



STA BOARD MEETING AGENDA

5:30 p.m., Closed Session
6:00 p.m., Regular Meeting
Wednesday, May 9, 2012
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

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

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

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

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

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

ITEM

BOARD/STAFF PERSON

I. CLOSED SESSION:

A. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION:

Solano Transportation Authority/Solano County v. Michelle Valine, et al.

B. PERSONNEL: Public Employee Performance Review – STA Executive Director

C. CONFERENCE WITH LABOR NEGOTIATOR: Agency Negotiator: STA Board

Chair; Employee Organization: Unrepresented Employee- STA Executive Director

(5:30 – 6:00 p.m.)

STA BOARD MEMBERS

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

Rick Fuller	Ron Rowlett	Alan Schwartzman	Rick Vaccaro	Janith Norman	Mike Hudson	Erin Hannigan	John Vasquez
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- II. CALL TO ORDER/PLEDGE OF ALLEGIANCE** Chair Batchelor
(6:00 – 6:05 p.m.)
- III. CONFIRM QUORUM/ STATEMENT OF CONFLICT** Chair Batchelor
An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.
- IV. APPROVAL OF AGENDA**
- V. OPPORTUNITY FOR PUBLIC COMMENT**
(6:05 – 6:10 p.m.)
- VI. EXECUTIVE DIRECTOR'S REPORT – Pg. 1** Daryl Halls
(6:10 – 6:15 p.m.)
- VII. COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA**
(6:15 – 6:25 p.m.)
- A. Capitol Corridor Update** David Kutrosky
- B. Directors Report:**
- 1. Planning** Robert Macaulay
- 2. Projects** Janet Adams
- 3. Transit/Rideshare** Judy Leaks/Liz Niedziela
- VIII. CONSENT CALENDAR**
- Recommendation:*
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:25 - 6:30 p.m.)
- A. Minutes of the STA Board Meeting of April 11, 2012** Johanna Masielat
Recommendation:
Approve STA Board Meeting Minutes of April 11, 2012.
Pg. 7
- B. Draft Minutes of the TAC Meeting of April 25, 2012** Johanna Masielat
Recommendation:
Approve Draft TAC Meeting Minutes of April 25, 2012.
Pg. 15
- C. Unmet Transit Needs for Fiscal Year (FY) 2011-12 Update** Liz Niedziela
Recommendation:
Approve the following:
- 1. 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.*
- Pg. 21**

- D. 2013 Transportation Improvement Program (TIP) Development** Sam Shelton
Recommendation:
Authorize the Executive Director to submit the 2013 Transportation Improvement Program (TIP) for Solano County's projects to the Metropolitan Transportation Commission (MTC) as shown in Attachment A.
Pg. 47
- E. Solano County Project Initiation Document (PID) 3-Year Work Plan for Caltrans** Janet Adams
Recommendation:
Approve the following:
 1. *Adopt the Solano County 3-year Project Initiation Document Work Plan and submit to Caltrans; and*
 2. *Authorize the Executive Director to submit Solano County's 3 year Project Initiation Document Work Plan to Caltrans.***Pg. 61**
- F. STA Bicycle and Pedestrian Transportation Plans Project List Amendments** Sara Woo
Recommendation:
Approve amendments to the following:
 1. *Solano Countywide Bicycle Transportation Plan priority projects list as specified in Attachment A;*
 2. *Solano Countywide Pedestrian Transportation Plan priority projects list as specified in Attachment B;*
 3. *Tier 2 Priority Bicycle Projects List as specified in Attachment C; and*
 4. *Tier 2 Priority Pedestrian Projects List as specified in Attachment D.***Pg. 65**
- G. Proposed Revisions to the Solano County Transit ("SolTrans") Joint Powers Agreement** Bernadette Curry
Recommendation:
Authorize the Executive Director to execute an amendment to the SolTrans Joint Powers Agreement to amend the language to specifically allow SolTrans to claim TDA funds.
Pg. 73
- H. Additional Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Funding for STA's Safe Routes to School (SR2S) Program** Sam Shelton
Recommendation:
Approve the programming of \$169,000 of Cycle One Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funding for the STA's Safe Routes to School (SR2S) Program.
Pg. 75

- I. Allocation of Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Funds** Liz Niedziela
Recommendation:
Approve Resolution No. 2012-06 authorizing the filing of a claim with MTC for the allocation of \$403,064 TDA funds for FY 2012-13.
Pg. 77

IX. ACTION FINANCIAL ITEMS

- A. Lifeline Advisory Committee Recommendation for Lifeline Funding** Liz Niedziela
Recommendation:
Approve the Lifeline Advisory Committee's Funding Recommendation for allocation of Solano Lifeline funding as specified in Attachment A.
(6:25 – 6:30 p.m.)
Pg. 81

X. ACTION NON-FINANCIAL ITEMS

- A. Legislative Update** Jayne Bauer
Recommendation:
Adopt a support position for SB 1189 (Hancock).
(6:30 – 6:35 p.m.)
Pg. 87

- B. State Route (SR) 12 Draft Final Report** Robert Macaulay
Recommendation:
Authorize the Chair to submit a letter requesting the recommendations specified in Attachment B be addressed in the SR 12 Draft Final Report and forward to Caltrans.
(6:35 – 6:45 p.m.)
Pg. 135

- C. Bay Area Transit Sustainability Project (TSP)** Liz Niedziela
Recommendation:
Approve the following:
 - 1. Request MTC to approve a funding formula that holds small operators harmless as part of the Transit Performance Initiative investment program to be developed; and*
 - 2. Support MTC's Transit Sustainability Project recommendation as outlined in MTC Resolution No. 2040 Attachment B with the deletion of the sentence stated above.*
(6:45 – 6:55 p.m.)
Pg. 153

XI. INFORMATIONAL - DISCUSSION

- A. SolanoExpress 2011-12 Mid-Year Ridership Report** Liz Niedziela
(6:55 – 7:05 p.m.)
Pg. 199

- B. Solano Seniors and People with Disabilities Transportation Advisory Committee Recommended Strategies Progress Update** Liz Niedziela
(7:05 – 7:10 p.m.)
Pg. 207
- C. Role of Ridesharing in the Solano County Intercity Transit System** Judy Leaks
(7:10 – 7:15 p.m.)
Pg. 211

INFORMATIONAL - NO DISCUSSION

- D. California State Association of Counties (CSAC)/League Statewide Local Streets and Roads (LS&R) Needs Assessment, Surveys and Contributions** Sam Shelton
Pg. 215
- E. Yolo Solano Air Quality Management District Clean Air Grant Program Update** Robert Guerrero
Pg. 225
- F. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2012-13** Susan Furtado
Pg. 229
- G. Funding Opportunities Summary** Sara Woo
Pg. 235
- H. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012** Johanna Masielat
Pg. 239

XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, June 13, 2012, Suisun City Hall Council Chambers.**

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MEMORANDUM

DATE: May 2, 2012
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –May 2012

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

Solano Priorities for Draft State Route (SR) 12 Corridor Study*

The three region corridor study of SR 12 is scheduled to be released for public review and comment on May 2nd. This Corridor Study lays out the future operational plan and implementation priorities for this 53 mile stretch of SR 12 between I-5 and I-80. STA staff has reviewed the draft study and is recommending the STA Board consider drafting a series of recommendations that include adding a reference to the SR 12 economic analysis being conducted by the Solano Economic Development Corporation (EDC) at the behest of the STA. Other recommendations include supporting the near-term implementation of SR 12/Church and the SR 12/SR113 Intersection projects in Solano County, identifying a preferred alignment for the Rio Vista Bridge and SR 12 through Rio Vista, and the development of a funding plan for the SR 12 corridor. Solano EDC and its consultant team is continuing to conduct public outreach on the economic analysis of SR 12. This study is expected to be concluded and brought to the Board at the meeting of June 13th. Additional public workshops and meetings are planned in June with a final draft to be brought back to the STA Board on July 11th.

Senior and Persons with Disabilities Mobility Priorities Receive Grant Funds and Makes Progress *

Demonstrating the benefits of coordinating efforts and working together, several priorities of the recently completed Senior and Persons with Disabilities Mobility Plan successfully obtained competitive Lifeline or Job Access Reverse Commute (JARC) grants through Caltrans for (FY) 2012-13. The countywide priorities funded included the Solano Intercity Taxi Script Program, the Solano Mobility Management Plan/Program, and Faith in Action. Solano County Transit (SolTrans) and Rio Vista Delta Breeze also received grant funding for specific mobility services. Staff will provide a summary update at the meeting.

SolanoExpress Service Reaches All-Time Ridership High *

Despite the struggling economy, the seven intercity routes that comprise SolanoExpress experienced a 9% increase in ridership reaching an all-time annual ridership of high of ? million. Six of the seven routes experienced an increase in ridership last year and farebox for the seven routes averaged between 22% and 46%. The SolanoExpress Routes are operated by Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) and funded through a combination of the Intercity Transit Funding Agreement and Regional Measure 2 Bridge Toll funds.

STA Advisory Committee Prioritizes Lifeline Projects for Low Income Residents *

The STA Board established the Solano Lifeline Advisory Committee to review applications and provide recommendations for the allocation of Lifeline Program funds to be allocated by the STA. For the second time since the Regional Lifeline Program and funding was established by the Metropolitan Transportation Commission (MTC), Solano's Lifeline Advisory Committee has reviewed and provided the STA Board with its recommendation for the allocation of approximately \$3.3 million in Lifeline funds covering two to three years timeframe. Lifeline funds are intended to help preserve transit and mobility programs that serve low income residents.

Amendment to SolTrans JPA

The STA is one of three members of the new Solano County Transit (SolTrans) Joint Powers Agency (JPA) to provide transit service for the communities of Benicia and Vallejo. Recently, the SolTrans Board took action to add language requested by MTC's legal counsel clarifying SolTrans' role in claiming transit funds.

MTC's Regional Transit Sustainability Project Includes Recommendations for Solano County *

The past eighteen (18) months, MTC has worked with the Bay Area's seven largest transit operators and other regional partners (Bay Area Council, Association of Bay Area Governments, and large transit unions) to develop the draft Regional Transit Sustainability Project. The focus of the study was on the long term financial sustainability of these seven transit providers and providing financial and service performance goals to help guide future MTC investments in transit. Towards the end of the study, specific coordination goals were also included for the region's smaller transit operators, including Solano's six (6) transit operators. MTC's study was reviewed by the STA Transit Consortium at their meeting of April 25th and the Committee recommended amendments to the recommendation pertaining to Solano County's operators. A summary of the study and the recommendation from the Consortium will be presented at the Board meeting.

Bike to Work Day

The 18th Annual Bike to Work Day will be May 10, 2012. STA's Solano Napa Commuter Information Program staff is coordinating the regional event for Napa and Solano Counties with bicycle energizer stations plans throughout the two counties. In June, the STA Board will have the opportunity to recognize the Solano Bicycle Commuter of the Year.

New Webpage for Safe Routes to School Program

Last month, the STA Board approved a two year work program for the Solano Safe Routes to School (SR2S) Program. Recently, STA staff has developed a new SR2S webpage that will debut in May that will facilitate enhanced communication among STA and Solano County Public Health staff, the SR2S Advisory Committee and the seven community level SR2S advisory committees. Collectively, these committees are partnering together with school districts, local public safety and public works, and community volunteers to successfully implement the education, encouragement, enforcement and engineering priorities of the Solano SR2S Program.

