</b>		<b>\$470</b>	<b>\$353</b>	<b>\$117</b>	<b>\$470</b>
					60%

\* Without Lifeline and transit payback which have been advanced and funded in Cycle 1

County Program		4-Year Total	January 2012 Proposal	Augmentation	4-Year Total
<b>One Bay Area Grant (OBAG)</b>					
1	Alameda	\$61			
2	Contra Costa	\$46			
3	Marin	\$10			
4	Napa	\$7			
5	San Francisco	\$38			
6	San Mateo	\$25			
7	Santa Clara	\$84			
8	Solano	\$20			
9	Sonoma	\$24			
<b>OBAG Total:**</b>		<b>\$320</b>	<b>\$250</b>	<b>\$70</b>	<b>\$320</b>
					40%

<b>Cycle 2 Total Total:**</b>	<b>\$790</b>	<b>\$604</b>	<b>\$186</b>	<b>\$790</b>
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\*\* Amounts may not total due to rounding

## Attachment 2: Examples of Projects That Provide Proximate Access to a Priority Development Area

For illustration purposes, below are examples of projects outside of PDAs which may count towards OBAG minimum expenditures in PDAs, by providing proximate access to a PDA. The intention of these examples is to provide general guidance to CMAs in their discussions with their board, stakeholders, and the public about how to apply this definition.

Project Type	Eligible Examples
<b>Road Rehabilitation Program</b>	<ul style="list-style-type: none"> <li>• A continuous street rehabilitation project that directly connects to a PDA. A road project in the geographic vicinity of a PDA which leads to a PDA. (Ygnacio Valley Road within Walnut Creek both inside and outside of the PDA)</li> </ul>
<b>Bicycle / Pedestrian Program</b>	<ul style="list-style-type: none"> <li>• A bicycle lane / facility that is integral to a planned bicycle network (i.e. gap closures) that leads to a PDA (Alto Tunnel in Mill Valley).</li> <li>• A bicycle / pedestrian project that directly connects to a PDA; or in the geographic vicinity of a PDA that leads to a PDA. (Entire Embarcadero Rd Bicycle Lanes alignment in the City of Palo Alto which crosses over the El Camino Real PDA. Georgia Street Corridor Bicycle Improvements in Vallejo, small portion in PDA)</li> </ul>
<b>Safe Routes to Schools</b>	<ul style="list-style-type: none"> <li>• A project outside of a PDA that encourages students that reside in a PDA to walk, bike, or carpool to school. (District wide outreach and safety programs)</li> </ul>
<b>County TLC Program</b>	<ul style="list-style-type: none"> <li>• For enhancement / streetscape elements, the following projects may be supportive of PDAs although outside of their limits:               <ul style="list-style-type: none"> <li>○ PDA corridor gap closure (El Camino Real segments between PDAs in Sunnyvale and Santa Clara)</li> <li>PDA connection to a nearby significant transit node (North Berkeley BART station to University Avenue PDA)</li> </ul> </li> </ul>

**Attachment 3: OBAG Formula Factors and Distribution Within County**  
**April 2012**

County	Population		2007-2011 RHNA				1999-2006 Housing Production			
	2010 Population	Intra-County Share	Very Low + Low Income Units	Intra-County Share	Total Units	Intra-County Share	Very Low + Low Units	Intra-County Share	Total Units (capped)	Intra-County Share
<b>ALAMEDA COUNTY</b>										
Alameda	73,812	4.9%	811	4.6%	2,046	4.6%	336	6.7%	952	3.0%
Albany	18,539	1.2%	107	0.6%	276	0.6%	15	0.3%	160	0.5%
Berkeley	112,580	7.5%	752	4.3%	2,431	5.4%	496	9.9%	1,269	4.0%
Dublin	46,036	3.0%	1,753	9.9%	3,330	7.4%	506	10.1%	3,832	12.2%
Emeryville	10,080	0.7%	360	2.0%	1,137	2.5%	187	3.7%	777	2.5%
Fremont	214,089	14.2%	2,235	12.7%	4,380	9.7%	503	10.0%	2,971	9.5%
Hayward	144,186	9.5%	1,251	7.1%	3,393	7.6%	57	1.1%	2,602	8.3%
Livermore	80,968	5.4%	1,698	9.6%	3,394	7.6%	461	9.2%	3,746	11.9%
Newark	42,573	2.8%	417	2.4%	863	1.9%	0	0.0%	314	1.0%
Oakland	390,724	25.9%	3,998	22.7%	14,629	32.6%	1,300	25.8%	7,733	24.7%
Piedmont	10,667	0.7%	23	0.1%	40	0.1%	0	0.0%	9	0.0%
Pleasanton	70,285	4.7%	1,804	10.2%	3,277	7.3%	530	10.5%	2,391	7.6%
San Leandro	84,950	5.6%	596	3.4%	1,630	3.6%	108	2.1%	870	2.8%
Union City	69,516	4.6%	952	5.4%	1,944	4.3%	232	4.6%	1,852	5.9%
Alameda County Unincorporated	141,266	9.4%	876	5.0%	2,167	4.8%	303	6.0%	1,878	6.0%
<b>ALAMEDA TOTAL:</b>	<b>1,510,271</b>	<b>100.0%</b>	<b>17,633</b>	<b>100.0%</b>	<b>44,937</b>	<b>100.0%</b>	<b>5,034</b>	<b>100.0%</b>	<b>31,356</b>	<b>100.0%</b>
<b>CONTRA COSTA COUNTY</b>										
Antioch	102,372	9.8%	855	7.9%	2,282	8.4%	838	13.2%	4,459	13.8%
Brentwood	51,481	4.9%	1,152	10.6%	2,705	10.0%	614	9.7%	4,073	12.6%
Clayton	10,897	1.0%	84	0.8%	151	0.6%	84	1.3%	219	0.7%
Concord	122,067	11.6%	1,065	9.8%	3,043	11.2%	286	4.5%	2,319	7.2%
Danville	42,039	4.0%	326	3.0%	583	2.2%	141	2.2%	721	2.2%
El Cerrito	23,549	2.2%	152	1.4%	431	1.6%	5	0.1%	185	0.6%
Hercules	24,060	2.3%	217	2.0%	453	1.7%	164	2.6%	792	2.5%
Lafayette	23,893	2.3%	190	1.8%	361	1.3%	17	0.3%	194	0.6%
Martinez	35,824	3.4%	427	3.9%	1,060	3.9%	0	0.0%	424	1.3%
Moraga	16,016	1.5%	120	1.1%	234	0.9%	21	0.3%	86	0.3%
Oakley	35,432	3.4%	339	3.1%	775	2.9%	461	7.3%	1,208	3.7%
Orinda	17,643	1.7%	118	1.1%	218	0.8%	0	0.0%	157	0.5%
Pinole	18,390	1.8%	132	1.2%	323	1.2%	40	0.6%	172	0.5%
Pittsburg	63,264	6.0%	545	5.0%	1,772	6.5%	628	9.9%	2,513	7.8%
Pleasant Hill	33,152	3.2%	265	2.4%	628	2.3%	164	2.6%	714	2.2%
Richmond	103,701	9.9%	730	6.7%	2,826	10.4%	1,293	20.4%	2,229	6.9%
San Pablo	29,139	2.8%	60	0.6%	298	1.1%	284	4.5%	494	1.5%
San Ramon	72,148	6.9%	1,889	17.4%	3,463	12.8%	564	8.9%	4,447	13.8%
Walnut Creek	64,173	6.1%	758	7.0%	1,958	7.2%	179	2.8%	1,477	4.6%
Contra Costa County Unincorporated	159,785	15.2%	1,413	13.0%	3,508	13.0%	549	8.7%	5,436	16.8%
<b>CONTRA COSTA TOTAL:</b>	<b>1,049,025</b>	<b>100.0%</b>	<b>10,837</b>	<b>100.0%</b>	<b>27,072</b>	<b>100.0%</b>	<b>6,332</b>	<b>100.0%</b>	<b>32,319</b>	<b>100.0%</b>
<b>MARIN COUNTY</b>										
Belvedere	2,068	0.8%	9	0.5%	17	0.3%	0	0.0%	9	0.2%
Corte Madera	9,253	3.7%	104	5.6%	244	5.0%	0	0.0%	99	2.0%
Fairfax	7,441	2.9%	35	1.9%	108	2.2%	0	0.0%	18	0.4%
Larkspur	11,926	4.7%	145	7.9%	382	7.8%	13	1.0%	53	1.1%
Mill Valley	13,903	5.5%	128	6.9%	292	6.0%	97	7.6%	170	3.4%
Novato	51,904	20.6%	446	24.1%	1,241	25.4%	824	64.4%	2,582	52.2%
Ross	2,415	1.0%	14	0.8%	27	0.6%	0	0.0%	21	0.4%
San Anselmo	12,336	4.9%	45	2.4%	113	2.3%	0	0.0%	70	1.4%
San Rafael	57,713	22.9%	469	25.4%	1,403	28.7%	112	8.8%	1,184	23.9%
Sausalito	7,061	2.8%	75	4.1%	165	3.4%	22	1.7%	73	1.5%
Tiburon	8,962	3.6%	57	3.1%	117	2.4%	7	0.5%	151	3.0%
Marin County Unincorporated	67,427	26.7%	320	17.3%	773	15.8%	204	15.9%	521	10.5%
<b>MARIN TOTAL:</b>	<b>252,409</b>	<b>100.0%</b>	<b>1,847</b>	<b>100.0%</b>	<b>4,882</b>	<b>100.0%</b>	<b>1,279</b>	<b>100.0%</b>	<b>4,951</b>	<b>100.0%</b>
<b>NAPA COUNTY</b>										
American Canyon	19,454	14.3%	285	19.6%	728	19.6%	174	21.3%	1,323	31.3%
Calistoga	5,155	3.8%	28	1.9%	94	2.5%	18	2.2%	78	1.8%
Napa	76,915	56.4%	761	52.4%	2,024	54.6%	528	64.6%	2,397	56.6%
St. Helena	5,814	4.3%	51	3.5%	121	3.3%	20	2.4%	124	2.9%
Yountville	2,933	2.1%	31	2.1%	87	2.3%	2	0.2%	67	1.6%
Napa County Unincorporated	26,213	19.2%	297	20.4%	651	17.6%	75	9.2%	244	5.8%
<b>NAPA TOTAL:</b>	<b>136,484</b>	<b>100.0%</b>	<b>1,453</b>	<b>100.0%</b>	<b>3,705</b>	<b>100.0%</b>	<b>817</b>	<b>100.0%</b>	<b>4,233</b>	<b>100.0%</b>
<b>SAN FRANCISCO COUNTY</b>										
<b>SAN FRANCISCO TOTAL:</b>	<b>805,235</b>	<b>100.0%</b>	<b>12,124</b>	<b>100.0%</b>	<b>31,193</b>	<b>100.0%</b>	<b>5,304</b>	<b>100.0%</b>	<b>17,439</b>	<b>100.0%</b>