Attachment:

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

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

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



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
April 11, 2012

I. CALL TO ORDER

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

MEMBERS

PRESENT:

Jack Batchelor, Chair	City of Dixon
Elizabeth Patterson	City of Benicia
Harry Price	City of Fairfield
Jan Vick	City of Rio Vista
Pete Sanchez	City of Suisun City
Osby Davis	City of Vallejo
Jim Spering	County of Solano

MEMBERS

ABSENT:

Steve Hardy	City of Vacaville
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STAFF

PRESENT:

Daryl K. Halls	Executive Director
Bernadette Curry	Legal Counsel
Janet Adams	Deputy Executive Director/Director of Projects
Robert Macaulay	Director of Planning
Johanna Masiclat	Clerk of the Board
Liz Niedziela	Transit Manager
Judy Leaks	Program Manager
Robert Guerrero	Senior Planner
Sara Woo	Associate Planner

ALSO

PRESENT:

In Alphabetical Order by Last Name:

Tom Biggs	Atkins Engineering
Dan Kasperson	City of Suisun City
Karen Koelling	Member of the Public
Wayne Lewis	City of Fairfield
Trevor Marshall	Representative, Konica Minolta
Brian McLean	Vacaville City Coach
Mike Roberts	City of Benicia

Dale Pfeiffer
Alvina Sheeley
Matt Tuggle
Brian Warbis

Solano EDC
Member of the Public
County of Solano
Representative, Konica Minolta

III. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

IV. APPROVAL OF AGENDA

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

V. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

VI. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- CTC Approves \$24 Million Funding Swap for I-80/I-680/SR 12 Interchange to Keep Next Phase of Project on Track
- Focus on Future of SR 12 Corridor As Two Studies Conclude Their Work
- Board Workshop on OneBayArea Grant Funds
- Board to Consider Approval of Solano County Transportation For Sustainable Communities Plan
- Approval of SolTrans Transition Funds
- Two-Year Safe Routes to School Work Plan to Improve Safety and Health for Solano County's Children
- SNCI Program Organizes More New Vanpool Starts
- Status of STA's Overall Work Program (OWP) for FY 2011-12 and FY 2012-13
- STA Board to Thank Retired STA Staff

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

A. MTC Report:

None presented.

B. Caltrans Report:

None presented.

C. STA Reports:

1. Proclamation of Appreciation for Karen Koelling
2. STA Directors Report:
 - a. Planning
 - b. Projects
 - c. Transit/Rideshare

VIII. CONSENT CALENDAR

On a motion by Board Member Sanchez, and a second by Board Member Patterson, the STA Board approved Consent Calendar Items A through J.

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

Recommendation:

Approve STA Board Meeting Minutes of March 14, 2012.

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

Recommendation:

Approve Draft TAC Meeting Minutes of March 28, 2012.

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

Recommendation:

Receive and file.

D. **Authorization for New Copier Lease for STA**

Recommendation:

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

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

Recommendation:

Authorize the Executive Director to execute the following documents:

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

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

Recommendation:

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

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

Recommendation:

Approve the following:

1. A fund swap of \$1 million Lifeline Proposition 1B for \$1 million State Transportation Assistance Funds (STAF) for SolTrans intercity bus replacement;

2. The STAF funds in the amount of \$1 million currently reserved for the intercity bus replacement be used for SolTrans one-time transitional cost and these funds be conditional on SolTrans adopting a sustainable operating plan and the Lifeline Prop 1B funds in the amount of \$1 million be allocated to SolTrans to complete the purchase of three intercity buses that have reached their useful life in 2015; and
3. To allocate the remaining Lifeline Proposition 1B funds in the amount of \$537,328 to Fairfield and Suisun Transit for their local bus replacement.

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

Recommendation:

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

I. Appointment of Paratransit Coordinating Council (PCC) Member

Recommendation:

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

J. Grant Co-sponsorship for State Route (SR) 12 Jameson Canyon Shuttle Service

Recommendation:

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

IX. ACTION - FINANCIAL ITEMS

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

Judy Leaks presented the Safe Routes to School (SR2S) 2-Year Work Plan for Fiscal Year (FY) 2011-12 and 2012-13. She cited that the SR2S 2-Year Work Plan is based on the proposed 4-Year Work Plan that includes the \$500,000 Walking School Bus (WSB) Grant and the anticipated \$600,000 MTC OneBayArea Grant (OBAG) Safe Routes funding. She noted that a \$500,000 WSB Grant has been incorporated in FY 2012-13 and extended through FY's 2013-14 and 2014-15. She added that in order to stretch SR2S program funding through FY 2014-15, the budget for FY 2011-12 and FY 2012-13 was slightly reduced from the December 2010 adopted Work Plan. She also noted that many of these SR2S grant funds are restricted to particular activities, making it difficult to shift funding between "education and encouragement" activities, "enforcement" activities, "planning" activities, and special projects such as the SR2S Plan Update and Mapping projects.

Public Comments:

None presented.

Board Comments

Board Member Price suggested staff put together a video presentation that could be shared at public and private schools to make everyone aware of how beneficial the walking school bus can be particularly in light of the increasing obesity amongst the students.

Recommendation:

Approve the following:

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

On a motion by Board Member Patterson, and a second by Board Member Price, the STA Board unanimously approved the recommendation.

X. ACTION – NON-FINANCIAL ITEMS

A. Legislative Update

Robert Macaulay reviewed two of STA 2012 Legislative Priorities: #5 seeks to make technical corrections to the state enacted pursuant to the STA's 2009 sponsored bill providing eligibility for the STA to directly claim the share of the Transportation Development Act (TDA) funds available to cities and the county, consistent with the STA Board's adopted policy of 2.7% and #7 seeks support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures consistent with the STA Board's adopted Legislative Platform. Consistent with these priorities, staff recommends a position of support for Assembly Bill (AB) 2679 and support for Assembly Constitutional Amendment (ACA) 23.

Public Comments:

None presented.

Board Comments

None presented.

Recommendation:

Approve the following legislative bill positions:

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

On a motion by Board Member Patterson, and a second by Board Member Price, the STA Board unanimously approved the recommendation.

B. Solano County Transportation for Sustainable Communities Plan

Robert Guerrero presented the Solano County Transportation for Sustainable Communities Plan. He cited that the new Plan incorporates the concepts from the TLC Plan and includes the policies and concepts from Priority Development Areas (PDAs) submitted by the seven cities to the Association of Bay Area Governments (ABAG) as part of the regional program. He added that the priority projects identified in this Plan will be eligible for funding from the forthcoming OBAG program.

Public Comments:

None presented.

Board Comments

Board Member Patterson requested clarification on the process of approving staff's recommendation. Daryl Halls responded that staff is seeking approval of the Solano County Transportation for Sustainable Communities Plan, but the Plan approval tonight is not urgent. In addition, he cited that staff provided the STA Board with a list of definitions from other agencies with regards to the definition of sustainability, with the proposed STA definition listed at the end.

Board Member Patterson requested more time to review staff's list of definitions and more time to fix the technical issues with the description of Benicia's Intermodal Station and then come back for final approval at the next meeting. She cited that local definition has merit but has to be balanced with making sure that it does not stray too far from what is accepted at the State level to avoid any potential misunderstanding as the projects apply for grants as an example.

Board Member Price asked if the Board would consider appointing a subcommittee to discuss the definition of sustainability. Board Members Davis, Sperring, and Vick opposed this approach and proposed moving forward with the approval of the Plan.

Board Member Patterson asked why the words "endure and balance" was included in the definition. Robert Macaulay explained that the word endure is found in several of the definitions he researched and that balance is consistent with the 3'Es (Economy, Environment, and Equity) approach that has been adopted by MTC.

After further discussion, the STA Board approved the Plan and requested that any technical corrections to the Benicia projects would be brought back at a future meeting.

Recommendation:

Approve the Solano County Transportation for Sustainable Communities Plan.

On a motion by Board Member Vick, and a second by Board Member Sperring, the STA Board unanimously approved the recommendation with the understanding that any technical corrections will be brought back at a future meeting to amend into the Plan.

C. State Route (SR) 12 Update

1. SR 12 Corridor Study

2. SolanoEDC's Economic Analysis of SR 12 Corridor

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

Eric Cordoba and Tom Biggs presented the SR 12 Comprehensive Corridor Evaluation and Corridor Management Plan. They outlined the Work Plan and Major Milestones of the 53-mile, multi-jurisdictional corridor. They also reviewed the future conditions analysis, corridor improvement strategies, technical findings, and the next steps of the SR 12 Corridor Study. In addition, they listed the development of short-term and long-term recommendations in preparation to draft a final report and schedule the public outreach between April and June 2012.

Dale Pfeiffer presented a status report of the SR 12 Corridor and Economic Study. He reviewed the current status of the economic study process. He also listed the next steps to identifying the major economic opportunities for the region and some key strategies and opportunities which the SR 12 region can use to optimize desired outcomes resulting from the highway development.

Public Comments:

None presented.

Board Comments

None presented.

Recommendation:

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

On a motion by Board Member Price, and a second by Board Member Vick, the STA Board unanimously approved the recommendation.

D. OneBayArea Grant (OBAG) Projects and Priorities

Robert Macaulay presented the OBAG grant funds proposal in Solano County for the next three years (FY 2012-13, 2013-14, and 2014-15). He noted that MTC proposed to add a fourth year to the OBAG program due in part to the delay in approval by the Congress of a new Federal Transportation Authorization bill. He cited that under the current proposal, Solano County would receive \$16 million in OBAG funds, and if a fourth year is added, this could increase to \$20 million. He listed the existing commitments accounted for as STA Planning, Solano Napa Commuter Information, and the Dixon West B Street Undercrossing. He cited that the STA TAC recommended that 60% of the OBAG funds remaining after existing commitments are accounted for be dedicated to Local Streets & Roads Maintenance "Fix it First". He added that the Consortium and TAC will have a joint meeting on April 25th to discuss transit operations and maintenance funding needs.

Public Comments:

None presented.

Board Comments

None presented.

Recommendation:

Approve the following:

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

On a motion by Board Member Patterson, and a second by Board Member Price, the STA Board unanimously approved the recommendation.

XI. INFORMATIONAL – WORKSHOP

A. Status Report on STA's Overall Work Plan (OWP) for Fiscal Year (FY) 2011-12 and FY 2012-13 and Development of FY 2012-13 and 2013-14 OWP

Daryl Halls presented STA's OWP for FY 2011-12 and provided an update to the development of the OWP for Fiscal Year (FY) 2012-13 and FY 2012-13 and 2013-14. He noted that the STA's OWP for FY 2012-13 and FY 2012-14 will be brought back to the STA Board for approval at their June 2012 meeting.

NO DISCUSSION

B. Project Initiation Document (PID) 3-Year Work Plan for Caltrans

C. STA Complete Streets Policy

D. Funding Opportunities Summary

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

XII. BOARD MEMBER COMMENTS

Chair Batchelor read a letter received by the STA from Congressman John Garamendi dated April 2, 2012 regarding the Congressional appropriations for FY 2013. The letter was to convey the needs of local stakeholders to the Appropriations Committee while it debates funding for many vital programs. He added that the appropriations submission process to the Committee is now underway but does not guarantee any funding.

XIII. ADJOURNMENT

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

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

Attested by:



Johanna Masielat
Clerk of the Board

/April 4, 2012
Date



**TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the meeting of
April 25, 2012**

I. CALL TO ORDER

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

Present:

TAC Members Present	Mike Roberts	City of Benicia
	Morrie Barr	City of Dixon
	George Hicks	City of Fairfield
	Dave Mellili	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Shawn Cunningham	City of Vacaville
	Jill Mercurio	City of Vallejo
	Matt Tuggle	County of Solano

STA Staff Present:

(In Alphabetical Order by Last Name)

Janet Adams	STA
Jayne Bauer	STA
Robert Guerrero	STA
Daryl Halls	STA
Judy Leaks	STA
Robert Macaulay	STA
Johanna Masielat	STA
Liz Niedziela	STA
Sam Shelton	STA
Sara Woo	STA

Others Present:

(In Alphabetical Order by Last Name)

Mona Babauta	FAST
Nicholas Burton	County of Solano
Sean Co	MTC
Shawn Cunningham	City of Vacaville
Wayne Lewis	City of Fairfield
Philip Kamhi	FAST

II. APPROVAL OF THE AGENDA

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

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: MTC's Transportation Planner, Sean Co, distributed information regarding MTC's Complete Streets Checklist. He cited that agencies applying for regional transportation funds must complete the checklist to document how the needs of bicyclists and pedestrians were considered in the process of planning and/or designing the project for which funds are being requested.

STA: Liz Niedziela announced a funding opportunity for the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program. She cited that the grant funds projects that reduce emission from existing diesel engines such as replacement vehicles. She added that since SolTrans and FAST both have local bus replacements needs, it was suggested for the two agencies to submit a joint application with STA support. Applications are due June 4, 2012.

Sam Shelton made the following announcements:

1. He reminded the STA TAC members of the STA's Public-Private Partnership (P3) Steering Committee meeting on May 9th at 11:30 a.m., encouraging TAC and Consortium members to attend; and
2. He cited that the project managers of the Solano Project Delivery Working Group (Solano PDWG) successfully met the Metropolitan Transportation Commission's (MTC) federal obligation deadline of April 30th, obligating over \$7.5M of federal funds in the last three months.