**Attachment 3: OBAG Formula Factors and Distribution Within County**  
**April 2012**

County	Population		2007-2011 RHNA				1999-2006 Housing Production			
	2010 Population	Intra-County Share	Very Low + Low Income Units	Intra-County Share	Total Units	Intra-County Share	Very Low + Low Units	Intra-County Share	Total Units (capped)	Intra-County Share
<b>SAN MATEO COUNTY</b>										
Atherton	6,914	1.0%	33	0.5%	83	0.5%	0	0.0%	5	0.1%
Belmont	25,835	3.6%	156	2.5%	399	2.5%	44	3.0%	317	3.4%
Brisbane	4,282	0.6%	157	2.5%	401	2.5%	8	0.5%	108	1.2%
Burlingame	28,806	4.0%	255	4.1%	650	4.1%	0	0.0%	104	1.1%
Colma	1,792	0.2%	26	0.4%	65	0.4%	73	5.0%	74	0.8%
Daly City	101,123	14.1%	473	7.7%	1,207	7.7%	33	2.2%	416	4.5%
East Palo Alto	28,155	3.9%	247	4.0%	630	4.0%	212	14.4%	719	7.7%
Foster City	30,567	4.3%	191	3.1%	486	3.1%	88	6.0%	533	5.7%
Half Moon Bay	11,324	1.6%	108	1.8%	276	1.8%	106	7.2%	356	3.8%
Hillsborough	10,825	1.5%	34	0.6%	86	0.5%	15	1.0%	84	0.9%
Menlo Park	32,026	4.5%	389	6.3%	993	6.3%	0	0.0%	215	2.3%
Millbrae	21,532	3.0%	177	2.9%	452	2.9%	0	0.0%	262	2.8%
Pacifica	37,234	5.2%	108	1.8%	275	1.7%	10	0.7%	179	1.9%
Portola Valley	4,353	0.6%	29	0.5%	74	0.5%	15	1.0%	61	0.7%
Redwood City	76,815	10.7%	726	11.8%	1,856	11.8%	106	7.2%	465	5.0%
San Bruno	41,114	5.7%	382	6.2%	973	6.2%	325	22.1%	378	4.1%
San Carlos	28,406	4.0%	235	3.8%	599	3.8%	0	0.0%	208	2.2%
San Mateo	97,207	13.5%	1,195	19.4%	3,051	19.4%	210	14.3%	1,771	19.1%
South San Francisco	63,632	8.9%	641	10.4%	1,635	10.4%	192	13.1%	1,310	14.1%
Woodside	5,287	0.7%	17	0.3%	41	0.3%	0	0.0%	41	0.4%
San Mateo County Unincorporated	61,222	8.5%	590	9.6%	1,506	9.6%	31	2.1%	1,680	18.1%
<b>SAN MATEO TOTAL:</b>	<b>718,451</b>	<b>100.0%</b>	<b>6,169</b>	<b>100.0%</b>	<b>15,738</b>	<b>100.0%</b>	<b>1,468</b>	<b>100.0%</b>	<b>9,286</b>	<b>100.0%</b>
<b>SANTA CLARA COUNTY</b>										
Campbell	39,349	2.2%	321	1.4%	892	1.5%	37	0.3%	617	1.3%
Cupertino	58,302	3.3%	570	2.4%	1,170	1.9%	48	0.4%	1,339	2.7%
Gilroy	48,821	2.7%	536	2.3%	1,615	2.7%	516	4.2%	2,577	5.3%
Los Altos	28,976	1.6%	164	0.7%	317	0.5%	40	0.3%	261	0.5%
Los Altos Hills	7,922	0.4%	46	0.2%	81	0.1%	32	0.3%	83	0.2%
Los Gatos	29,413	1.7%	254	1.1%	562	0.9%	86	0.7%	402	0.8%
Milpitas	66,790	3.7%	1,110	4.7%	2,487	4.1%	701	5.7%	3,318	6.8%
Monte Sereno	3,341	0.2%	22	0.1%	41	0.1%	19	0.2%	76	0.2%
Morgan Hill	37,882	2.1%	566	2.4%	1,312	2.2%	556	4.6%	2,335	4.8%
Mountain View	74,066	4.2%	959	4.1%	2,599	4.3%	123	1.0%	1,484	3.0%
Palo Alto	64,403	3.6%	1,233	5.3%	2,860	4.7%	344	2.8%	1,397	2.9%
San Jose	945,942	53.1%	13,073	55.8%	34,721	57.5%	8,301	67.9%	26,114	53.4%
Santa Clara	116,468	6.5%	2,207	9.4%	5,873	9.7%	758	6.2%	4,763	9.7%
Saratoga	29,926	1.7%	158	0.7%	292	0.5%	61	0.5%	539	1.1%
Sunnyvale	140,081	7.9%	1,781	7.6%	4,426	7.3%	112	0.9%	2,167	4.4%
Santa Clara County Unincorporated	89,960	5.0%	445	1.9%	1,090	1.8%	483	4.0%	1,421	2.9%
<b>SANTA CLARA TOTAL:</b>	<b>1,781,642</b>	<b>100.0%</b>	<b>23,445</b>	<b>100.0%</b>	<b>60,338</b>	<b>100.0%</b>	<b>12,217</b>	<b>100.0%</b>	<b>48,893</b>	<b>100.0%</b>
<b>SOLANO COUNTY</b>										
Benicia	26,997	6.5%	246	4.9%	532	4.1%	182	9.3%	413	2.7%
Dixon	18,351	4.4%	295	5.9%	728	5.6%	0	0.0%	1,017	6.6%
Fairfield	105,321	25.5%	1,435	28.5%	3,796	29.2%	249	12.8%	3,812	24.7%
Rio Vista	7,360	1.8%	389	7.7%	1,219	9.4%	39	2.0%	1,391	9.0%
Suisun City	28,111	6.8%	282	5.6%	610	4.7%	80	4.1%	1,004	6.5%
Vacaville	92,428	22.4%	1,222	24.3%	2,901	22.3%	778	39.9%	4,406	28.5%
Vallejo	115,942	28.0%	1,123	22.3%	3,100	23.9%	553	28.3%	2,965	19.2%
Solano County Unincorporated	18,834	4.6%	42	0.8%	99	0.8%	71	3.6%	427	2.8%
<b>SOLANO TOTAL:</b>	<b>413,344</b>	<b>100.0%</b>	<b>5,034</b>	<b>100.0%</b>	<b>12,985</b>	<b>100.0%</b>	<b>1,952</b>	<b>100.0%</b>	<b>15,435</b>	<b>100.0%</b>
<b>SONOMA COUNTY</b>										
Cloverdale	8,618	1.8%	132	2.4%	417	3.1%	163	3.2%	423	2.3%
Cotati	7,265	1.5%	103	1.9%	257	1.9%	114	2.2%	520	2.9%
Healdsburg	11,254	2.3%	119	2.2%	331	2.4%	188	3.7%	516	2.8%
Petaluma	57,941	12.0%	874	16.2%	1,945	14.2%	451	8.8%	1,144	6.3%
Rohnert Park	40,971	8.5%	602	11.2%	1,554	11.4%	760	14.9%	2,124	11.7%
Santa Rosa	167,815	34.7%	2,516	46.6%	6,534	47.9%	1,929	37.7%	7,654	42.0%
Sebastopol	7,379	1.5%	60	1.1%	176	1.3%	5	0.1%	121	0.7%
Sonoma	10,648	2.2%	128	2.4%	353	2.6%	179	3.5%	684	3.8%
Windsor	26,801	5.5%	328	6.1%	719	5.3%	332	6.5%	1,881	10.3%
Sonoma County Unincorporated	145,186	30.0%	536	9.9%	1,364	10.0%	989	19.4%	3,142	17.3%
<b>SONOMA TOTAL:</b>	<b>483,878</b>	<b>100.0%</b>	<b>5,398</b>	<b>100.0%</b>	<b>13,650</b>	<b>100.0%</b>	<b>5,110</b>	<b>100.0%</b>	<b>18,209</b>	<b>100.0%</b>
<b>Bay Area Total</b>	<b>7,150,739</b>	<b>100.0%</b>	<b>83,940</b>	<b>100.0%</b>	<b>214,500</b>	<b>100.0%</b>	<b>39,513</b>	<b>100.0%</b>	<b>182,121</b>	<b>100.0%</b>

## Attachment 4

### PDA Growth Strategy

The purpose of a PDA Growth Strategy is to ensure that each CMA's transportation investments will support and encourage development in the region's PDAs. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. CMAs should incorporate necessary planning, infrastructure and funding for PDAs, as described below:

(1) **Engagement with Local Jurisdictions** – CMAs are to develop a process to regularly engage local planners, public works staff and encourage community participation throughout the planning process and in determining implementation priorities.

(2) **Planning** - Review existing plans and participate in new planning work<sup>1</sup>

- Review adopted land use plans - Specific, precise, or community plans for PDAs (or general plans with adopted transit-supportive zoning), particularly those with programmatic EIRs, contain details about circulation and access, pedestrian guidelines, parking and other development-related standards that can help to determine appropriate investments. These plans have undergone significant community involvement and have been adopted by Planning Commissions & City Councils.
- Take an inventory of transportation, infrastructure and implementation sections in land use plans for jurisdiction priorities and cost estimates for transportation infrastructure projects that serve or provide proximate access to PDAs. These may include streetscapes, bike, pedestrian, transit and road improvements, transit station improvements, connectivity projects and transportation demand management projects, including parking structures. For any TOD parking structure project, it is strongly recommended that a cost/benefit analysis be conducted using pricing, unbundling/cash-out, shared parking, shuttles and other locally appropriate TDM strategies to ensure it is built at an appropriate scale and well-managed.
- Inventory jurisdiction affordable housing policies, strategies, zoning and ordinances designed to encourage affordable housing production and/or preserve existing affordable housing. The three broad objectives for the housing policies are to promote housing production overall, ensure that housing units (planned and built) are balanced across income levels, and to avoid displacement of existing residents of the PDAs.

The policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, the policies should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, the policies should be aimed at community stabilization.

Starting in October 2013 and for subsequent updates, PDA Growth Strategies will assess existing and future affordable housing needs and make appropriate recommendations to fill gaps in local policies to achieve these goals. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

- Review ABAG/MTC PDA Assessment results for details about PDA infrastructure needs and priorities<sup>2</sup>
- Consider non-transportation infrastructure projects, such as sewer and utility upgrades or site assembly/land banking, as they are often a necessary prerequisite for TOD development projects in PDAs. Facilitate funding exchanges (federal for local dollars) when possible to address these funding gaps.

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<sup>1</sup> MTC & ABAG staff are available to assist with the review and inventory of adopted land use plans

<sup>2</sup> In 2009, MTC/ABAG staff conducted an assessment of planned PDAs and their future development needs. Jurisdictions were asked to estimate infrastructure needs and associated costs.

- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Assist MTC and ABAG staff with oversight to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess emissions, as well as related mitigation strategies, as part of regional PDA Planning Program.
- Potential PDAs that do not have adopted plans, call on regional agency staff to assist in the identification of planning and future transportation infrastructure needs.

(3) **Funding** - Develop guidelines for evaluating OBAG projects that improve multi-modal transportation connections to housing, jobs and commercial activity, considering the following criteria:

- **Projects in High Impact Areas** - Assessment of the **project area** in which a project is located should be a key component for investment consideration. Key factors defining high impact project areas include;
  - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA income allocations,
  - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
  - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
  - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: [http://www.mtc.ca.gov/planning/smart\\_growth/tlc/2009\\_TLC\\_Design\\_Guidelines.pdf](http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf)
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** - Consider projects located in PDAs with highest exposure to PM and Toxic Air Contaminants. Employ best management practices to mitigate exposure and determine where non-motorized investments would best support additional housing production.

II) **RHNA Coordination** – Given the OBAG connection to RHNA:

- Monitor development of Housing Elements/zoning updates supportive of RHNA.

**Process/Timeline**

CMA/MTC amend current funding agreements with PDA Growth Strategy tasks/language	Spring 2012
OBAG adopted by MTC	May 23, 2012
Updated CMA agreements ready for signature	July 1, 2012
CMA's develop PDA Growth Strategy	May - October 2012
PDA Growth Strategy Presentations by CMA's to Joint MTC Planning and ABAG Administrative Committee	November 2012 – December 2012
CMA's program OBAG funds	May 2012 – April 2013
CMA's amend PDA Growth Strategy to incorporate follow-up to local affordable housing policies	October 2013
CMA's submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	October 2013, Ongoing

J:\COMMITTEE\Policy Advisory Council\Meeting Packets\2012\04\_April\_2012\6\_Attach-4\_PDA Growth Strategy\_draft 3\_23.doc

# OneBayArea Grant Proposed Revisions (Cycle 2 STP/CMAQ)

**Policy Advisory Council  
April 11, 2012**

**Alix Bockelman**

# OneBayArea Grant Outreach To Date

- **July 8, 2011: Initial OneBayGrant (OBAG) proposal released to Joint MTC Planning Committee / ABAG Administrative Committee**
- **January 13, 2012: Staff recommended revisions based on stakeholders comments presented to Joint Committee**
- **April 2012: Further recommended revisions to be presented to working groups and stakeholders prior to final proposal for Commission approval**

# Recommended Revisions / Clarifications

- 1. Program Timeframe**
- 2. PDA Flexibility**
- 3. PCA Program Eligibility**
- 4. Affordable Housing Production and Preservation**
- 5. Performance and Accountability**
- 6. Lessons Learned**
- 7. Safe Routes to School and Pavement Management  
Technical Assistance Program**

# Program Timeframe

## Add Fourth Year of Funding

**Provide a larger “shelf list” of projects for better project management delivery and prevent potential loss of federal funds**

### **Recommended Revision:**

- **Total OBAG Program increased to \$320 million**
- **Increase of \$70 million to OBAG for congestion management agencies’ project selection**
- **Increase of \$117 million to Regional Program**

# PDA Flexibility

**Request for more definition on how a project “directly connects” or provides “proximate access” to count towards the PDA investment minimum**

## **Recommended Revision:**

- **Congestion Management Agencies (CMA) to make determination**
- **The CMA is to establish a process that includes mapping projects that are outside a PDA, policy justifications for counting towards a PDA, and public review**

# North Bay Priority Conservation Areas Pilot Program

**Requests to allow counties outside of the four North Bay counties to participate and further define eligible project types given limited funds in program**

## **Recommended Revision:**

- **Funding leveraged by MTC and ABAG beyond the \$5 million program (not including sponsor-provided match) could increase program budget and extend consideration to projects outside North Bay**
- **Further discussion with stakeholders on program framework and project eligibility prior to Commission approval**

# Affordable Housing Production and Preservation

**Concern that OBAG fund distribution / performance and accountability requirements do not adequately address affordable housing production and preservation**

## Recommended Revision:

- **Publication of data on jurisdictions' contribution on a formula factor basis to each county's OBAG distribution facilitates discussions during project selection**
- **PDA Growth Strategy addresses affordable housing policies.**
  - CMAs will work with jurisdictions to inventory current policies and make appropriate policy / ordinance recommendations.
  - PDA Growth Strategy presentation by CMAs to Joint Planning / ABAG Committee in Fall 2012
  - MTC may link the release of future cycle funding (after FY 2015-16) on local progress towards enacting affordable housing policies
- **PDA Planning Grant Program places emphasis on meeting affordable housing objectives through the funding agreements with jurisdiction grantees**

# Performance and Accountability

**Request to provide greater flexibility for housing and complete streets requirement**

## **Recommended Revision:**

- **Adoption of a complete streets ordinance by October 1, 2012 instead of Complete Streets Act of 2008 compliance. Latter path still acceptable if the October 1, 2012 deadline can be met**
- **Waiver process through Joint MTC Planning/ABAG Administration Committee available if jurisdiction faces delays in the HCD approval process**

# Performance and Accountability Deadlines

- **October 1, 2012: Jurisdiction adoption of Complete Streets ordinance**
- **October 1, 2012: CMA adoption of PDA Growth Strategy**
- **July 1, 2013: HCD adoption of a jurisdiction's general plan housing element**
- **October 1, 2013: PDA Growth Strategy amendment to incorporate follow-up to local affordable housing policies and recommendations**

# Lessons Learned

## **Request to be able to monitor and evaluate OBAG project selection and policy compliance**

### **Recommended Approach:**

- **MTC staff report on project selection process outcomes of OBAG in late 2013 such as:**
  - Mix of projects selected
  - Type and funding level of PDA investments
  - Funded complete streets elements
  - Adherence to performance and accountability requirements
  - Amount of funding allocated to jurisdictions and how this relates to the distribution formula jurisdiction shares based on the formula factors
  - Public participation process

# Safe Routes to School and Pavement Technical Assistance Programs

**Request to increase funding for the Regional Safe Routes to School and PTAP programs**

## **Recommended Revision:**

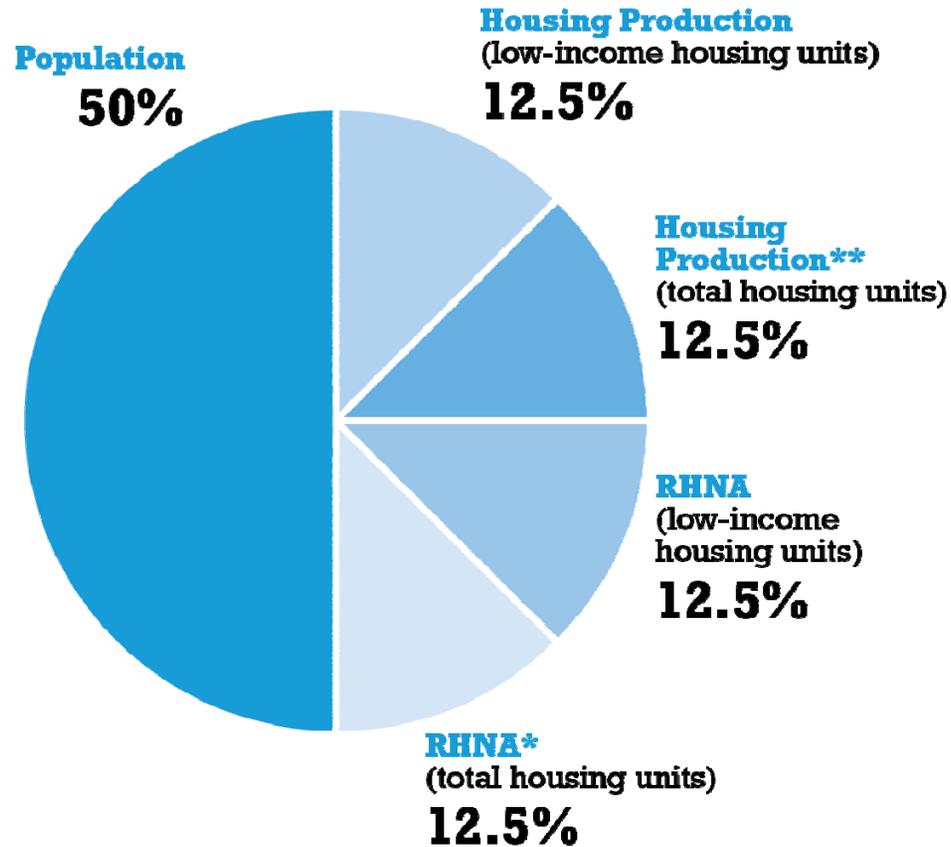
- **Increase funding for Safe Routes to Schools to \$5 million per year (\$20 million total) which is the annual amount made available to the counties by formula over the Cycle 1 period**
- **Increase the PTAP program from \$4 to \$7 million to meet inspection schedule for the majority of each jurisdiction's local street and road network every other year which feeds into regional reporting and needs analyses**

# Cycle 2 Funding Commitments Overview

(Millions \$, rounded)

Program Categories	4-Year Total Funding
Regional Program	\$470
Regional Planning	\$7
Regional Operations	\$105
Freeway Performance Initiative	\$96
Pavement Technical Assistance Program	\$7
Priority Development Area Planning Program	\$30
Climate Initiatives	\$20
Safe Routes to School	\$20
Transit Capital Rehabilitation	\$150
Transit Performance Initiative	\$30
Priority Conservation Area North Bay Pilot	\$5
OneBayArea Grant for Counties	\$320
<b>TOTAL</b>	<b>\$790</b>

# OBAG Distribution Formula



*\*RHNA 2007-14 to be replaced by RHNA 2014-2022*

*\*\* Housing Production Report 1999-2006, ABAG*

# OBAG County Fund Distribution

*(Millions \$, rounded)*

County	Total Funds
Alameda	\$61
Contra Costa	\$46
Marin	\$10
Napa	\$7
San Francisco	\$38
San Mateo	\$25
Santa Clara	\$84
Solano	\$20
Sonoma	\$24
<b>Regional Total</b>	<b>\$320</b>

Amounts may not total due to rounding

# Eligible OBAG Projects

- **Each County CMA may program OBAG funds to any one of the following six transportation improvement categories:**
  - Local Streets and Roads Preservation
  - Bicycle and Pedestrian Improvements
  - Transportation for Livable Communities
  - Safe Routes to Schools
  - Priority Conservation Area
  - CMA Planning Activities



# Next Steps

## **April 2012:**

- Continue outreach

## **May 2012:**

- Revise fund distribution as appropriate based on new RHNA methodology
- Joint Committee review/recommendations (May 11<sup>th</sup>)
- MTC Commission adoption (May 23<sup>rd</sup>)

## **June 2012:**

- OBAG program implementation begins

## **July 2012:**

- ABAG approves PDA designation requests





METROPOLITAN  
TRANSPORTATION  
COMMISSION

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and Housing Agency

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*Scott Wiener*  
San Francisco Mayor's Appointee