Other: None presented.

V. CONSENT CALENDAR

On a motion by Jim McElroy, and a second by Janet Koster, the STA TAC approved Consent Calendar Items A and E with the following amendments:

- Item B, Unmet Transit Needs for Fiscal Year (FY) 2011-12 Update Recommendation No. 1 was amended as shown below in ***bold italics***; and
- Item D, 2013 Transportation Improvement Program (TIP) Development At the request of Mike Roberts, this item was pulled for discussion.

A. Minutes of the TAC Meeting of March 28, 2012

Recommendation:

Approve TAC Meeting Minutes of March 28, 2012.

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

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the FY 2011-12 Unmet Transit Needs response as specified in Attachment B (*Revised 4/24/12*) 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.

C. Lifeline Advisory Committee Recommendation for Lifeline Funding

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.

D. 2013 Transportation Improvement Program (TIP) Development

Mike Roberts requested several more days to allow the projects to be updated with the most recent developments. STA staff indicated that they could accommodate this request.

Recommendation:

Forward a recommendation to the STA Board to submit the 2013 Transportation Improvement Program (TIP) for Solano County's projects to the Metropolitan Transportation Commission (MTC) as shown in Attachment A.

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

E. Solano County Project Initiation Document (PID) 3-Year Work Plan for Caltrans

Recommendation:

Forward a recommendation to the STA Board to approve the Solano County 3-year Project Initiation Document Work Plan and submit to Caltrans.

VI. ACTION FINANCIAL ITEMS

- A. None.**

VII. ACTION NON-FINANCIAL ITEMS

A. STA Bicycle and Pedestrian Transportation Plans Project List Amendments

Sara Woo cited that upon adoption of the final Bicycle and Pedestrian Plans by the STA Board at their December 2011 and January 2012 meetings respectively, staff inadvertently omitted the updated projects for the City of Vacaville. She added that as a result, STA staff is proposing to amend the Priority Projects listed in the Bicycle and Pedestrian Plans to include the update projects for the City of Vacaville.

Recommendation:

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

1. Solano Countywide Bicycle Transportation Plan priority projects list as specified in Attachment A; and
2. Solano Countywide Pedestrian Transportation Plan priority projects list as specified in Attachment B.

On a motion by Sean Cunningham, and a second by George Hicks, the STA TAC unanimously approved the recommendation.

B. Bay Area Transit Sustainability Project (TSP) Recommendation

Liz Niedziela cited that on April 11th, MTC's Select Committee for the Transit Sustainability project referred the Transit Sustainability Project recommendations to the Commission for approval on May 23rd. She noted that the Select Committee added, as part of their motion, that MTC staff bring back at least one funding formula that holds small operators harmless as part of the Transit Performance Initiative investment program, being developed later this year.

At their monthly meeting, the Solano Express Intercity Transit Consortium (Consortium) approved to forward the recommendation to the STA Board to support MTC's Transit Sustainability Projects 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 with the following deletion and an amendment to one section of Attachment B:

Institutional

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 effort and timeline will be established on local planning and input.

Several members of the Consortium requested to delete the sentence because they felt it conveys negatively about the transit operators ability to be provide a stable and efficient transit service in Marin/Sonoma and Solano.

After discussion, the TAC concurred with the recommendation.

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.

On a motion by Matt Tuggle, and a second by George Hicks, the STA TAC unanimously approved the recommendation with an amendment to the recommendation in Attachment B of MTC's TSP as specified above.

C. Legislative Update

Jayne Bauer reviewed the Senate Bill (SB) 1189 introduced by Senator 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). She added that the Capitol Corridor Joint Powers Authority (CCJPA) supports SB 1189 because it would be able to use over \$60 million of these funds to leverage other dollars to implement capital project to support service expansions.

Recommendation:

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

On a motion by Matt Tuggle, and a second by George Hicks, the STA TAC unanimously approved the recommendation.

VIII. INFORMATIONAL - DISCUSSION

A. Update on OneBayArea Grant (OBAG) Projects

Robert Macaulay cited that in April the STA Board adopted the Existing Commitments and Local Streets and Roads (LS&R) set-aside at 60% of remaining OBAG funds. He added that 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 programming of other projects and programs.

B. California State Association of Counties (CSAC)/League Statewide Local Streets and Roads (LS&R) Needs Assessment, Surveys and Contributions

Sam Shelton reviewed the ongoing effort of a statewide local streets and roads needs assessment expected to be completed in conjunction with the State's State Highway Operations & Protection Program (SHOPP) to provide a complete picture of the needs of the State's transportation system. He cited that the CSAC and the League need to raise a total of \$125,000 for this effort, which can be achieved should local agencies contribute between \$150 to \$1,000.

C. Yolo Solano Air Quality Management District (YSAQMD) Clean Air Grant Program Update

Robert Guerrero provided an update to the application submittals for this year's YSAQMD Clean Air Grant program with \$244,000 in available funds. He cited STA and YSAQMD staffs are currently reviewing the 11 applications submitted to provide a recommendation to the STA-YSAQMD Clean Air Application Review Committee for their consideration. He added that project sponsors will be invited to provide project presentations to the Review Committee expected to meet in early May.

D. SolanoExpress 2011-12 Mid-Year Ridership Report

Liz Niedziela provided an overview of the overall ridership for the seven SolanoExpress intercity routes in the past six (6) months. She outlined the adjustments and enhancements to the intercity routes to improve service and efficiency. She provided a brief timeline of the changes that took from July-December 2011. The changes are as follows: 1.) On July 2011, the Benicia Breeze, Vallejo Transit, and Vallejo Runabout Service were consolidated to form Solano County Transit (SolTrans); 2.) 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; and 3.) 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 the poor on-time performance in the afternoon, especially on Fridays. She cited that annual ridership was on track to reach over 1 million riders for the year.

E. Role of Ridesharing in the Solano County Intercity Transit System

Judy Leaks provided an overview of the Solano Napa Commuter Information's (SNCI)'s Rideshare Program in Solano County. She cited that the rideshare program works through employers and uses general marketing to spread the word about commute alternatives that include transit, carpool, vanpool, biking, and walking. She noted last year, an estimated 1.3 million participants opted to carpool or vanpool.

NO DISCUSSION

F. Solano Seniors and People with Disabilities Transportation Advisory Committee Recommended Strategies Progress Update

G. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2012-13

H. Funding Opportunities Summary

I. STA Board Meeting Highlights of April 11, 2012

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

IX. ADJOURNMENT

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



DATE: April 26, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs for Fiscal Year (FY) 2011-12 Update

Background:

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

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

When 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:

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

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

At its meeting of April 25th, the Solano Express Intercity Transit Consortium (Consortium) and Technical Advisory Committee (TAC) members unanimously approved to forward the FY 2011-12 Unmet Transit Needs response to the STA Board.

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:

Approve the following:

1. 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



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COMMISSION

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March 31, 2011

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SOLANO TRANSPORTATION
AUTHORITY

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U.S. Department of Housing
and Urban Development

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Mr. Daryl Halls
Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
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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

Responses provided to the public comments should support one of the following statements and include substantive information.

1. Issue has been addressed through recent changes in service.
 2. Issue will be addressed by changes in service planning to take place between now and the end of fiscal year 2012-2013.
 3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.
 4. The evaluation of the issue resulted in the identification of an alternative means of addressing it; or the issue has not been addressed through recent or planned service changes nor recently studied.
-

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

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 2012-2013.

Response

The system is currently undergoing a major restructuring of routes. SolTrans restructuring will result in restoring service to Glen Cove.

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.

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 2012-2013.

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.

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 2012-2013.

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.

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.

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

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.

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 2012-2013.

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.

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.

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

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.

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 2012-2013.

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.

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.

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.

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.

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.

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.

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.

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 2012-2013.

Response

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

Issue 13: Need for direct bus between Benicia and Glen 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 2021-2013.

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.

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: 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.

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 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. More information on FAST's proposed service changes may be found at www.fasttransit.org. You may also call 707-434-3800 for more information.

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.

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

Response

Fairfield and Suisun Transit is in the process of implementing the Bay Area's regional fare card system, Clipper, and the technology should be ready for transit use in approximately 1 year (around March 2013). As part of this effort, FAST will be required to harmonize our fare rules and policies to create synergy with other Solano County operators. All Bay Area operators will eventually be required to accept the same Clipper Card, resulting in the elimination of the multiple monthly 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)

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 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. A "Cordelia Shuttle" (new Route 8) is being proposed, which will result in improved bus stop locations in the Cordelia area.

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 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. A "Cordelia Shuttle" (new Route 8) is being proposed, which will result in improved bus stop locations in the Cordelia area.

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 in service.

Response

Red Top Road Park and Ride Lot was open for public use as of December 2011. Vanpools, carpools, and private transit providers are being encouraged to use this location, instead of the Fairfield Transportation Center, in an effort to provide additional parking opportunities for public transit/Solano Express bus passengers.

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)

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 2012-13.

Response

That issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service for seniors.

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.

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.

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 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. More information on FAST's proposed service changes may be found at www.fasttransit.org. You may also call 707-434-3800 for more information.

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 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. More information on FAST's proposed service changes may be found at www.fasttransit.org. You may also call 707-434-3800 for more information.

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 2012-13.

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.

Also, this issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service for seniors.

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 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop locations.

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 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop locations.

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.

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.

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.

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.

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 General 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.

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.

→2 The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. More information on FAST's proposed service changes may be found at www.fasttransit.org. You may also call 707-434-3800 for more information.

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 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop amenities such as shelters, benches, and passenger information.

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 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop amenities such as passenger information and signage.

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 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop amenities such as shelters, benches, and passenger information.

Issue 25: More curbs 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 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that will involve the establishment of ADA accessible bus stops, which will include features such as curbs cuts, as the general standard for all bus stops.

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 2012-13.

Response

All FAST buses are currently capable of carrying two or more bicycles. For some buses, two is the maximum capacity. However, the City of Fairfield is currently studying the entire system to better utilize and serve within our resources.

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 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop locations.

Vacaville City Coach Transit's Unmet Transit Needs Response

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.

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.

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.

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.

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.

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 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.



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DATE: April 26, 2012
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: 2013 Transportation Improvement Program (TIP) Development

Background:

Developing a New TIP Every Two Years

The federally required Transportation Improvement Program or TIP, is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for air quality conformity purposes.

On June 9, 2010, the STA Board forwarded Solano County's projects for inclusion in the 2011 TIP. The 2011 TIP was adopted by the Metropolitan Transportation Commission (MTC) on October 27, 2010 and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on December 14, 2010. It is valid through December 13, 2014. MTC is required by the State to prepare and adopt an updated TIP every two years. Therefore, it is time to develop a new TIP. The 2013 TIP will cover the four-year period of Fiscal Year (FY) 2012-13 through FY 2015-16.

As the Congestion Management Agency (CMA) for Solano County, TIP development and modifications must first be approved by the STA Board prior to MTC review and programming of projects into the TIP. Since June 9, 2010, STA Board actions regarding project funding have been incorporated into many of the 22 different TIP revisions made by MTC and FHWA.

Discussion:

Developing the 2013 TIP in Close Collaboration with Project Sponsors

The TIP is a programming document, listing projects with "real funding" as compared to a planning document or funding strategy that considers potentially funding projects with uncertain projected funding sources. Creating a new TIP involves a rigorous review of the "reality of funding" for current TIP listed projects.

In comparison to prior TIPs, MTC requires "justification of the sources of funds for those funds programmed in the TIP with "Other local funds" in excess of two million dollars." This will involve showing MTC that a local jurisdiction has taken formal action on committing large amounts of local funds for a project, such as the approval of a local Capital Improvement Program or Resolution of Local Support specifying the approved use of funds over \$2M.

Also, projects must be listed with sufficient funding shown in MTC's T-2035, MTC's Regional Transportation Plan (RTP), prior to consideration for programming in the TIP. Once MTC's "Plan Bay Area" (or T-2040) RTP is adopted, a 2013 TIP amendment will add or remove projects not included in the new RTP.

Below is a schedule for reviewing projects to be incorporated into the 2013 TIP and select milestone dates leading to eventual federal approval of the 2013 TIP by December 17, 2012. Attachment A has additional details regarding 2013 TIP development by MTC.