*Steve Heminger*  
Executive Director

*Ann Flemer*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

## ACTIVE TRANSPORTATION WORKING GROUP: AGENDA

### MEETING NOTICE

Thursday, April 19, 2012  
**9:30 a.m. – 11:00 a.m.**  
101 8th Street  
Oakland, California  
Fishbowl Room, 2<sup>nd</sup> Floor

Staff Contact: Sean Co  
510.817.5748  
[sco@mtc.ca.gov](mailto:sco@mtc.ca.gov)

- |  |            |
|--|------------|
| <b>1. Introductions - All</b>  | 9:30 a.m.  |
| <b>2. One Bay Area Grant Complete Streets – Sean Co will discuss the proposed ordinance guidance.</b>            | 9:35 a.m.  |
| <b>3. Complete Streets Checklist– Staff seeks input into proposed checklist revisions and project reporting.</b> | 10:30 a.m. |
| <b>4. Other Items – Attendees are encouraged to share relevant items.</b>  | 10:50 a.m. |
| <b>Adjournment/Next Meeting – Please direct suggestions for future meeting topics to MTC Staff.</b>              | 11:00 a.m. |

**Next Meeting:  
Thursday, May 17, 2012**

*Members will alternate taking meeting notes and typing them up for distribution.*  
If you have any questions, contact MTC Staff, Sean Co at 510.817.5748, [sco@mtc.ca.gov](mailto:sco@mtc.ca.gov)



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## *Memorandum*

TO: Active Transportation Working Group

DATE: April 12, 2012

FR: Sean Co

WI:

RE: OneBayArea Complete Streets Ordinance

To satisfy the OneBayArea Grant complete streets requirement, staff proposed that agencies could amend their general plan to comply with the 2008 Complete Streets Act of California by July 2013. Based on feedback from local agencies that the timing of a general plan amendment was not feasible, staff is proposing that agencies may adopt a complete streets ordinance as an additional option to meet the OBAG complete streets requirement.

Attached are proposed elements that the complete streets ordinances must include. To be eligible for OBAG, agencies must have an adopted ordinance by October 2012. The proposed criteria are minimum requirements and agencies are encouraged to adopt an ordinance that fits with the context of their geographic area in order to best accommodate the needs of all roadway users. Attachment 1 is an example of a recent ordinance from the City of Baldwin Park, California that can be referenced as a model to guide in development of the complete streets ordinance.

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## Proposed One Bay Area Grant Complete Streets Ordinance Guidance

The following are a set of proposed elements that shall be included in a local ordinance. Agencies are encouraged to develop the best ordinance that fits within the context of their local area and to go beyond the items listed below to accommodate all users of the roadway network.

1. **Serve all Users** - The ordinance serves to establish guiding principles and practices so transportation improvements are planned, designed, constructed, operated and maintained to encourage walking, bicycling and transit use while promoting safe and accessible operations for all users. The intention is to create a network of safe bicycle and pedestrian facilities that serve all transportation users.
2. **All Projects/Phases** - The policy will apply to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.
3. **Context Sensitivity** - Projects will be planned and implemented with sensitivity to local conditions in both residential and business districts as well as urban, suburban and rural areas. This includes working with residents and merchants to ensure that a strong sense of place is maintained in project planning, design and construction of complete streets projects.
4. **Plan Consultation** –All local bicycle, pedestrian and/or transit plans and any other plans that affect the roadway will be consulted for consistency with the project.
5. **Street Network/Connectivity** - The transportation system will provide a connected network of facilities accommodating all modes of travel. This includes looking for opportunities for repurposing rights-of-ways to enhance connectivity for cyclists, pedestrians and transit users. A well connected network will include non-motorized connectivity to schools, parks, commercial areas, civic destinations and regional non-motorized networks on both publically owned roads/land and private developments (or redevelopment areas).
6. **BPAC Consultation** - Input shall be solicited from local Bicycle and Pedestrian Advisory Committees (BPACs) in an early project development phase to verify bicycling and pedestrian needs for projects. (MTC Resolution 875 requires that cities of 10,000 or more create and maintain a BPAC in order to receive TDA-3 funds.)
7. **Evaluation** – City will establish a methodology to collect data and indicate how the jurisdiction is evaluating their implementation of complete streets implementation overall. Evaluation should include (at a minimum) an annual report to the governing body of the jurisdiction including a list of streets (with a map), improvements made, and miles of new facilities that resulted from the policy. For example tracking the number of miles of bike lanes and sidewalks, numbers of streets crossings, signage etc.
8. **Complete Streets in all Departments** –The policy must cover work by every department in the jurisdiction and pertain to all types of projects, including transportation, new development, utilities, etc. as there are potential Complete Streets opportunities for each of these project types.

Ordinance must work cooperatively with adjacent and other jurisdictions such as school districts to maximize opportunities for connectivity and cooperation.

9. **Leadership Approval** –Projects be approved by a lead engineer, and if projects seek Complete Streets exemptions, there must be an explanation of why accommodations for all modes were not included in the project and signed off by the lead engineer and/or director.

Please see the National Complete Streets Coalition for more information on policy elements:

<http://www.completestreets.org/changing-policy/policy-elements/>

Attachment 1: City of Baldwin Park Complete Streets Policy

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<p><b><u>City of Baldwin Park</u></b> Administrative Policy # 027</p>	<p><b><u>Date:</u></b> Approved by: City Council <u>7/20/11</u></p>
<p><b><u>SUBJECT:</u></b>  Complete Streets Policy</p>	<p><b><u>Authority:</u></b> Public Works Department &amp; Community Development Department</p>  <p>Mayor, Manuel Lozano</p>

*The objective of this policy is to establish guiding principles and practices so transportation improvements are planned, designed, constructed, operated and maintained to encourage walking, bicycling, and transit use while promoting safe operations for all users.*

The City of Baldwin Park will create a safe and efficient transportation system that promotes the health and mobility of all Baldwin Park citizens and visitors by providing high quality pedestrian, bicycling, and transit access to all destinations throughout the city, and will design its streets for people, with beauty and amenities. The City of Baldwin Park will provide for the needs of drivers, transit users, bicyclists, and pedestrians of all ages and abilities in all planning, design, construction, reconstruction, retrofit, operations, and maintenance activities and products.

The City of Baldwin Park will enhance the safety, access, convenience, and comfort of all users of all ages and abilities. The City understands that children, seniors, and persons with disabilities will require special accommodations.

***STREET NETWORK / CONNECTIVITY***

(A) The City of Baldwin Park will design, operate and maintain a transportation network that provides a connected network of facilities accommodating all modes of travel.

(B) The City will actively look for opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.

(C) The City will focus non-motorized connectivity improvements to services, schools, parks, civic uses, regional connections and commercial uses.

(D) The City will require large new developments and redevelopment projects to provide interconnected street networks with small blocks.

## ***JURISDICTION***

(A) This Complete Streets Policy is intended to cover all development and redevelopment in the public domain and all street improvement assessment districts within Baldwin Park, but will also focus on regional connectivity.

(B) Every City Department including Administration, Public Works, Community Development, Recreation and Community Services, and Police, will follow the policy.

(C) The City requires all developers and builders to obtain and comply with the City's standards.

(D) The City requires agencies that Baldwin Park has permitting authority over, including, but not limited to, water agencies, electrical utilities, gas and petroleum utilities, communications utilities, and service contractors to comply with this policy.

(E) The City will work closely with Los Angeles County, Caltrans, the Los Angeles County Metropolitan Transportation Authority, the Southern California Regional Rail Authority, and the Southern California Association of Governments to promote compliance.

(F) The City encourages agencies not under Baldwin Park's jurisdiction, including, but not limited to, the Baldwin Park Unified School District, to satisfy this policy.

## ***PHASES***

The City of Baldwin Park will apply this Complete Streets policy to all roadway projects, including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance and operation activities over time.

## ***EXCEPTIONS***

Complete Streets principles and practices will be included in street construction, reconstruction, repaving, and rehabilitation projects, as well as other plans and manuals, except under one or more of the following conditions:

(A) A project involves only ordinary or emergency maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.

(B) The City Council exempts a project due to excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project.

(C) The Director of Public Works and the Manager of Community Development jointly determine the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to waterways, flood plains, remnants of native vegetation, wetlands, or other critical areas, or due to impacts on neighboring land uses, including impact from right of way acquisitions.

(D) Unless otherwise determined by the City Council, the Director of Public Works and the Manager of Community Development jointly determine it is not practically feasible or cost effective to implement the provisions of this policy through public or private project design or manuals or other plans.

Exceptions described in (B) and (C), above, will be documented and be made available for public access at least 21 days prior to decision. Exceptions described in (A) and (D), above, will be documented.

### ***DESIGN***

Additionally, Baldwin Park's City Council declares it is the City of Baldwin Park's policy to:

(A) Adopt new Complete Streets Design Guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in Baldwin Park while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context sensitive designs.

(B) Incorporate the Complete Streets Design Guidelines' principles into all City plans, manuals, rules, regulations and programs as appropriate.

(C) Provide well-designed pedestrian accommodations on all streets and crossings. Pedestrian accommodations can take numerous forms, including but not limited to traffic signals, roundabouts, bulb-outs, curb extensions, sidewalks, buffer zones, shared-use pathways, and perpendicular curb ramps, among others.

(D) Provide well-designed bicycle accommodations along all streets. Bicycle accommodations can take numerous forms, including but not limited to the use of bicycle boulevards, striping, slow streets, low auto volume streets, traffic calming, signs, and pavement markings, among others.

(E) Where physical conditions warrant, landscaping shall be planted whenever a street is newly constructed, reconstructed, or relocated.

### ***CONTEXT SENSITIVITY***

(A) The City of Baldwin Park will plan its streets in harmony with the adjacent land uses and neighborhoods.

(B) The City will solicit input from local stakeholders during the planning process.

(C) The City will integrate natural features, such as waterways, and other topography into design of our streets.

(D) The City will design streets with a strong sense of place. We will use architecture, landscaping, streetscaping, public art, signage, etc. to reflect the community and neighborhood.

(E) The City will coordinate street improvements with merchants along retail and commercial corridors to develop vibrant and livable districts.

(F) The City will practice sustainable storm water management strategies.

### **PERFORMANCE MEASURES**

The City will evaluate this Complete Streets Policy using the following performance measures:

1. Total miles of on-street bikeways defined by streets with clearly marked or signed bicycle accommodation
2. Total miles of streets with pedestrian accommodation (goal – all)
3. Number of missing or non-compliant curb ramps along City streets (goal – 0)
4. Number of new street trees planted along City streets
5. Percentage of new street projects that are multi-modal
6. Number and severity of pedestrian-vehicle and bicycle-vehicle crashes
7. Number of pedestrian-vehicle and bicycle-vehicle fatalities (goal – 0)
8. Track Fitnessgram data of Baldwin Park Unified School District students
9. Sales tax revenue

The City will identify funds and create a methodology to collect data related to those performance measures.