Date	Task
04-05-2012	Start of 2013 FTIP Development, Funds Management System (FMS) Locked Down (No more changes to 2011 FTIP until January 2013)
04-13-2012	Start of review and update by project sponsors and CMAs
04-25-2012	STA TAC forwards 2013 TIP projects to STA Board
05-09-2012	STA Board directs STA staff to submit 2013 TIP projects to MTC
05-10-2012	Completion of project review by sponsors and CMAs
06-22-2012	Begin of Public Review Period for 2013 FTIP and Conformity Analysis
08-09-2012	End of Public Review Period for Draft FTIP and Conformity Analysis
09-26-2012	Final 2013 FTIP and Final Air Quality (AQ) Conformity analysis approved by Commission
09-28-2012	2013 FTIP submitted to Caltrans
11-15-2012	FTIP submitted to FHWA/FTA
12-17-2012	Final FHWA/FTA Approval of 2013 TIP / AQ Conformity Analysis

Attachment B is the Draft 2013 TIP, produced with the following elements (Attachment B):

- Draft 2013 TIP Project Summary
 - Projects Sorted by agency
 - Funding source by fiscal year and delivery phase (e.g., Preliminary Engineering, Environmental, Design, Right-of-Way, Construction).

Solano Project Delivery Working Group (Solano PDWG) members reviewed detailed project listings for all potential 2013 TIP projects before the April 25, 2012 STA TAC meeting. At their meeting, the STA TAC unanimously approved the 2013 Draft TIP, with the exception of the City of Benicia, which requested additional time to review its 2013 TIP projects. After the STA TAC meeting, City of Benicia public works staff concurred with STA staff's recommendation to list Benicia's Regional Measure 2 (RM2) funded transit facility projects as "information only" listings, as neither of these projects are funded with federal funds or require federal actions.

Relation to One Bay Area Grant (OBAG) Project Funding Programming

No new OBAG project funding will be included in the Draft 2013 TIP submittal. All new OBAG funded projects will be amended into the TIP at a later date.

Fiscal Impact:

None. Funding decisions for projects listed in the 2013 TIP have already been taken by the STA Board at prior meetings. Projects currently part of the 2011 TIP recommended to be deleted or archived from the TIP will not fiscally impact those projects as they have either been completed, have not been recommended for additional funding, or were never funded.

Recommendation:

Authorize the Executive Director to submit the 2013 Transportation Improvement Program (TIP) for Solano County's projects to the Metropolitan Transportation Commission (MTC) consistent with the project summary shown in Attachment B.

Attachments:

- A. Primer on 2013 TIP Development and Schedule, 04-12-2012
- B. Project Summary of Draft 2013 Transportation Improvement Program (TIP) recommended project listings, 04-26-2012



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Memorandum

TO: Partnership Technical Advisory Committee

DATE: April 12, 2012

FR: Sri Srinivasan, Programming and Allocations Section

RE: Primer on 2013 TIP Development and Schedule

The federally required Transportation Improvement Program or TIP, is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. The 2011 TIP was adopted by the Commission on October 27, 2010 and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on December 14, 2010. It is valid through December 13, 2014. MTC is required by the State to prepare and adopt an updated TIP every two years. Therefore, it is time to develop a new TIP. The 2013 TIP will cover the four-year period of FY 2012-13 through FY 2015-16.

Because it takes several months to prepare a new TIP, the 2011 Transportation Improvement Program (TIP) is set to go into a lockdown on Thursday, April 05, 2012. This is necessary to provide the time necessary to conduct the required Air Quality conformity analysis and determination, provide sufficient time for public participation, provide sufficient time for Caltrans, FHWA and FTA review and approval, and to ensure the data is consistent as we move from the current 2011 TIP to the new updated 2013 TIP. This memo is a primer on the TIP development process. The draft schedule is attached (Attachment 1).

The 2013 TIP will be developed using FMS. If members of your staff would like additional training in using FMS, please contact us as soon as possible and we will arrange a training session.

Developing the 2013 TIP entails reviewing of all your current TIP projects, and informing us of:

1. Which projects are completed and should be archived (ideally, this process should be completed by December 30, 2010. This will reduce the number of projects that you have to review)
2. Which projects need to be continued into the new TIP;
3. Which transit funds programmed in the prior year and not yet included in a FTA grant. Please change the program year but leave the Apportion year (Appn Year) as is.
4. Any changes to existing projects (scope, funding, contact person, phase change, schedule delays etc);

5. Updated project costs. Federal regulations require that the project listings reflect the latest estimates of the total project cost including all local funds, and costs of each phase. All costs must be escalated to the year of expenditure;
6. Justification of the sources of funds for those funds programmed in the TIP with “Other local funds” in excess of two million dollars;
7. Ensuring that the RTP Long Range Plan funds (RTP-LRP) funds are not programmed within the four-year TIP period (FY2012-13 through FY15-16)

For the new TIP to be federally approved, the TIP has to be a conforming TIP. Air Quality (AQ) conformity refers to a set of federal regulations that require metropolitan planning organizations such as MTC to assess the impact of the projects in the TIP on the region’s air quality. Hence lists of any new projects or new non-exempt project phases (such as the addition of the ROW or CON phase) should have been submitted to MTC before the deadline of **Friday, March 30, 2012**. This deadline is for new non - exempt projects and addition of non-exempt project phases not in the current 2011 TIP, but will need to be in the 2013 TIP.

CMAs are advised to coordinate the timely project review by counties and cities within their jurisdiction. As a reminder, cities and counties do not have submittal rights in the FMS application, as such CMAs are required to submit projects on behalf of the cities and counties. Transit operators can access the system directly.

To reduce the need of future TIP revisions, CMAs, transit operators and project sponsors need to ensure that all entries are complete and correct before submitting them. Do not “submit” a project until you are sure that the review of that project is completed. You can “save and exit” the project and return to complete and submit it at a later date.

Projects will be available for review starting **Friday, April 13, 2012**. Please complete the process as soon as possible, **BUT NO LATER THAN 5:00 PM on Thursday, May 10, 2012**. When your review is complete, please inform Sri Srinivasan via email.

The Draft 2013 TIP and the draft air quality conformity analysis will be released for public review on Friday, June 22, 2012, with a public hearing scheduled for Wednesday, July 13, 2012. In order to accommodate this schedule, **no edits will be accepted after Thursday May 10, 2012**.

The listing for each project available for your review will show how the project currently appears in our 2011 TIP including any pending revisions. All fields in the application are editable. Please make revisions only where necessary.

You can look at all the details of the project using the project detail report in FMS. Attachment 2 is a step-by-step tutorial on the process of generating the “Project Detail Report.”

Once you are ready to begin project the review and edit process (**After Friday, April 13, 2012, and before Thursday, May 10, 2012**), you should follow the following steps:

1. Go to the FMS site;
2. Sign in and click on the “Universal Application” tab;

3. Choose “Resume In-process Application” - this will allow you to see the latest version of all your projects in an editable format; and
4. Begin your project review.

Please focus your review on the following elements (Attachment 3 shows a process flowchart of the TIP clean up):

- Are the projects properly described in the TIP? - Review project name and project description to ensure that the name, limits and scope are accurate. Kindly use the examples shown on the right hand as sample format.
- Are the dollar amounts, fund sources and programming years correct? - In most cases, particularly for federal and state funding, the fund sources and amounts in prior years should not be changed, since they reflect official MTC programming actions.

Please revise local fund sources and amounts to reflect total project costs or updated total project costs. For local funds that are greater than \$2 million, kindly attach a resolution of local support. This is very critical to ensuring that the projects are fully funded and the TIP is fiscally constrained.

All projects must show the total cost for the project as described in the TIP listing, including any costs outside the four-year period of the TIP. Any funds outside the four-year TIP period (beyond FY 2015-16) that are not yet committed should be coded with the RTP-LRP fund code (as long as it is specified in the Regional Transportation Plan (RTP)). Additionally, there should not be any RTP-LRP within the four years of the TIP. (The data clean up to address RTP-LRP within the four-year TIP period should have been completed as of Friday, January 27, 2012.)

All costs must be escalated to the year of expenditure and please ensure that the total project cost in the TIP does not exceed the cost shown in the RTP.

- Is the appropriate RTP ID being used? Please ensure that the TIP project is referencing the correct T-2035 RTP project - the project description in the TIP is consistent with that of the RTP description as well as the cost. The cost of the project shown in the TIP should be within the RTP cost.
- Are all funded phases reflected in the project listing? As part of the regulations requiring that project listings show the total project costs, federal guidance requires that all funded phases be reflected accurately in the project listing. If a project listing does not show any amount programmed for a capital phase, (ROW or CON) a TIP amendment and perhaps a new conformity analysis may be required to amend a capital phase into the TIP if necessary in the future. Therefore, you must show all project phases (even if funded with local resources) in your project listings if they are not listed already.

Funds for a project phase must be listed in the same year, which is the year of allocation/obligation for that phase (e.g. ENV, PS&E, PE, ROW or CON). Exceptions are for pre-approved corridor projects (as listed in the RTP), annual ongoing service/operations projects (such as the Freeway Service Patrol), multi-year program of projects (such a various streets and roads rehabilitation, or bus rehabilitation/replacement

programs), or projects with multiple segments (in which case the project description must include a statement noting the number of segments such as segments 1 through 3).

- Should the project be included in the 2013 TIP or can the project be archived? Are any projects completed, fully obligated (FHWA projects) or in an approved or pending FTA grant? Are any projects listed more than once?

If all federal or state funding for the project have been awarded, obligated or the project has been completed, or if all project funding is prior to FY2012-13 and if no further federal action is anticipated for the project, the project can be archived and removed from the TIP. This is important, as completed projects must be reported to FHWA, and the list we provide is the list of 'Archived' projects.

If the project is not yet completed and you would like it to be included in the new 2013 TIP for informational purposes, even though all funds are in prior year (before FY 2012-13), select the "No, project is not complete" box, and use the "submit" button.

In addition, you are requested to justify the need for retaining these projects in the TIP. For projects with delay in phases etc, sponsors are requested to update the project delivery milestones; update the phase years in the funding and point out projects (via email) that will cross the AQ analysis year of FY2014-15.

- Complete the Project level conformity questions or POAQC questions on the Air Quality page.
- The project listings show the latest version of the project including pending revisions. Please check your projects to ensure that pending revisions are shown correctly.
- Is the project on schedule? Have there been any delays? Sponsors are requested to review the project delivery milestones as well the years the various phases are programmed in the TIP. If there is a schedule delay and the phase goes beyond the analysis year of FY2014-15, sponsors should have notified MTC via email, by **Friday, March 30, 2012**. This is especially important for AQ non-exempt projects.
- Review the location information entered as part of the TIP. This information is helpful when your legislator asks us for the information.
- In addition to federally funded projects, the TIP must also include regionally significant locally funded projects.

Review your agency's capital improvement program for FY 2012-13 through FY 2015-16 to determine if your locally funded projects must be included in the TIP. A locally funded project is considered regionally significant if it impacts air quality in the Bay Area or if it will require any federal agency action. For example, addition of an interchange to the interstate system, which is capacity increasing or a project that requires federal permits would need to be shown in the TIP.

To propose a new regionally significant project, go to the “Universal Application” tab of FMS and propose a new project for each of your new regionally significant projects, so we can include them in the TIP. If these projects impact Air Quality, they are due to MTC by Friday March 30, 2012.

5. After your review, update the contact information section and submit the project to MTC for review and inclusion into the 2013 TIP. Projects not submitted by Thursday, May 10, 2012 will not be included into the 2013 TIP.

If you have any funding specific question(s) please contact the following MTC staff persons:

FHWA Funds including: STP/CMAQ, FHWA Earmarks	Craig Goldblatt	(510) 817-5837
FTA Funds including: Section 5307/5309/AB664, FTA Earmarks	Glen Tepke	(510) 817-5781
State and Regional Funds including: STIP/TE, TCRP, CMIA, TCIF, RM2 – Highway	Kenneth Kao	(510) 817-5768
FTA Funds including: Section 5310/5311/5316/5317	Kristen Mazur	(510) 817-5789
Proposition 1B – PTMISEA and SLPP	Kenneth Folan and Adam Crenshaw	(510) 817-5804 (510) 817-5794
RM2 – Transit	Shruti Hari	(510) 817-5960
Questions on Project Level Conformity /POAQC process	Stephanie Hom	(510) 817-5756
2013 TIP Development and Fund Management System (FMS)	Sri Srinivasan and Adam Crenshaw	(510) 817-5793 (510) 817-5794

We appreciate your help updating the TIP. Time spent now getting the TIP entries correct will save time in the future by minimizing additional changes, preventing additional air quality conformity analyses, and avoiding potential project delivery delays.