### **IMPLEMENTATION**

(A) *Advisory Group.* The City will establish an inter-departmental advisory committee to oversee the implementation of this policy. The committee will include members of Public Works, Community Development, Recreation and Community Services, and the Police Departments from the City of Baldwin Park. The committee may include representatives from the Los Angeles County Metropolitan Transportation Authority, representatives from the bicycling, disabled, youth and elderly community, and other advocacy organizations, as relevant. This committee will meet quarterly and provide a written report to City Council evaluating the City's progress and advise on implementation.

(B) *Inventory.* The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the City's database and will prioritize projects to eliminate gaps in the sidewalk and bikeways networks.

(C) *Capital Improvement Project Prioritization.* The City will reevaluate Capital Improvement Projects prioritization to encourage implementation of bicycle, pedestrian, and transit improvements.

(D) *Revisions to Existing Plans and Policies.* The City of Baldwin Park will incorporate Complete Streets principles into: the City's Circulation Element, Transportation Strategic Plan, Transit Plan, Traffic Safety Master Plan, Specific Plans, Urban Design Element; and other plans, manuals, rules, regulations and programs.

(E) *Other Plans.* The City will prepare, implement, and maintain a Bicycle Transportation Plan, a Pedestrian Transportation Plan, a Safe Routes to School Plan, an Americans with Disabilities Act Transition Plan, and a Street Tree and Landscape Master Plan.

(F) *Storm Water Management.* The City will prepare and implement a plan to transition to sustainable storm water management techniques along our streets.

(G) *Staff Training.* The City will train pertinent City staff on the content of the Complete Streets principles and best practices for implementing the policy.

(H) *Coordination.* The City will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.

(I) *Street Manual.* The City will create and adopt a Complete Streets Design Manual to support implementation of this policy.

(J) *Funding.* The City will actively seek sources of appropriate funding to implement Complete Streets.



DATE: April 13, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: East Fairfield Community Based Transportation Plan (CBTP) Status Update

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**Background:**

The goal of the Metropolitan Transportation Commission (MTC)'s Community Based Transportation Plan (CBTP) Program is to advance the findings of the Lifeline Transportation Network Report in the 2001 Regional Transportation Plan (RTP). The Lifeline report identified transit needs in economically disadvantaged communities throughout San Francisco Bay Area, and recommended initiation of community-based transportation planning as a first step to address them. Likewise, the Environmental Justice Report for the 2001 RTP also identified the need for the MTC to support local planning efforts in low-income communities throughout the region.

The CBTP Program is designed to be a collaborative process to ensure the participation of key stakeholders, such as community based organizations (CBOs) that provide services within low-income neighborhoods, local transit operators, and county Congestion Management Agencies (CMAs). Each planning process must involve a significant outreach to engage the direct participation of residents in the community.

As a result of this planning process, potential transportation improvements specific to low-income communities would be identified and cost-estimates developed to implement these improvements. This information, including prioritization of improvements considered most critical to address, will be forwarded to applicable transit agencies, CMAs, and MTC for consideration in future investment proposals such as countywide expenditures plans and Short Range Transit Plans (SRTPs). Funding opportunities would be explored to support them, and an outline for an action plan to implement the solutions developed.

Each county needs to conduct a comprehensive planning effort to identify transportation needs in disadvantaged communities. STA is the lead agency for Solano County. In addition, STA has assumed overall responsibility for project oversight. Several CBTPs have been completed in Solano and this East Fairfield CBTP is the final one of the initial round to be completed in Solano County.

STA selected a consultant team lead by Nelson/Nygaard to conduct the East Fairfield CBTP. Other members of the consultant team are Alta Planning and Rochelle Sherlock Consulting. Work began January 2012.

A Technical Advisory Committee (TAC) has been established for this project with the purpose of providing overall guidance to the project and consultant team. Members of the TAC include MTC, STA, Fairfield and Suisun Transit (FAST), and the County of Solano/Health and Social Services. The TAC met at project initiation and provided key input to the stakeholders list.

The project area boundaries of the East Fairfield area are Travis Blvd. Sunset Ave/Walters Rd, Air Base Parkway and Pennsylvania Ave. Although this is the primary area of study, as residents travel beyond this area for various purposes stakeholders beyond the study area have been included. A Stakeholder Group has been established to gain insights into the transportation difficulties of the low-income population in the study area and to engage the members in helping to outreach to their constituencies.

The first stakeholder meeting was held February 14. Over 100 individuals representing a wide variety of organizations that serve the low-income population were invited. The meeting was held in the study area at The Groves apartment complex and was attended by over 20 individuals.

Nelson/Nygaard has completed the draft Existing Conditions documents that include demographic information about the study area, transportation gaps gleaned from other transportation studies, and existing services. A summary of this information was presented at the stakeholders meeting followed by a discussion of the stakeholders' insights of the transportation needs. In addition, methods to outreach directly to the low-income population were discussed and several stakeholders committed to assist by hosting meetings, distributing surveys or assisting in some other manner.

### **Discussion:**

Public outreach has been the key focus in March and April. An outreach strategy was prepared and much of it has been implemented. The consultant team has completed over a dozen key stakeholders interviews, focus group sessions, and community meeting discussions; about a half dozen more are scheduled. Outreach has been conducted in both English and Spanish. To mitigate traditional barriers to low-income community participation, these outreach activities have been conducted in the study area or at locations convenient to the stakeholders and groups. In addition, a survey has been prepared and distributed via hard copy as well as made available through on-line access. A press release was issued to further publicize the study outreach and survey. This project is also being closely coordinated with FAST's planned 2012 service change.

The next stakeholders' meeting for East Fairfield's CBTP will be held once the community outreach process concludes. At this meeting in May, information gathered from the community outreach will be presented. The stakeholders' assistance will be utilized in ranking the concerns and discussing potential solutions. The project schedule is to have the draft report to Consortium in August and to the STA Board in September 2012.

### **Funding Opportunities**

Priority projects identified through the CBTP process will be eligible to apply for future Lifeline funding. STA is responsible for programmatic and fiscal oversight of Lifeline Projects in Solano County.

### **Fiscal Impact:**

This project is being funded by a funding agreement with MTC which expires Fall 2012. The project is on schedule and within budget. The priority projects identified by this study are eligible for Solano County Lifeline funding to be allocated by the STA.

### **Recommendation:**

Informational.



DATE: April 3, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: SolanoExpress 2011-12 Mid-Year Ridership Report

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### **Background**

Intercity transit routes are defined as those that run between two or more communities. The primary destination of Solano County's intercity transit routes are Bay Area Rapid Transit (BART) stations in Contra Costa County and the San Francisco Ferry Building, and one intercity route that connects Solano County cities traveling east to the Cities of Davis and Sacramento.

Funding for Intercity Transit Routes is provided through the Solano Intercity Transit Funding agreement among six cities, the County of Solano and STA. Fairfield and Suisun Transit's (FAST) Route 30 and 90 and Solano County Transit (SolTrans)'s Route 78 comprise three of the seven SolanoExpress Routes funded through this agreement and are managed by the STA.

The Solano Express Intercity Transit Consortium (the Consortium) consists of STA, Solano County and the cities of Dixon, Fairfield, Rio Vista, and Vacaville, and the new SolTrans Joint Powers Authority. The Consortium helps set policy for funding and administration of intercity routes. Historically, the Consortium has not provided funding or direction regarding bus service within individual cities.

Two of the primary means of measuring the success of intercity transit are farebox recovery (the percentage of operating cost paid by user fares) and overall ridership. Each transit operator gathers and reports the ridership information on a monthly basis and the farebox is reported on an annual basis after financial statements are completed.

### **Discussion:**

In Fiscal Year (FY) 2008-09, the overall ridership for the seven SolanoExpress intercity routes reached its all time record high by exceeding one million riders. Two of the contributing factors were fuel cost increases which made public transit more cost-competitive with solo driving, and transit service marketing. In the following year of FY 2009-10, the unstable economy, business closings, furlough days and high unemployment rates resulted in intercity ridership suffering a 9% decline. Route 40 (from Vacaville, Fairfield, Benicia to Pheasant Hill BART and Walnut Creek BART) experienced a decrease in ridership. This route is required to have at least a 30% farebox ratio to qualify for Regional Measure 2 (RM 2) funds. Route 40 was producing a 31% farebox ratio prior to FY 2010-11, but with the decrease in ridership the farebox ratio declined to 22% and put the Route's RM 2 funds in jeopardy.

The mid-year ridership statistics for this fiscal year (July –December 2011) has an overall increase of 9% in comparison to the same time period from the previous year. It is projected that ridership will not only reach over 1 million passengers this fiscal year, but it will also reach a new SolanoExpress record high (Attachment A).

During the first six months of the fiscal year the strong ridership increase made up for all SolanoExpress intercity routes that had decrease from the prior year. SolTrans Routes 78 and 85 both experienced a ridership increase of 5% and Route 80 increased by 12%. FAST's intercity routes' ridership increased 9% to 15% with the exception of Route 40 that continued to experience a decrease in ridership by 1.8% (Attachment B).

FAST has finalized the year end numbers needed to determine farebox ratio. SolTrans is still working with the City of Vallejo to obtain the necessary ledgers required to determine their farebox ratio. FAST intercity routes exceeded the 20% farebox recovery ratio required by Transportation Development Act (TDA): Routes 20, 30 40, and 90 have a fare box recovery ratio of 22-46% (Attachment C).

However, Route 40 is under a RM 2 requirement to achieve a 30% farebox return rate since it only provides peak service. FAST staff has been working with the Metropolitan Transportation Commission (MTC) to continue funding on this route. July 1, 2011, FAST staff made efficiency changes to this route by eliminating unnecessary lay-over and were able to cut cost on this route without cutting service and effecting performance. The declined ridership of this route is largely due to the 15% lost ridership in July. Since August, ridership has stabilized or showing a slight increase but it was difficult to recover from the significant decline in July. FAST staff is projecting with the cost saving and stabilized ridership that Route 40 will make a 31% farebox in FY 2011-12 and the RM2 funding will be secured again.

#### Timeline of Intercity Changes

In the past six months, there have been some adjustments and enhancements to the intercity routes to improve service and efficiency. Below is a brief timeline of the changes that took from July- December 2011.

On July 1, 2011, the Benicia Breeze, Vallejo Transit, and Vallejo Runabout Service were consolidated to form Solano County Transit (SolTrans). This consolidation has enabled the new SolTrans JPA Board to begin to streamline, simplify and improve access for transit riders through enhanced service coverage, frequency, affordability and mobility options contingent upon available funding.

On July 1, 2011, service was adjusted on FAST Route 40 by scheduling efficiencies in reducing the service hours per day without affecting the number of trips. One stop was also changed in Vacaville from Davis Street Park and Ride to the new Vacaville Transportation Center, allowing a greater amount of local and regional connectivity, better safety features and a larger amount of parking spaces.