Thank you for your prompt attention to this request.

- Attachment 1: Draft TIP Development Schedule
- Attachment 2: Process of generating the Project Detail Report
- Attachment 3: Process flowchart for TIP Data Clean-up

Metropolitan Transportation Commission	
2013 Transportation Improvement Program Development (TIP)	
Attachment 1: Tentative 2013 TIP Development Schedule	
Tuesday, February 07, 2012	
Proposed Milestone Dates	Milestone
Friday, March 30, 2012	Deadline to submit non-exempt project changes (including Capital Phases) to be included in 2013 TIP
Friday, March 30, 2012	Last day to submit changes to current FTIP for Revision 11-23 (Administrative Modification) using FMS
Friday, March 30, 2012	Last day to submit new projects for current FTIP for the last FTIP Amendment
Thursday, April 05, 2012	FMS Locked Down - No more changes to 2011 FTIP - Start of 2013 FTIP Development
Friday, April 13, 2012	Start of review and update by project sponsors and CMAs
Thursday, April 26, 2012	Review of conformity approach by AQCTF for the 2013 FTIP
Wednesday, May 09, 2012	Final 2011 FTIP Amendment released for public comment
Thursday, May 10, 2012	Completion of project review by sponsors and CMAs
Wednesday, June 13, 2012	PAC Meeting - authorize public hearing and release Draft 2013 FTIP & AQ Conformity
Friday, June 22, 2012	Begin of Public Review Period for 2013 FTIP and Conformity Analysis
Wednesday, July 11, 2012	Public Hearing on Draft FTIP and AQ Conformity Analysis
Thursday, August 09, 2012	End of Public Review Period for Draft FTIP and Conformity Analysis
Thursday, August 23, 2012	Review of Final Draft Conformity Analysis by AQCTF
Wednesday, September 12, 2012	PAC review of Final 2013 FTIP and Final Conformity analysis and referral to Commission
Wednesday, September 26, 2012	Final 2013 FTIP and Final Air Quality Conformity analysis approved by Commission
Friday, September 28, 2012	2013 FTIP submitted to Caltrans
Monday, October 01, 2012	Deadline for Final FTIP to Caltrans
Monday, October 08, 2012	Start of FSTIP Public Participation (Statewide Public Review Process)
Monday, October 29, 2012	End of FSTIP Public Participation (Statewide Public Review Process)
Thursday, November 15, 2012	FSTIP submitted to FHWA/FTA
Monday, December 17, 2012	Final FHWA/FTA Approval of 2013 TIP / AQ Conformity Analysis

Attachment 2: Process of generating the Project Detail Report

The Project Detail Report can be generated following the steps below:

- 1) Log into FMS and go to the Project Search Page
- 2) Select the project / Choose a list of projects based on specific search criteria: In the case of the example, the choices are Alameda County and Alameda City
- 3) The list of active projects are as shown below

Select a Report Generate report Refresh Print Data

Results: 4

Map it	TIP ID	FMS ID	Version	Project Name	County	Sponsor	Status
<input type="checkbox"/>	ALA070022	189.00	5	Park St Streetscape	ALA	Alameda	ACTIVE
<input type="checkbox"/>	ALA070049	3797.00	2	Signal Coordination: 8th St, Otis Dr, & Park St.	ALA	Alameda	ACTIVE
<input type="checkbox"/>	ALA090017	4157.00	1	Fruitvale Avenue Rail Bridge Seismic Retrofit	ALA	Alameda	ACTIVE
<input type="checkbox"/>	ALA990054	450.00	8	Tinker Avenue Reconfiguration	ALA	Alameda	ACTIVE

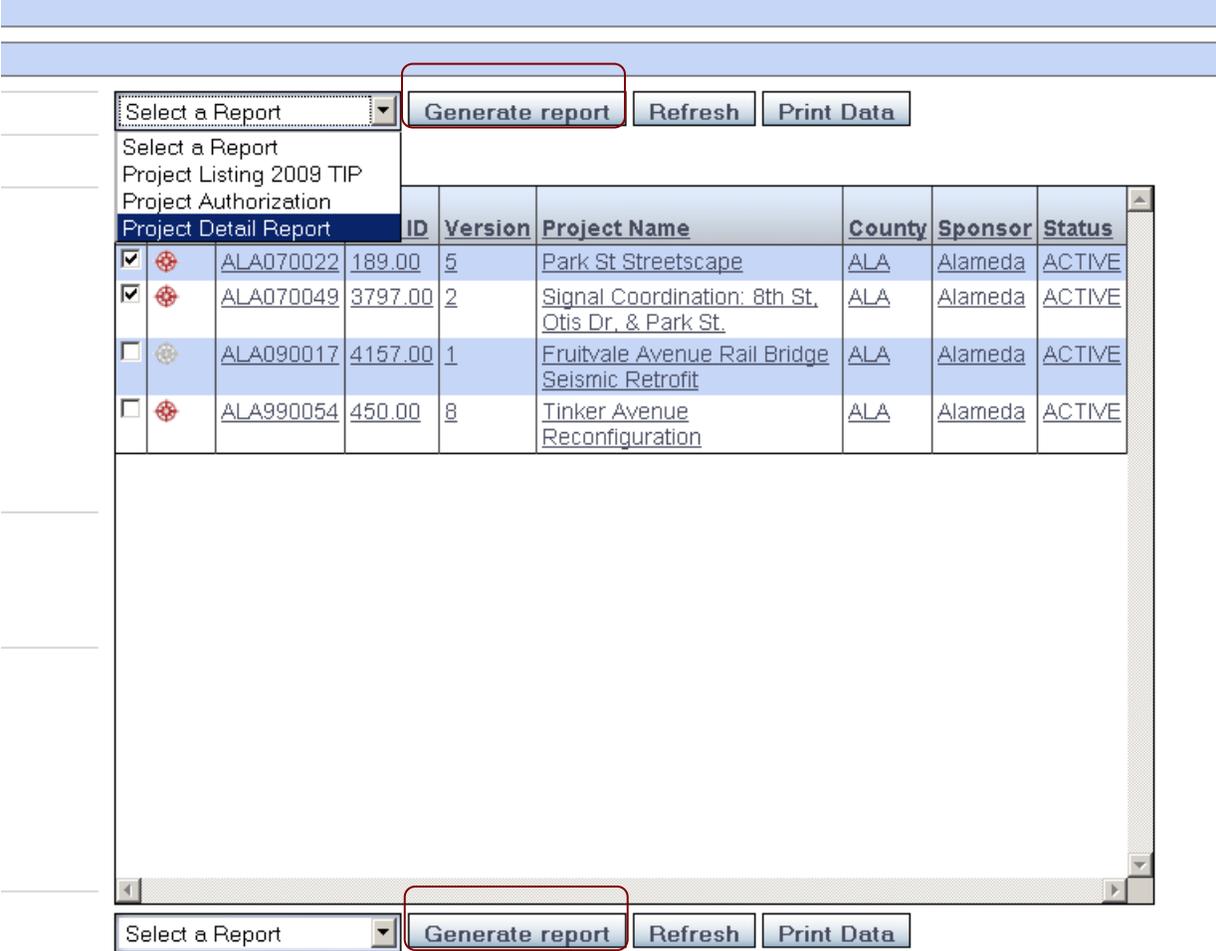
- 4) Select a project/projects (By checking the box/boxes to the left of the “Map it” icon) – highlighted below.

Select a Report Generate report Refresh Print Data

Results: 4

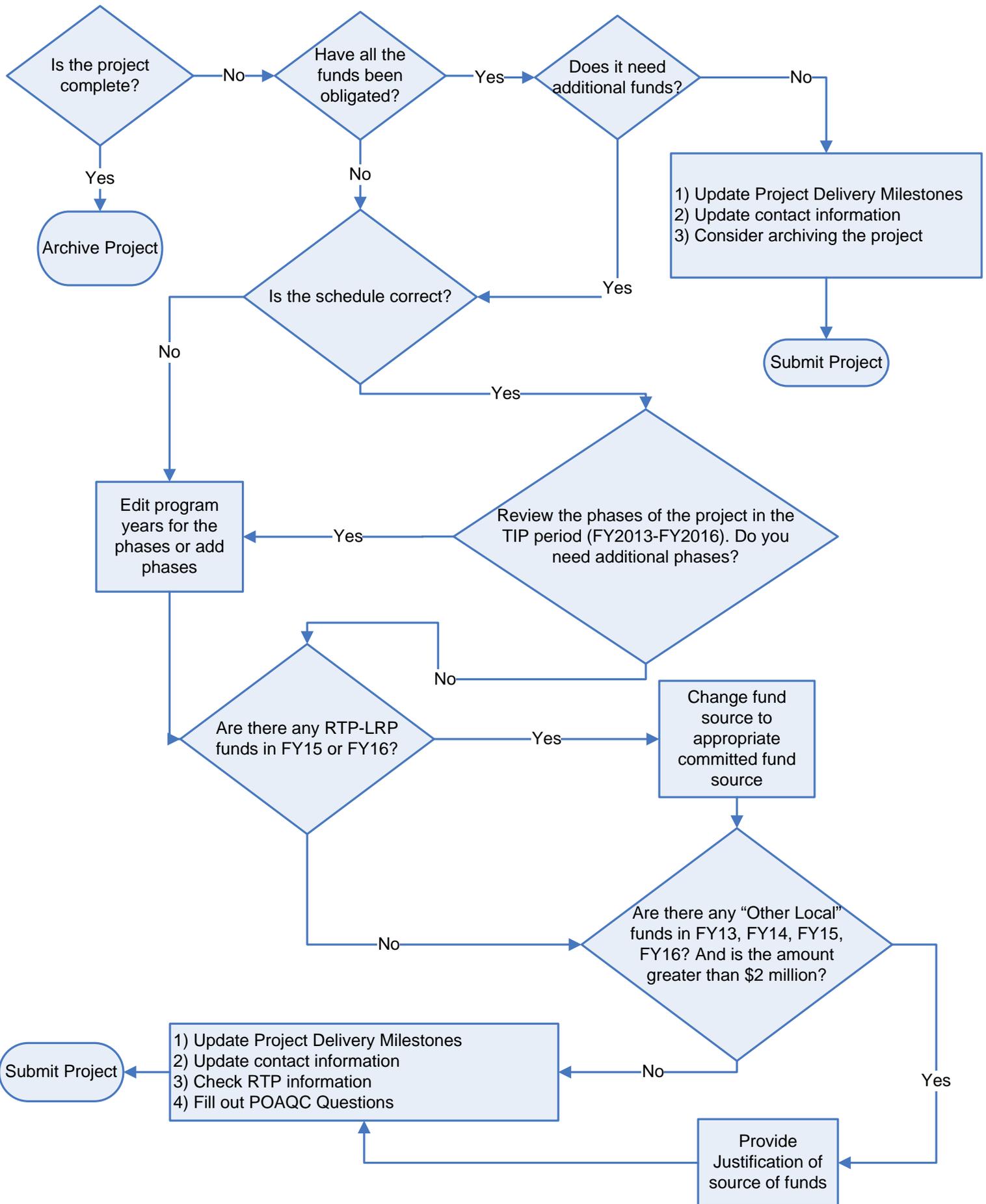
Map it	TIP ID	FMS ID	Version	Project Name	County	Sponsor	Status
<input checked="" type="checkbox"/>	ALA070022	189.00	5	Park St Streetscape	ALA	Alameda	ACTIVE
<input checked="" type="checkbox"/>	ALA070049	3797.00	2	Signal Coordination: 8th St, Otis Dr, & Park St.	ALA	Alameda	ACTIVE
<input type="checkbox"/>	ALA090017	4157.00	1	Fruitvale Avenue Rail Bridge Seismic Retrofit	ALA	Alameda	ACTIVE
<input type="checkbox"/>	ALA990054	450.00	8	Tinker Avenue Reconfiguration	ALA	Alameda	ACTIVE

5) Select the Project Detail Report from the drop down menu



6) Press on the Generate Report buttons highlighted above.