On November 1, 2011, service was adjusted on FAST Route 30 to improve efficiency, reliability and on-time performance in direct response to customer complaints regarding poor on-time performance in the afternoon, especially on Fridays. Changing the stop from Davis Street Park and Ride to the new Vacaville Transportation Center and adjusting the Saturday schedule to shorten layover time in Davis. In addition, changes were made to one of the early morning buses returning from UC Davis in an effort to provide earlier service the westbound commuters from Dixon and Vacaville. The service was streamlined by eliminating changing time stops to passenger's request or waiting.

**Recommendation:**

Informational.

Attachments:

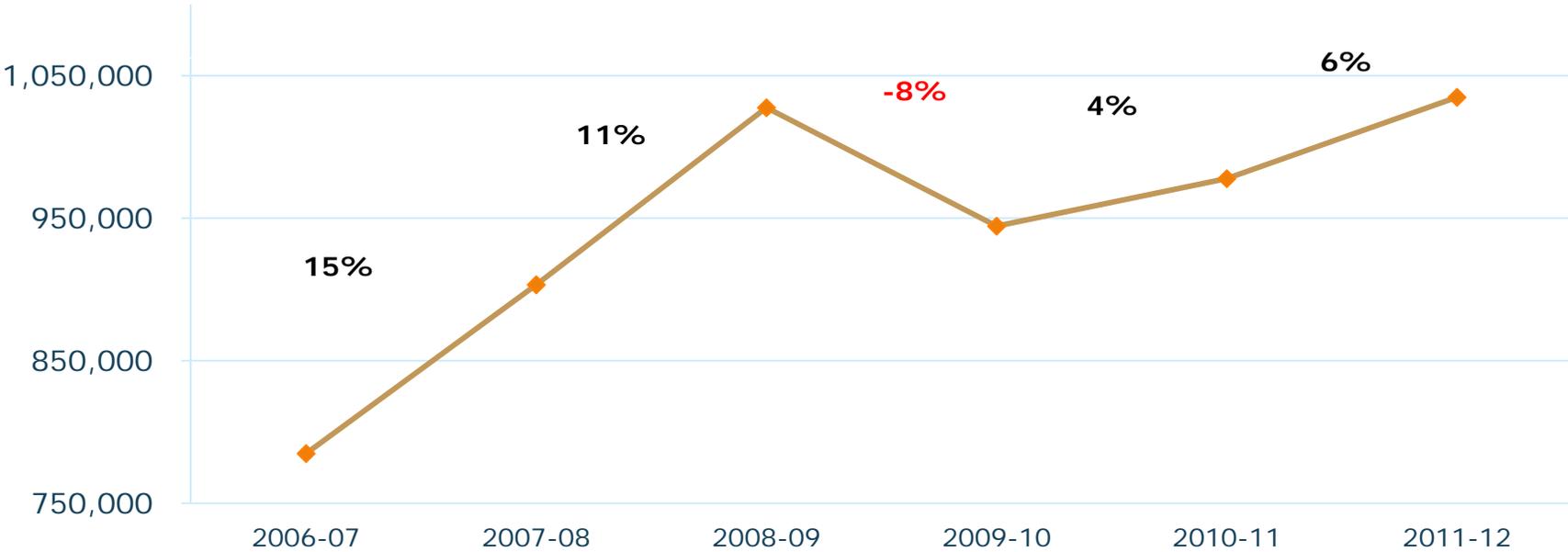
- A. SolanoExpress Ridership Five Year Comparison and Current Year Projection
- B. SolanoExpress Ridership Mid-Year Comparison
- C. SolanoExpress Farebox Ratio Comparison for FY 2010-11

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**Six Year Ridership Comparison**  
**2011-12 is projected at a modest 6% and showing a record high.**

**Unlinked Passenger Trips**





### Mid-Year Ridership Comparison

**Overall Mid-Year Passenger Increase 9%**

**Jul-Dec 2011 521,240 Passengers**

**Jul-Dec 2010 477,825 Passengers**

Overall Increase 43,415 Passengers



Mid-Year Passengers

225,000

200,000

175,000

150,000

125,000

100,000

75,000

50,000

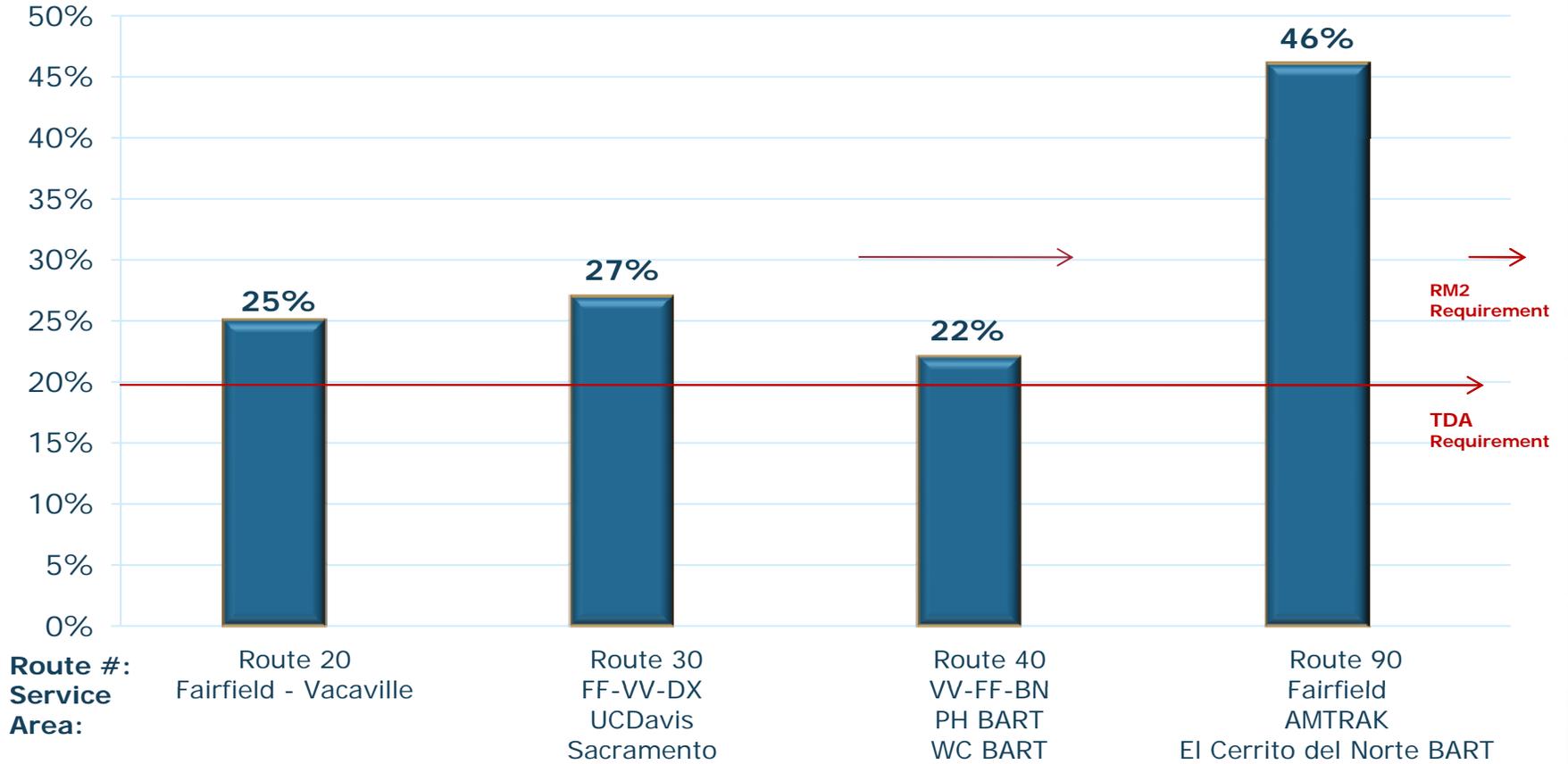
25,000

-





## 2010-2011 Farebox Ratio



Operator:



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DATE: April 17, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Solano Seniors and People with Disabilities Transportation Advisory Committee  
Priority Strategies Update

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**Background:**

Solano County's population of seniors (65 and older) is projected to double in the next 25 years. In 2010, Solano's 55,600 seniors represented over 10% of Solano's population. In 2035, 22% of Solano's population is projected to be seniors and half of these 110,000 seniors will be over 75 years old. As individuals age, a significant number restrict their driving in all or part. Many will also be disabled by the Americans for Disabilities Act (ADA) definition and unable to use fixed-route public transit. Two-thirds of individuals certified as ADA eligible in Solano County are 65 or older. Like many other counties, a range of strategies will be needed to sustain mobility for Solano's increasing aging population.

Last fall, the STA retained Na consultant team to prepare the first update of the Solano Transportation Study for Seniors and People with Disabilities. This study is a long-range planning document prepared to identify the near and long-term transportation needs and the potential strategies to address the needs of seniors and people with disabilities in Solano County. The first Transportation Study for Seniors and People with Disabilities was completed in 2004 as an adjunct study to the original Comprehensive Transportation Plan (CTP). The CTP is in the process of being updated and mobility for seniors and people with disabilities remains a key concern that will need to be addressed in the future.

Over the past year, staff and the consultants have worked with the various committees to develop the Solano County Transportation Study for Seniors and People with Disabilities to ensure it is comprehensive in addressing the mobility needs and the existing transportation options. The study also did extensive community outreach and recommends how to implement the mobility strategies. To identify the characteristics of Solano's senior and disabled population and their needs, the study included a large amount of public outreach. Twenty-five (25) focus groups were held throughout the county and nearly 1,000 surveys were received.

At the September 2011 meetings, Consortium and TAC unanimously approved to forward a recommendation to the STA Board to approve the Solano Transportation Study for Seniors and People with Disabilities. At the October 27, 2011, not only did the Seniors and People with Disabilities Advisory Committee unanimously approved to forward a recommendation to the STA Board, they also ranked the short-term implementation strategies as shown below:

1. Intercity service for Non-ambulatory riders
2. Partner with dialysis and medical clinics
3. Mobility Management Program
4. Countywide ADA paratransit eligibility process

5. Volunteer Driver Program
6. Transit training for seniors and people with disabilities
7. Identify and support sponsors for older driver safety and mobility workshops
8. Promote the creation and use of small private specialized transportation services
9. Develop a consistent countywide bus driver training program
10. Promote deliveries by groceries stores and pharmacies
11. Inventory sidewalks and street crossings

**Discussion:**

The Transit Operators, STA staff, and Faith in Action have been working on the top seven (7) strategies. The County of Solano, on behalf of all the transit operators, STA staff, and Faith in Action have recently submitted grant applications to Caltrans for New Freedom and Job Access Reverse Commute (JARC) funding for the Intercity Taxi Scrip Program, the Mobility Management Program, and the Volunteer Driver Program.

STA staff is preparing to release a Request for Proposal for the Mobility Management Plan to be conducted in May or June and completed by December 2012. Vacaville and Fairfield transit staff are working on a Solano County ADA Eligibility application to be used by all transit operators to determine eligibility. The application was presented at the last Consortium meeting for edits and comments. Staff is also working on scheduling a meeting between transit operators, Dialysis and Medical Clinics (Attachment A).