Attachment 3: Process flowchart for TIP Data Clean-up



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Solano Transportation Authority (STA)

Draft 2013 Transportation Improvement Program, 4-23-2012

Projects listed by agency, including known available funding by delivery phase noting total shortfall.

(In 1,000s)

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Known Shortfalls	Status
					Preliminary Engineering (PE)		Right-of-Way	Construction			
					Environmental	Design					
Benicia	SOL010031	Benicia Intermodal Trans Stations (Military)	RM2	Future	\$ 92	\$ 431	\$ -	\$ 2,477	\$ -	PE	
Benicia	SOL110008	Benicia Industrial Pk Multi-Modal Trans Study	RM2	Future	\$ 125	\$ -	\$ -	\$ -	\$ -	Concept	
Dixon	SOL050009	Parkway Blvd/UPRR Grade Separation	Earmark/Local Impact Fee	Future	\$ 1,260	\$ 290	\$ 575	\$ -	\$ 11,070	PE	
Dixon	SOL110024	West B Street Bicycle and Ped Undercrossing (STA)	ECMAQ/STIP-TE/TDA	2013	\$ 50	\$ 60	\$ 70	\$ 5,920		PSE/ROW	
Fairfield	SOL030002	Fairfield/Vacaville Intermodal Rail Station	RM2/STIP/Earmark	2013	\$ 3,093	\$ 1,825	\$ 2,790	\$ 31,892	\$ -	PE	
Fairfield	SOL110007	Fairfield Transportation Center Phase III	RM2/CMAQ	2013	\$ -	\$ 1,030	\$ -	\$ 6,150	\$ -	PE	
Suisun City	SOL110012	Grizzly Island Trail	CMAQ (Bike/SR2S)	2012	\$ 50	\$ 250	\$ -	\$ 1,764	\$ -	CON	
Vacaville	SOL110009	Vacaville Intermodal Station Phase 2	Earmark/RM2/CMAQ	Future	\$ 975	\$ -	\$ -	\$ 925	\$ 12,100	PE	
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis Dr to L Town Rd)	ECMAQ/YSAQMD	2012	\$ 66	\$ 195	\$ 180	\$ 630	\$ -	ROW	
Vallejo	SOL050048	Vallejo Downtown Streetscape (all phases)	ARRA/TE/CMAQ	2013	\$ 664	\$ -	\$ -	\$ 5,196	\$ -	CON	
Vallejo	SOL050012	Vallejo Curtola Transit Center	RM2	Future	\$ 705	\$ -	\$ -	\$ 11,045	\$ -	PE	
Vallejo	SOL950035	Vallejo Station, Phase A	STIP/RM2/5309/Earmark	2012	\$ 200	\$ 5,800	\$ 9,000	\$ 64,128	\$ -	CON	
Vallejo	SOL990018	I-80/American Canyon Rd overpass Improv	Local Impact Fee	Future	\$ 1,000	\$ -	\$ -	\$ 7,000	\$ -	PE	
Vallejo	SOL991032	Vallejo Ferry Maintenance Facility	STIP-PTA	2012	\$ -	\$ -	\$ -	\$ 4,300	\$ -	PE	
Solano County	SOL070012	Cordelia Hills Sky Valley Ped Corridor	Earmark (SAFETEA-LU)	2013	\$ -	\$ 175	\$ 2,475	\$ 50	\$ -	PE	
Solano County	SOL070021	Travis AFB: South Gate Improvement Project	Earmark (SAFETEA-LU)	2014	\$ -	\$ 150	\$ 128	\$ 1,943	\$ -	PE	
Solano County	SOL090015	Redwood Fairgrounds Dr. I/C Imp (STA, study only)	Earmark (SAFETEA-LU)	Future	\$ 1,500	\$ -	\$ -	\$ -	\$ -	PE	
Solano County	SOL090035	Vacaville Dixon Bike Route (Phase 5)	ECMAQ/TDA	2012	\$ -	\$ 88	\$ -	\$ 759	\$ -	PE	
STA	SOL070020	I-80/I-680/SR 12 Interchange Project (Phase 1)	RM2, STIP, CMIA, TCRP	2015	\$ 30,000	\$ 21,036	\$ 26,525	\$ 73,264	\$ -	PE	
STA	SOL090003	EB I-80 Cordelia Truck Scales Relocation	RM2, TCIF	2014	\$ 5,800	\$ 17,700	\$ 3,000	\$ 74,400	\$ -	CON	
STA	SOL110002	I-80 HOV conversion to Express Ln (Fairfield)	Bridge Tolls	2015	\$ 500	\$ -	\$ -	\$ -	\$ 39,600	PE	
STA	SOL110001	I-80 Express Lanes (Vacaville)	Bridge Tolls	2020	\$ 600	\$ -	\$ -	\$ -	\$ 190,600	PE	
STA	SOL110003	Jepson: Vanden Rd from Peabody to LT	STIP, Local TIF	2017	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ -	PSE	
STA	SOL110005	Jepson: Leisure Town Road from Vanden to Elmira	Future STIP, Local TIF	Future	\$ 1,387	\$ 539	\$ 1,016	\$ 8,269	\$ 28,789	PSE	
STA	SOL110006	Jepson: Leisure Town Road from Elmira to Orange	Future STIP, Local TIF	Future	\$ -	\$ -	\$ -	\$ -	\$ 28,300	PSE	
STA	SOL110004	Jepson: Walters Rd Ext - Peabody Rd Widen	Future STIP, Local TIF	Future	\$ -	\$ -	\$ -	\$ -	\$ 91,100	PSE	
STA	NAP010008	SR 12 (Jamieson Canyon Road) Widening	CMIA, STIP, TCRP	2015	\$ 7,300	\$ 7,550	\$ 18,391	\$ 105,700	\$ -	CON	
STA	SOL110019	STA Safe Routes to School Program	CMAQ	Prgm	\$ -	\$ -	\$ -	\$ 857	\$ -	ongoing	
STA	SOL110020	Eastern Solano / SNCI Rideshare Program	CMAQ, AQ	Prgm	\$ -	\$ -	\$ -	\$ 445	\$ -	ongoing	
STA	SOL970033	CMA Planning Activities	STP	Prgm	\$ 500	\$ -	\$ -	\$ -	\$ -	ongoing	
*GRAND TOTAL					\$ 58,366	\$ 59,519	\$ 67,950	\$ 437,571	\$ 401,559		
					\$623,406						

* Total project funding exceeds 2013 TIP totals because prior year funds are included.

** Caltrans SHOPP projects and various Caltrans grant projects are not included in this report.

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DATE: May 1, 2012
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Solano County Project Initiation Document (PID) 3-Year Work Plan for Caltrans

Background:

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

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

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

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

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

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

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

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

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

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

Discussion:

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

Based on a FY 2012-13 Budget Change Proposal (BCP), Caltrans will fund the development and oversight of PIDs for proposed State Highway System (SHS) projects funded entirely with State transportation funds (e.g. Regional Improvement Program, Interregional Improvement Program, state bond funds, etc.). In order for Caltrans to expend state PID resources on these projects, the improvements will need to be identified in an approved financially-constrained Regional Transportation Plan (RTP). In addition, the proposed project costs and funding (e.g. state fund source(s), STIP cycles, etc.) must be documented in the 3-year PID Work Plan.

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

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

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

Based on the existing 3-Year PID Work Plan and current understanding of the likelihood the project sponsors will be ready to move forward, here is the proposed 3-Year FY 2012-13 to FY 2014-15:

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

FY 2013-14	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville (Carryover)
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke (Carryover)

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

At the TAC meeting on April 25th, this 3-year PID Work Plan was unanimously approved to forward to the STA Board for approval.

Fiscal Impact:

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

Recommendation:

Approve the following:

1. Adopt the Solano County 3-year Project Initiation Document Work Plan and submit to Caltrans; and
2. Authorize the Executive Director to submit Solano County’s 3 year Project Initiation Document Work Plan to Caltrans.

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DATE: May 4, 2012
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: STA Bicycle and Pedestrian Transportation Plans Project List
Amendments

Background:

In December 2011 and January 2012 respectively, the STA Bicycle and Pedestrian Transportation Plans were adopted by the STA Board.

The Solano County Bicycle and Pedestrian Transportation Plans were organized to achieve the following:

- set forth the purpose of the plan and its goals, including a comprehensive county-wide bicycle and pedestrian transportation system
- identify policies used for selecting projects for inclusion in the plan
- a comprehensive list of projects needed to complete the countywide system
- identify priority projects
- discuss funding sources
- include supporting facilities such as wayfinding signs and storage facilities

Both Plans were developed with extensive local jurisdiction input from staff and public committee members on the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC).

Discussion:

In fall of 2009, STA staff worked with each agency to identify priority bicycle and pedestrian projects in their jurisdiction. STA staff held joint planning meetings with public works and planning staff, along with their respective BAC and PAC representatives. In March 2010, the priority projects list was refined into Tiers 1 and 2 based on the following scoring criteria:

1. Deliverability
2. Accessibility/Safety
3. Connectivity/Regional Significance
4. Quality of Life
5. Local Coordination
6. Wayfinding Component

Throughout 2010, many projects identified by project sponsors were completed. For the City of Vacaville, this included their locally identified first priority project Ulatis Creek Bicycle/Pedestrian Path (Phase I) – Ulatis Drive to Leisure Town Road (Tier 1 project), which received funding for \$810,000 Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Improvement Program funds programmed by the STA in Cycle 1.

The next project in development was Phase II of the Ulatis Creek Bicycle/Pedestrian Path. This was a Tier 2 project. City of Vacaville began the environmental phase. However, in the fall of 2011, it was found that the Phase II Ulatis Creek Bicycle and Pedestrian Path would not be able to complete the environmental phase due to safety concerns that could not be mitigated with available resources. Therefore, a request by City staff was submitted via e-mail to STA staff on September 16, 2011 to amend their priorities to reflect the change in the removal of their top 2 priority projects due to the completion of the Ulatis Creek Phase 1 Project and the removal of the Ulatis Creek Phase II from the project list.

Upon adoption of the final Plans by the STA Board at their December 2011 and January 2012 meetings, there was an inadvertent omission of these updated projects for the City of Vacaville. As a result, STA staff proposes to amend the Priority Projects listed in the Bicycle and Pedestrian Plans for City of Vacaville.

The projects submitted by the City of Vacaville staff for consideration are detailed in Attachment A in comparison to the projects originally submitted for prioritization and under development through fall 2011. This proposed amendment will be reviewed by the STA BAC at their May 3, 2012 meeting and STA PAC at their June 21, 2012 meeting.

This proposed amendment was approved unanimously by the STA Technical Advisory Committee (TAC) at their April 25, 2012 meeting. Any recommended changes will be brought back to the STA Board.

Fiscal Impact:

None at this time.

Recommendation:

Approve amendments to the following:

1. Solano Countywide Bicycle Transportation Plan priority projects list as specified in Attachment A;
2. Solano Countywide Pedestrian Transportation Plan priority projects list as specified in Attachment B;
3. Tier 2 Priority Bicycle Projects List as specified in Attachment C; and
4. Tier 2 Priority Pedestrian Projects List as specified in Attachment D.