**Fiscal Impact:**

The strategies identified in the Solano County Transportation Study for Seniors and People with Disabilities will be implemented as funding becomes available.

**Recommendation:**

Informational.

Attachment:

- A. Solano Seniors and People with Disabilities Transportation Advisory Committee Priority Ranking from the Solano County Transportation Study for Seniors and People with Disabilities Status Update

Rank	Projects	First Steps	Progress	Funding Potentials
1	Intercity service for non-ambulatory riders	Transit operators are meeting and working through the complexities of this program.	After almost two years of managing ITX, Vacaville is passing the management to County of Solano to oversee the program as all transit operators will take turns in sharing the responsibilities of managing the program.	Applied for New Freedom \$200 per year/3 years.
2	Partner with dialysis and medical clinics	Staff is encouraging Dialysis participation in the Committee.	Staff is working on scheduling a meeting between Transit Operators, Dialysis Centers and staff.	No Funding Required.
3	Mobility Management Program	Consortium, TAC, PCC, SSPWD, and STA Board reviewed and approved the Scope of Work for the Mobility Management Plan.	Release RFP in May to have consultant on board July 1, 2012 to develop Solano County Mobility Management Plan.	
4	Countywide ADA paratransit eligibility process	Vacaville drafted the Solano County eligibility application.	Fairfield is finishing the final comments and edits.	Applied for JARC Funding \$250 per year/3 years STA staff will be seeking other funding sources
6	Transit training for seniors and people with disabilities program		This program will be developed in the Mobility Management Plan.	
7	Identify and support sponsors for older driver safety and mobility workshops		STA staff is in the process of partnering the CHP new program for Seniors Driver Safety Workshops. STA staff attend their first workshop in Vallejo on March 12,2012.	
5	Volunteer Driver Program	Staff recommends to continue funding Faith in Action for FY 2012-13.	Fairfield and Vacaville are in the process of partnering the Faith in Action with a Sunday service program to provide Sunday service to seniors 60 years and older for Vacaville and Fairfield seniors.	Applied for New Freedom \$98,175 per year/3 years Applied for Lifeline as a contingency for first year.

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DATE: April 16, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Judy Leaks, Program Manager  
RE: Role of Ridesharing in the Solano County Intercity Transit System

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**Background/Discussion:**

Solano County has historically been a leader in ridesharing in the Bay Area. This description of Ridesharing in Solano County was presented to the Transit Committee of the Board in April, as it relates to the Draft Comprehensive Transportation Plan. Ridesharing is comprised of carpooling and vanpooling. In Solano County, ridesharing filled a void for commuters traveling to the employment hubs of the San Francisco Bay Area and Sacramento in the 1970s and '80s, long before there were inter-city transit services. The introduction of the inter-city transit services provided commuters with additional options, but did not compete with the long distance vanpool. A recent study by the Transit Cooperative Research Program about *Ridesharing as a Complement to Transit* stated, "Bridging service area gaps not filled by existing transit and addressing market demand are two reasons why it is important for ridesharing and public transit to work together." Transit and ridesharing have been working side-by-side in Solano County.

**Carpools**

Carpools are arrangements when a group of 2 or more use a private car for commuting. A carpool could be 'formal' where the individual riders are consistent, riding together on a specified schedule, working out compensation among them. These pools could be created using Regional Ridematch Service and/or from supporting follow-up services through Solano Napa Commuter Information (SNCI); or from co-workers or neighbors working out a plan without the aid of a particular service. Currently over 4,200 residents of Solano County are listed in the Regional Ridematch database. According to the *2005 American Community Survey*, more than 17,000 Solano residents commute in two-person carpools.

'Casual Carpools' are informal carpools that form when drivers and passengers meet without prior arrangement at designated locations. These pick-up locations are generally located near transit routes that provide parallel service. For the most part, casual carpooling is a one-way phenomenon providing passengers in Solano County a free ride to San Francisco in the morning, while public transit provides the ride home in the evening. In the *2010 Casual Carpool Survey Report*, 263 carpools were formed at Vallejo's Curtola Park & Ride lot while 71 formed at the Fairfield Transportation Center.

As new technologies develop, opportunities for other types of carpooling are emerging. MTC is conducting a pilot project on 'Dynamic' ridesharing that can be defined as "technology-assisted casual carpooling." Rides are usually arranged in real time, often using mobile phones. Real-time ridesharing is a concept that has been tested before, but has not really been embraced to date.

## Vanpools

The California Motor Vehicle Code defines a vanpool vehicle as “any motor vehicle, other than a motor truck or truck tractor, designed for carrying more than 10 but not more than 15 persons including the driver which is maintained and used primarily for the non-profit work-related transportation of adults for the purpose of Ridesharing.”

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

As of March 2012, according to the 511 Ridematch Service, 235 of the Bay Area’s 521 registered vanpools (45%) travel to, from, or through Solano County daily. This equates to approximately 2,585 van riders; 5,170 trips per day; **1,344,200 trips annually**.

Eighty-eight per cent (88%) of these vanpools (207 out of 235) originate in Solano County and travel to other counties. While the destination counties of these vanpools have become more dispersed over time, San Francisco is still the leading destination with 71 vanpools. Shift workers going to SFO account for the high number of vanpools going to San Mateo County (46).

### Destinations of Vanpools with Solano County Origin

Alameda	Contra Costa	Marin	Napa	Sacramento	San Francisco	San Joaquin	San Mateo	Santa Clara	Yolo
35	26	8	2	14	71	2	46	1	2

Twenty-eight (28) vanpools travel to Solano County. For decades, Travis Air Force Base was the destination for most vanpools travelling to Solano. That changed last year when 14 vanpools were started at State Compensation Insurance Fund (State Fund), the result of their relocation from San Francisco to Vacaville. The influx of the State Fund vanpools doubled the number of vanpools destined for Solano County. As more companies relocate to the county, vanpools once again provide an economical, dependable and quick way to get to work.

### Origins of Vanpools with Solano County Destination

Alameda	Contra Costa	Placer	Sacramento	San Francisco	San Mateo	Solano	Sonoma	Yolo
5	3	1	8	4	4	1	1	1

Vanpools operate as independent entities, with the riders paying **all** the vehicle expenses. Each pool determines pick-up and drop-off points and schedules that meet the needs of the riders. Solano County’s rideshare program, Solano Napa Commuter Information (SNCI), provides formation assistance and support to these vanpools.

SNCI, the rideshare program in Solano County, works through employers and uses general marketing to spread the word about commute alternatives that include transit, carpool, vanpool, biking and walking. Staff provides hands-on assistance through follow-up calls to Rideshare Service registrants and vanpool drivers, as well as trip planning for transit riders. Various incentives to encourage the use of transit and ridesharing are provided, including start incentives for new vanpools and an Emergency Ride Home program for Solano employers.

Solano County has been a frontrunner in embracing ridesharing. Based on the *Commute Profile Study 2010* and corroborated through the *American Community Survey 2005 San Francisco Bay Area*, 18% of Solano County commuters carpool or vanpool, the highest rideshare rate in the entire Bay Area.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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DATE: April 18, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Judy Leaks, SNCI Program Manager/Analyst  
RE: SNCI Monthly Issues

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**Background:**

Each month, the STA's Solano Napa Commuter Information (SNCI) program staff provides an update to the Consortium on several key issues: Napa and Solano transit schedule status, marketing, promotions and events. Other items are included as they become relevant.

**Discussion:**

**Transit Schedules:**

The monthly transit schedule matrix was distributed to all Solano and Napa operators the week of April 16. Based on the response received, an updated transit matrix will be provided at the meeting.

**Marketing/Promotions:**

The Solano Community College Transportation Survey was distributed electronically to all staff and students through the Director of Admissions and Records on March 5. The closing date for the survey was March 23. Thirty-seven (37) community college staff members completed the survey. No students responded. 82% of survey respondents drove alone during the survey week, 9% carpooled and 3% took public transit.

Staff continues to prepare for Bike to Work Day, which is Thursday, May 10 this year. A mailing that included posters, employee tips, Team Bike Challenge info, was sent to nearly 400 employers and Bike shops in Solano and Napa counties. Energizer station locations have been confirmed. Tote bags have been delivered and t-shirts have been designed will be arriving soon. The nomination period for the Solano County Bike Commuter of the Year will close on April 23. Register to submit nominations at [www.youcanbikethere.com](http://www.youcanbikethere.com).

**Events:**

SNCI staffs information booths at events where transit information is distributed along with a range of other commute options information. Staff attended an Eco-Event at Genentech in Vacaville and the Napa College Job Fair. An Earth Day event will be staffed in Napa.

**Recommendation:**

Informational.

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DATE: April 17, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Robert Guerrero, Senior Planner  
RE: Alternative Fuel and Infrastructure Plan Status Update

---

**Background:**

The Solano Express Intercity Transit Consortium requested to include the Alternative Fuel and Infrastructure Plan status report as a standing item on the Consortium meeting agenda.

The STA Board approved the development of Solano Alternative Fuels and Infrastructure Plan as a strategy for addressing climate change. Alternative fuels can be defined as any fuel used in place of gasoline or diesel fuel. The fuels and technologies that are either in use in Solano County or are being considered for use by the local agencies include: biodiesel, electricity, fuel cells, hybrid electric, liquefied and compressed natural gas (L/CNG), low sulfur (clean) diesel, propane (LPG), and methanol. The STA Board approved budget for the Plan's completion is a maximum of \$75,000 from State Transit Assistance Funds (STAF).

**Discussion:**

STA staff reported on the changes to the draft scope of work for the Alternative Fuels and Infrastructure Plan at the March 28<sup>th</sup> Transit Consortium meeting. The changes were based on input received by the staff and policy makers at various STA committee meetings between late February and mid-March. A Request for Proposals (RFP) for the Plan was distributed on March 20<sup>th</sup> with the final scope of work to consultants. The RFP was also included on the STA's website in the RFP opportunities section on the front page.

On Thursday, April 5<sup>th</sup>, STA staff hosted a pre-proposal workshop and had seven participants attend from five different consulting firms. The questions and answers from the workshop were transcribed and posted along with the RFP on the STA's website on Monday, April 9<sup>th</sup>. The proposal transcription, workshop powerpoint, and sign-in sheet is included as Attachment A to this report.

Proposals are due to the STA on April 26<sup>th</sup>. An interview panel was created and is anticipated to hold interviews on May 3<sup>rd</sup>.

**Fiscal Impact:**

A maximum of \$75,000 from State Transit Assistance Funds (STAF) was approved to complete the Alternative Fuels and Infrastructure Plan.

**Recommendation:**

Informational.

Attachment:

- A. April 5, 2012 Pre-Proposal Workshop Materials

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**Alternative Fuels and Infrastructure Plan  
Pre-proposal Meeting  
3 p.m., April 5, 2012**

**Question and Answer (Q&A)**

Q: Task 2 identifies 8 meetings. How many require consultant attendance?

A: To be identified by consultant. Consultant to assist in determining how many meetings will be necessary to develop the plan and to meet the schedule of completion. The Request for Proposal indicated a maximum number of meetings and not a minimum.

Q: Will consultant facilitate meetings?

A: Consultant will be expected to support/present and present deliverables.

Q: Will consultants form the working group?

A: No, STA will create working group.

Q: Any related previous plans for background?

A: No, this is the first plan/study of its kind in Solano County. Alternative Modes Element has a few potentially relevant maps.

Note: Air Districts are partners. May have some involvement (BAAQMD, YSAQMD, and Sacramento Metro).

Q: Goals section – Does Reduction of Air Emission mean Reduction of Green House Gases?

A: Yes.

Q: Number of additional points awarded for meeting the LPP goal?

A: Cannot disclose how many, but it is important to the STA Board and the goal does exist.

Q: Definition of Local?

A: In Solano County. Firms must have business license in Solano County. See database on STA Website for starting point.

Note: The STA's Local Preference Policy is intended to encourage companies to open business here in Solano County.

Q: Will consultants request information directly or is there a point of contact?

A: Robert Guerrero is the point of contact. He will instruct consultant to communicate directly as needed.

Q: What area does "local coordination" (Task 6) cover?

A: Majority of agencies to come from Solano. There may be others, and are welcomed, but majority should be in Solano County.

Q: References – Is it a requirement that references are unique to each member?

A: No. Helpful and preferred if consultant notes specific references for selected key members\* when available.

\*to be identified by applying consultant team

Q: Event/Conference Forum setup?

A: TBD; looking to consultant for good ideas.

Q: Selection criteria – Is there weighting on any of the scoring criteria?

A: Cannot disclose

Q: Short List – Is Interview likely?

A: Short-listing depends on number of applications. May 3<sup>rd</sup> or 4<sup>th</sup> has been reserved for interviews if needed.

Q: Are follow up questions permitted?

A: To be submitted by Friday 04/06/12

Q: Contract is for \$75,000?

A: Yes.

Q: Could this lead to additional work?

A: Yes. Solano County has many interested transit operators and local jurisdictions with existing infrastructure; 27 electric charging stations in Solano County.

Note: Three cities have Climate Action Plans. All operators are following this plan closely.

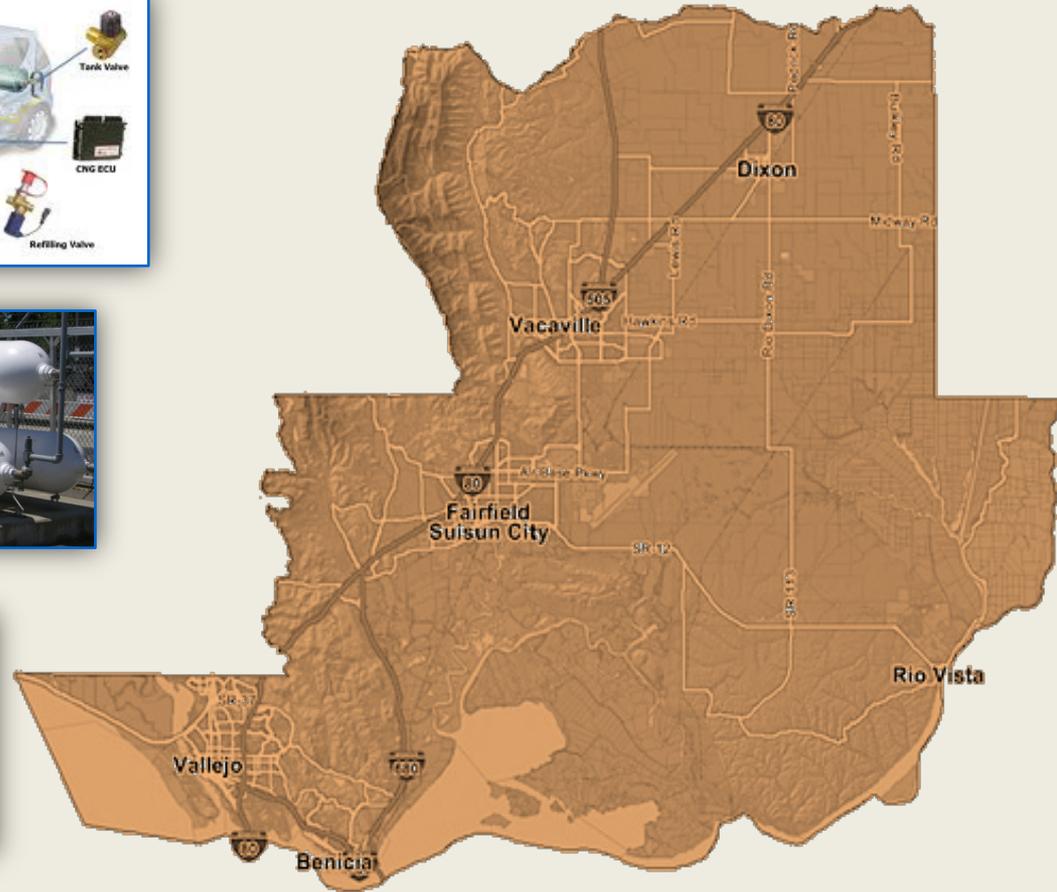
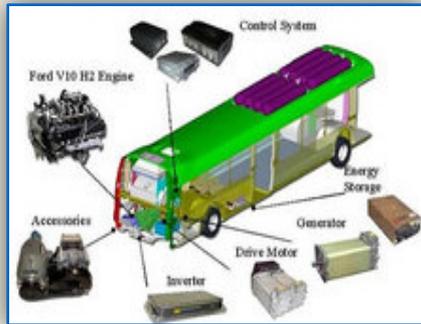
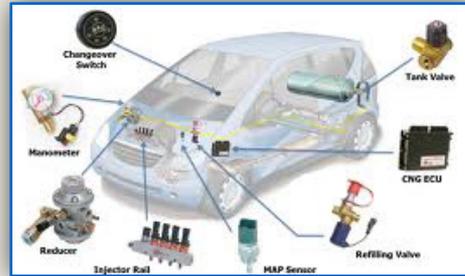
Q: References – Are they part of the 15 page limit?

A: Yes.

Q: 15 Page limit – Are cover page and table of contents counted in the page limit?

A: No.

# Solano County Alternative Fuels and Infrastructure Plan







# Solano County Alternative Fuels and Infrastructure Plan

## Relevant Dates

**March 19, 2012**

STA distributes RFP for the Solano County Alternative Fuels and Infrastructure Plan.

**April 5, 2012**

**Pre-proposal workshop at 3p.m. in the STA Conference Room 1. Interested consultants are strongly encouraged to attend to ask questions and receive clarification regarding the RFP.**

**April 26, 2012**

**Proposals are due no later than 4:00 PM** at the offices of the Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA 94585. ***Late submittals will not be accepted.***

**Week of May 3rd or 4th, 2012**

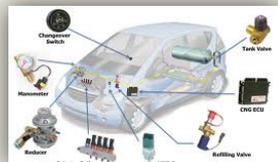
Tentative panel interview date. STA selects recommended firm.

**May 21, 2012**

Project commences

**February 28, 2013**

Solano County Alternative Fuels and Infrastructure Plan completed



**ALTERNATIVE FUELS PRE-PROPOSAL WORKSHOP**  
**SIGN-IN SHEET**  
 Thursday, April 5, 2012  
 3:00 p.m.-4:00 p.m.  
 STA Conference Room 1

NAME	AGENCY ADDRESS	EMAIL	SIGNATURE
Mike Chan	Cupertino, CA	chan.michael@TAXI11C.COM	
Lit Chan	Novato, CA	Lchan@enviroxop.com	
Deborah Wong	San Francisco, CA	debwong88@gmail.com	
Tam Tran	Oakland, CA	Tam.Tran@Jacobs.com	
Jeff Ang-olson	Sacramento, CA	j.angolson@icfi.com	
Karen Law	Cupertino, CA	law.karen@taxi11c.com	
Yvette Q. Xu	Vallejo, CA	YX@YXA.US	

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DATE: April 16, 2012  
 TO: SolanoExpress Intercity Transit Consortium  
 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
<b>Local<sup>1</sup></b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$20 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$5,000</b> 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 <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
<b>State</b>			
5.	Caltrans Bicycle Transportation Account (BTA)*	Approximately <b>\$7.2M</b>	Due April 27, 2012
<b>Federal</b>			
	N/A	N/A	N/A

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Local Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District <b>(415) 749-4961</b> <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$20 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	\$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 <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District <b>(916) 874-4893</b> <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Meri Miles ARB <b>(916) 322-6370</b> <a href="mailto:mmiles@arb.ca.gov">mmiles@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm">http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>

\*New Funding Opportunity

\*\*STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or [swoo@sta-snci.com](mailto:swoo@sta-snci.com) for assistance with finding more information about any of the funding opportunities listed in this report

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

State Grants						
<b>Caltrans Bicycle Transportation Account (BTA)*</b>	Sylvia Fung Caltrans District 4 Local Assistance <b>(510) 286-5226</b> <a href="mailto:sylvia.fung@dot.ca.gov">sylvia.fung@dot.ca.gov</a>	Applications Due to Caltrans Headquarters and Districts by Close of Business <b>April 27, 2012</b>	Approx. <b>\$7.2M</b>	<p>The Bicycle Transportation Account (BTA) is an annual program providing state funds for city and county projects that improve safety and convenience for bicycle commuters. In accordance with the Streets and Highways Code (SHC) Section 890-894.2 - California Bicycle Transportation Act, projects must be designed and developed to achieve the functional commuting needs and physical safety of all bicyclists. Local agencies first establish eligibility by preparing and adopting a Bicycle Transportation Plan (BTP) that complies with SHC Section 891.2. The BTP must be approved by the local agency's Regional Transportation Planning Agency.</p> <p>Note: The BTA application has been designed to allow the export of information to a database. The BTA application must be completed on a computer with Adobe® Acrobat Reader 8.0, or later, installed on the computer used to complete the application.</p>	N/A	<p>Eligible Projects:            Bicycle Transportation Account provides funding for projects that improve the safety and convenience of bicycle commuters, including, but not limited to, any of the following:</p> <ul style="list-style-type: none"> <li>• New bikeways serving major transportation corridors</li> <li>• New bikeways removing travel barriers to potential bicycle commuters</li> <li>• Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings</li> <li>• Bicycle-carrying facilities on public transit vehicles</li> <li>• Installation of traffic control devices to improve the safety and efficiency of bicycle travel</li> <li>• Elimination of hazardous conditions on existing bikeways</li> <li>• Planning</li> <li>• Improvement and maintenance of bikeways</li> <li>• Project planning</li> <li>• Preliminary engineering</li> <li>• Final design</li> <li>• Right of way acquisition</li> <li>• Construction engineering</li> <li>• Construction and/or rehabilitation</li> </ul> <p><a href="http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACallForProjects.htm">http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACallForProjects.htm</a></p>
Federal Grants						
N/A						