Attachments:

- A. Amendments to City of Vacaville Priority Projects for Solano Countywide Bicycle Transportation Plan
- B. Amendments to City of Vacaville Priority Projects for Solano Countywide Pedestrian Transportation Plan
- C. Amendments to Tier 2 Priority Bicycle Projects List
- D. Amendments to Tier 2 Priority Pedestrian Projects List

Bicycle Project Amendments for City of Vacaville (Page 56 of final plan)

Original Projects Submitted as Priorities	Description	Submitted Changes to Projects	Description
<p>1. Ulatis Creek Bicycle/Pedestrian Facilities (Phase 1) — Priority #1 Ulatis Dr to Leisure Town Rd; (scored 81, placed in Tier 1)</p>	<p>Construct Class 1 off-street bicycle path, and Class 2 bicycle lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned or Preliminary Design (depending upon location). Phase 1: Ulatis Drive to Leisure Town Road Phase 2: Allison Drive to I-80.</p>	<p>1. New Alamo Creek Bicycle and Pedestrian Path* – Priority #1 [Vanden Road to Nut Tree Road] (Not scored. Proposed for inclusion as Tier 2 priority project as replacement of City of Vacaville’s listed Tier 2 project; will be presented to PAC)</p>	<p>The project consists of construction of a 10-ft. wide Class I off-street bike path along New Alamo Creek between Vanden Road and Nut Tree Road. This path would tie into and extend the new paths being constructed as part of the Southtown Development. Construction of this path would provide connection from Southtown Park to Meadowlands Park (adjacent to Callison Elementary School) to Nut Tree Road, just south of Eleanor Nelson Park. Bicyclists could then utilize the existing bike path segments along Alamo Creek which extend west from Nut Tree Road and east from Eleanor Nelson Park. [Total Project Cost: \$1,250,000]</p>
<p>2. Ulatis Creek Bicycle/Pedestrian Facilities (Phase 2) Priority #2 Allison Drive to Interstate 80 (scored 73, placed in Tier 2)</p>	<p>Construct Class 1 off-street bicycle path, and Class 2 bicycle lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned or Preliminary Design (depending upon location). Phase 1: Ulatis Drive to Leisure Town Road Phase 2: Allison Drive to I-80.</p>	<p>2. Ulatis Creek Bicycle and Pedestrian Path – Priority #2 [McClellan Street to Comstock Way at I-80] (Not scored. Not ranked in Tier 1 or 2 at this time)</p>	<p>The project consists of construction of a 10-ft. wide Class I off-street Bike Path along Ulatis Creek between McClellan Street and Comstock Way within the Ivywood subdivision which is adjacent to I-80. This segment along Ulatis Creek would extend from the City’s Downtown Creekwalk. This project is within a designated PDA. [Total Project Cost: \$572,000]</p>
<p>3. Elmira Road Bicycle/Pedestrian Path (scored 55, not in Tier 1 or 2)</p>	<p>Construct Class 1 off-street bike path along the old SPRR right of way on the north side of Elmira Road from Leisure Town Road to Edwin Drive.</p>	<p>3. Elmira Road Bicycle and Pedestrian Path – Priority #3 [Edwin Drive to Leisure Town Road] (scored 55, not in Tier 1 or 2)</p>	<p>The project consists of construction of a 10-ft. wide, off-street, shared use path along the north side of Elmira Road between Edwin Drive and Leisure Town Road. Construction of this segment of path would complete connection between the eastern limits of the City and residential/retail/commercial development to the west as far as Peabody Road. [Total Project Cost: \$515,000]</p>

Pedestrian Project Amendments for City of Vacaville (Page 50 of final plan)

Original Projects Submitted as Priorities	Description	Submitted Changes to Projects	Description
<p>1. Ulatis Creek Bicycle/Pedestrian Facilities (Phase 1) – Priority #1 Ulatis Dr to Leisure Town Rd; (scored 81, placed in Tier 1)</p>	<p>Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).</p>	<p>1. New Alamo Creek Bicycle and Pedestrian Path – Priority #1 [Vanden Road to Nut Tree Road]. (Not scored. Proposed for inclusion as Tier 2 priority project as replacement of City of Vacaville’s listed Tier 2 project; will be presented to PAC)</p>	<p>The project consists of construction of a 10-ft. wide Class I off-street bike path along New Alamo Creek between Vanden Road and Nut Tree Road. This path would tie into and extend the new paths being constructed as part of the Southtown Development. Construction of this path would provide connection from Southtown Park to Meadowlands Park (adjacent to Callison Elementary School) to Nut Tree Road, just south of Eleanor Nelson Park. Bicyclists could then utilize the existing bike path segments along Alamo Creek which extend west from Nut Tree Road and east from Eleanor Nelson Park. [Total Project Cost: \$1,250,000]</p>
<p>2. Ulatis Creek Bicycle/Pedestrian Facilities (Phase 2) Priority #2 Allison Drive to Interstate 80 (scored 73, placed in Tier 2)</p>	<p>Construct Class 1 off-street bicycle path, and Class 2 bicycle lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned or Preliminary Design (depending upon location). Phase 1: Ulatis Drive to Leisure Town Road Phase 2: Allison Drive to I-80.</p>	<p>2. Allison Drive Sidewalk Improvements (East Side) – Priority #2 [Entrance to the Vacaville Transportation Center to Nut Tree Parkway] (Not scored. Not ranked in Tier 1 or 2 at this time)</p>	<p>The project consists of construction of 7-ft. wide sidewalk between the entrance to the newly constructed VTC (across from Travis Way) to Nut Tree Parkway. This project is within a designated Project Development Area (PDA) and would allow connection between the transit facility and the commercial/retail establishments to the north. [Total Project Cost: \$62,000]</p>
<p>3. Elmira Road Bicycle/Pedestrian Path (scored 55, not in Tier 1 or 2)</p>	<p>Construct Class 1 off-street bike path along the old SPRR right-of-way on the north side of Elmira Road from Leisure Town Road to Edwin Drive.</p>	<p>3. Ulatis Creek Bicycle and Pedestrian Path – Priority #3 [McClellan Street to Comstock Way at I-80] (Not scored. Not ranked in Tier 1 or 2 at this time)</p>	<p>The project consists of construction of a 10-ft. wide Class I off-street Bike Path along Ulatis Creek between McClellan Street and Comstock Way within the Ivywood subdivision which is adjacent to I-80. This segment along Ulatis Creek would extend from the City’s Downtown Creekwalk. This project is within a designated PDA. [Total Project Cost: \$572,000]</p>

COUNTYWIDE TIER 2 BICYCLE PROJECTS (in alphabetical order by agency)

ID	Agency	Project Name	From/To	Description	Status/ Comments
1.	Benicia	East West Corridor Bicycle Connection: Military East Street/ East L Street/Adams Street	Park Road to First Street	Plan, design, and construct class II bicycle lanes and/or Bicycle Boulevard/sharrows in the East L Street/Military East/Adams Street corridor from Park Road to First Street to improve safety for cyclists entering the City from the Benicia Bridge.	Planned
2.	Dixon	Vaca-Dixon Bicycle Route: North Adams Street	A Street to Pitt School Road	Phase 2: Road widening to add Class II path on Porter Road between A Street and Pitt School Road in both directions	Planned
3.	Rio Vista	Rio Vista Loop: Church Road	Airport Road to Harris Road (about 50 feet past Harris Road)	0.3 mile Class I off-street bicycle/pedestrian path on Church Road from Airport Road to Harris Road in both directions.	Planned
4.	Vacaville	New Alamo Creek Bicycle and Pedestrian Path	Vanden Road to Nut Tree Road	The project consists of construction of a 10-ft. wide Class I off-street bike path along New Alamo Creek between Vanden Road and Nut Tree Road. This path would tie into and extend the new paths being constructed as part of the Southtown Development. Construction of this path would provide connection from Southtown Park to Meadowlands Park (adjacent to Callison Elementary School) to Nut Tree Road, just south of Eleanor Nelson Park. Bicyclists could then utilize the existing bike path segments along Alamo Creek which extend west from Nut Tree Road and east from Eleanor Nelson Park. [Total Project Cost: \$1,250,000]	Planned
5.	Vallejo	Georgia Street Corridor Bicycle Improvements	Columbus Parkway to Mare Island Way	Identify alignment along the 3.4 mile Georgia Street corridor for class II bicycle lanes to provide a direct thru-route from Columbus Parkway to Mare Island Way in both directions.	Planned
6.	STA	Safe Routes to School Program Projects	Various Participating School Districts in Solano County	Support Safe Routes to School Program Projects	Planned

COUNTYWIDE TIER 2 PEDESTRIAN PROJECTS (in alphabetical order by agency)

ID	Agency	Project Name	From/To	Description	Status/ Comments
1.	Benicia	East West Corridor Bicycle Connection: Military East Street/ East L Street/Adams Street	Park Road to First Street	Plan, design, and construct class II bicycle lanes and/or Bicycle Boulevard/sharrows in the East L Street/Military East/Adams Street corridor from Park Road to First Street to improve safety for cyclists entering the City from the Benicia Bridge.	Planned
2.	Fairfield	West Texas Street Gateway Project (TLC/PDA eligible)	Oliver Road and Beck Avenue	The project will enhance pedestrian linkages among the Fairfield Linear Park Bicycle/Pedestrian Trail, the Fairfield Transportation Center, and the Park Crossing Apartment project. Specific improvements include sidewalks, signage, public art, and new street trees.	Planned
3.	Rio Vista	Sacramento River Waterfront Improvements*	First Street to SR 12	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned
4.	Suisun City	Rail Station Improvements (Planned PDA)	Suisun-Fairfield Train Station Area	General enhancements to the Suisun-Fairfield Train Station including improvements to the facility, corridor signage, traffic modifications, and rider experience. In addition, develop a project master plan consistent with the City's planned PDA for the area.	Planned

ID	Agency	Project Name	From/To	Description	Status/ Comments
5.	Vacaville	New Alamo Creek Bicycle and Pedestrian Path	Vanden Road to Nut Tree Road	The project consists of construction of a 10-ft. wide Class I off-street bike path along New Alamo Creek between Vanden Road and Nut Tree Road. This path would tie into and extend the new paths being constructed as part of the Southtown Development. Construction of this path would provide connection from Southtown Park to Meadowlands Park (adjacent to Callison Elementary School) to Nut Tree Road, just south of Eleanor Nelson Park. Bicyclists could then utilize the existing bike path segments along Alamo Creek which extend west from Nut Tree Road and east from Eleanor Nelson Park. [Total Project Cost: \$1,250,000]	Planned
6.	Vallejo	Georgia Street Corridor Bicycle Improvements	Columbus Parkway to Mare Island Way	Identify alignment along the 3.4 mile Georgia Street corridor for class II bicycle lanes to provide a direct thru-route from Columbus Parkway to Mare Island Way in both directions.	Planned
7.	Solano County	Tri-City and County Regional Trail Connections	To Be Defined	Connection from Fairfield/Rockville Hills Park, Cordelia, Benicia, and Vallejo to the growing Tri-City and County open space area and existing Lynch Canyon Preserve, Hiddenbrooke and Northgate Open Space. Includes "Pedestrian Concept Projects" #'s 1-3 (Connection to King Ranch Open Space, Lynch Canyon, Sky Valley and Green Valley, plus McGary Road improvements as a connection to these areas).	Planned
8.	STA	Safe Routes to School Program Projects	Various Participating School Districts in Solano County	Support Safe Routes to School Program Projects	Planned

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DATE: May 2, 2012
TO: STA Board
FROM: Bernadette Curry, STA Legal Counsel
RE: Proposed Revisions to the Solano County Transit (“SolTrans”) Joint Powers Agreement

Background:

In November 2010, the Solano County Transit Joint Powers Agreement (“JPA”) was approved by the City Councils of Benicia and Vallejo and the Solano Transportation Authority (“STA”) Board. In March, the STA Board approved a modification to the JPA that would provide for a voting alternate to the Metropolitan Transportation Commission (“MTC”) Representative to act in his absence.

Recently, SolTrans staff was contacted by the MTC Office of the General Counsel informing them of their concern regarding SolTrans’ JPA. Specifically, the Office of the General Counsel is concerned that the SolTrans JPA does not provide the authority necessary for MTC to allocate funding pursuant to the Transportation Development Act (“TDA”).

Discussion:

SolTrans Legal Counsel addressed MTC Legal Counsel’s concerns regarding SolTrans’ authority to claim TDA funds, but with an abundance of caution, MTC Legal Counsel is still requesting that SolTrans amend its JPA to specifically authorize SolTrans to claim TDA funds. MTC Legal Counsel is recommending the following edit to the JPA, as indicated with the added underlined words below:

Section 9. Powers

- m. Claim transit funds on its behalf and that of its member agencies from regional, state, and federal sources, including, but not limited to Transportation Development Act funds;

Any amendment to the JPA would require approval by the City Councils of Benicia and Vallejo as well as the STA Board.

Fiscal Impact:

There is no fiscal impact with this modification.

Recommendation:

Authorize the Executive Director to execute an amendment to the SolTrans Joint Powers Agreement to amend the language to specifically allow SolTrans to claim TDA funds.

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DATE: May 2, 2012
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Additional Eastern Solano Congestion Mitigation Air Quality (ECMAQ)
Funding for STA's Safe Routes to School (SR2S) Program

Background:

Eastern Solano Congestion Mitigation Air Quality Improvement (ECMAQ) Program

The 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Federal Transportation Bill reauthorized funding for the Congestion Mitigation Air Quality Improvement Program (CMAQ). The objective of the CMAQ program is to provide funding to transportation projects and transportation-related air improvement projects and programs that reduce transportation related air emissions in air quality non-attainment and maintenance areas. The Metropolitan Transportation Commission (MTC) receives CMAQ funds from both the Bay Area air basin apportionment and the Sacramento air basin apportionment. The Sacramento CMAQ funds for eastern Solano County is commonly referred to as ECMAQ funding.

\$169,000 for Vacaville's Ulatis Creek Bike/Ped Path: Allison to I-80

On October 10, 2007, the STA Board approved \$169,000 of ECMAQ for the City of Vacaville's Ulatis Creek Bike Path (Allison to I-80). This funding was for Preliminary Engineering only and was obligated by the City of Vacaville on January 28, 2009.

Discussion:

Deobligation of Remaining Funds

By August 2011, STA staff received reports from Caltrans that the City of Vacaville had not invoiced for these funds in a timely manner and were at risk of the Federal Highways Administration (FHWA) deobligating their project funding as an "inactive project". City of Vacaville staff informed STA staff that the Allison to I-80 project scope for the bike path was not feasible for security reasons and that deobligation of funding was likely. MTC staff informed both STA and the City of Vacaville that they could not reprogram the \$169,000 when the funding becomes deobligated. In the Spring of 2012, Caltrans notified the City of Vacaville that their ECMAQ funding had been deobligated.

Opportunity to Reprogram Funding

On May 1, 2012, MTC staff contacted STA staff that FHWA and Caltrans were now allowing MTC to reprogram remaining obligation authority from deobligated funding. As this funding was originally ECMAQ, MTC staff has given STA staff the opportunity to reprogram these funds before MTC decides to move these funds onto another regional project. This opportunity to reprogram deobligated funds is without precedent and is unlikely to happen in the future.

Recommendation to Program \$169,000 for STA's Safe Routes to School (SR2S) Program

On September 14, 2011, the STA Board took action to prioritize future ECMAQ funding for the STA's SR2S Program, after shifting \$305,000 of available ECMAQ funding to the County of Solano's Vacaville-Dixon Bike Route project. On March 14, 2012, the STA SR2S Advisory Committee requested that an additional \$384,000 of Cycle 2 One Bay Area Grant (OBAG) funds be programmed to the STA's SR2S Program for a variety of SR2S program activities to reach every school in Solano County.

STA staff recommends programming \$169,000 to the STA's SR2S Program for safety & encouragement events and education & marketing materials, as recommended by the STA's SR2S Advisory Committee.

Fiscal Impact:

\$169,000 of Eastern Solano Congestion Mitigation and Air Quality (CMAQ) funds would be added to the STA's Safe Routes to School Program for safety & encouragement events and education & marketing materials.

Recommendation:

Approve the programming of \$169,000 of Cycle One Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funding for the STA's Safe Routes to School (SR2S) Program.



DATE: May 1, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Allocation of Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Funds

Background

In January 2004, the Solano Transportation Authority (STA) Board unanimously adopted a policy to index the annual local Transportation Development Act (TDA) to provide 2.7% of the total TDA available to the county by all the agencies in Solano County.

The TDA contribution is based on Metropolitan Transportation Commission (MTC) annual TDA fund estimate for each local jurisdiction. STA annually claims these funds on behalf of the members for transit management and planning expense. In 2009, STA successfully sponsored legislation, AB 1219 (Evans) authorizing STA to directly claim TDA funds from MTC for those purposes.

Each year, STA member agencies provide contributions for STA transit planning studies from TDA funds. TDA funds are used to support a percentage of the STA's core transit studies. Some of these projects include administrative staff time and benefits dedicated to transit related activities, transit marketing services and supplies, and transit studies.

Discussion:

Under STA Board Item No. VIII.I, the STA staff recommended Board approval of the TDA matrix and fund allocations within Solano County for FY 2012-13. As part of that action, a total of \$403,064 in TDA was identified for the STA's claim.

A TDA claim must be completed by the STA staff and submitted to the MTC in order to access the funds. As part of the application process, a resolution from the STA Board must be submitted, authorizing the submittal of the TDA claim (Attachment A).

Recommendation:

Approve Resolution No. 2012-06 authorizing the filing of a claim with MTC for the allocation of \$403,064 TDA funds for FY 2012-13.

Attachment:

- A. Resolution No. 2012-06

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RESOLUTION NO. 2012-06

RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT FOR FY 2012-13

WHEREAS, the Transportation Development Act (TDA), (Pub. Util. Code Section 99200 et seq.), provides for the disbursement of funds from the Local Transportation Fund of the County of Solano for use by eligible claimants for the purpose of transit operations, planning, and administration; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations there under (21 Cal. Admin. Code Section 6600 et seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Fund shall file its claim with the Metropolitan Transportation Commission; and

WHEREAS, TDA funds from the Local Transportation Fund of Solano County will be required by claimant in Fiscal Year 2012-13 for the purposes of planning and administrative services; and

WHEREAS, the Solano Transportation Authority is an eligible claimant for TDA pursuant to Public Utilities Code Sections 99400, 99402, and 99313 as attested by the opinion of Solano Transportation Authority Counsel.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority Executive Director or his designee is authorized to execute and file an appropriated TDA claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA monies in Fiscal Year 2012-13.

BE IT FURTHER RESOLVED that a copy of this resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein.

Jack Batchelor, Jr, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 9th day of May 2012 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 9th day of May 2012.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: April 26, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Lifeline Advisory Committee Recommendation for Lifeline Funding

Background:

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

MTC has delegated the management of the Lifeline Program to the Congestion Management Agencies, including the STA. The 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
\$3,315,316	TOTAL

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

- (1) In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate some or all of their STA funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Program reporting requirements.
- (2) For Solano and Sonoma counties, 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 (FAST) 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 as priority 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 recommended funding for Faith in Action as 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. Service span refers to providing transit services earlier in the morning and later in the evening. 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. This was determined to be a priority need over Sunday service. For the 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.

At its meeting of April 25th, the Solano Express Intercity Transit Consortium (Consortium) and Technical Advisory Committee (TAC) members approved to forward the Lifeline Advisory Committee funding allocation recommendation to the STA Board with Consortium committee member from Rio Vista voting no. The week of April 30th – May 4th STA staff received notice from Caltrans regarding the status of several successful Solano County Lifeline and JARC grant applications. Staff will provide an update at the Board meeting.

Fiscal Impact:

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

Recommendation:

Approve the Lifeline Advisory Committee's Funding Recommendation for allocation of Solano Lifeline funding as specified in Attachment A.

Attachment:

A. Lifeline Advisory Committee Recommendation for Lifeline Funding 2012

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**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	
Funding Available				\$ 616,865	\$ 629,755	\$ 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	
Funding Available				\$ 521,368	\$ (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 25, 2012
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

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

Discussion:

FEDERAL:

In an effort to not compete against one another within our county and to enhance Solano's opportunity to obtain competitive federal grant funds, 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 or June, 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.) was scheduled during the Consortium meeting of April 25th, but due to time constraints, the discussion will be scheduled for the May meeting of the Consortium. 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. Both the Consortium and the Technical Advisory Committee approved forwarding a recommendation to the STA Board to support SB 1189.

Recommendation:

Adopt a support position for 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 Matrix
as of 4/26/2012**

Bill ID/Topic	Location	Summary	Position
<u>AB 41</u> <u>Hill D</u> High-Speed Rail Authority: conflicts of interest: disqualification.	SENATE THIRD READING 4/9/2012 - Read second time. Ordered to third reading.	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. Last Amended on 3/29/2012	
<u>AB 57</u> <u>Beall D</u> Metropolitan Transportation Commission.	SENATE T. & H. 3/5/2012 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.	The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and one member appointed by the San Francisco Bay Conservation and Development Commission, and establishes a 4-year term of office for members of the commission. This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would prohibit more than 3 members of the commission from being residents of the same county, as specified. The bill would require the member from the San Francisco Bay Conservation and Development Commission to be a member of that commission, a resident of San Francisco, and to be approved by the Mayor of San Francisco. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. Last Amended on 3/5/2012	Support
<u>AB 441</u> <u>Monning D</u> State planning.	SENATE T. & H. 2/16/2012 - Referred to Com. on T. & H.	Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan. This bill would require that the commission, by no later than 2014, include voluntary health and health equity factors, strategies, goals, and objectives in the guidelines promulgated by the commission for the preparation of regional transportation plans. Last Amended on 1/23/2012	
<u>AB 492</u> <u>Galgiani D</u> High-Speed Rail Authority.	SENATE RLS. 6/27/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee.	Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. This bill would require the authority to consider, to the extent permitted by federal and state law, the creation of jobs and participation by small business enterprises in California when awarding major contracts or purchasing high-speed trains. The bill would require the authority to appoint a small business enterprise advisory committee. Last Amended on 6/27/2011	

Bill ID/Topic	Location	Summary	Position
AB 819 Wieckowski D Bikeways.	SENATE T. & H. 2/16/2012 - Referred to Com. on T. & H.	Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to specified provisions of existing law. This bill would require the department to establish procedures for cities, counties, and local agencies to request approval to use nonstandard planning, design, and construction features in the construction of bikeways and roadways where bicycle travel is permitted, and nonstandard signs, markers, and traffic control devices, in each case, for purposes of research, experimentation, and verification . Last Amended on 1/11/2012	
AB 890 Olsen R Environment: CEQA exemption: roadway improvement.	SENATE E.Q. 2/16/2012 - Referred to Com. on E.Q.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would , until January 1, 2026, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of existing use . Last Amended on 1/13/2012	
AB 1126 Calderon, Charles D Transaction and use tax: rate.	SENATE G. & F. 2/2/2012 - Referred to Com. on GOV. & F.	The Transaction and Use Tax Law authorizes a district to impose a transactions tax for the privilege of selling tangible personal property at retail upon every retailer in the district at a rate of 1/4 of 1%, or a multiple thereof, of the gross receipts of the retailer from the sale of all tangible personal property sold by that person at retail in the district. That law also requires that a use tax portion of a transaction and use tax ordinance be adopted to impose a complementary tax upon the storage, use, or other consumption in the district of tangible personal property purchased from any retailer for storage, use, or other consumption in the district at a rate of 1/4 of 1%, or a multiple thereof, of the sales price of the property whose storage, use, or other consumption is subject to the tax, as prescribed. This bill would decrease those rates to 1/8 of 1%. Last Amended on 1/4/2012	
AB 1191 Huber D Local government finance.	SENATE G. & F. 2/16/2012 - Referred to Com. on GOV. & F.	Existing law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally requires that each jurisdiction be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. Existing property tax law also reduces the amounts of ad valorem property tax revenue that would otherwise be annually allocated to the county, cities, and special districts pursuant to these general allocation requirements by requiring, for purposes of determining property tax revenue allocations in each county for the 1992-93 and 1993-94 fiscal years, that the amounts of property tax revenue deemed allocated in the prior fiscal year to the county, cities, and special districts be reduced in accordance with certain formulas. Existing law requires that the revenues not allocated to the county, cities, and special districts as a result of these reductions be transferred to the Educational Revenue Augmentation Fund in that county for allocation to school districts, community college districts, and the county office of education. This bill would, for the 2012-13 fiscal year and for each fiscal year thereafter, if there is not enough ad valorem property tax revenue that is otherwise required to be allocated to a county Educational Revenue Augmentation Fund for the county auditor to complete the decreases required during the fiscal adjustment period, require the county auditor to calculate an amount, as specified, and to submit a claim to the Controller for that amount. This bill would require the Controller, upon appropriation by the Legislature, to deposit the amount of the claim into the Sales and Use Tax Compensation Fund, and would require the county auditor to allocate that amount among the county and to each city in the county. Last Amended on 1/23/2012	
Bill ID/Topic	Location	Summary	Position

AB 1444 Feuer D Environmental quality: record of proceedings.	ASSEMBLY APPR. 4/23/2012 - Do pass as amended and be re-referred to the Committee on Appropriations.	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. Last Amended on 3/29/2012	
AB 1448 Furutani D Home-to-school transportation: funding.	ASSEMBLY APPR. 4/19/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 18). Re-referred to Com. on APPR.	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 also express legislative findings and declarations relating to the provision of home-to-school transportation by school districts , and would express legislative intent to fund home-to-school transportation at the level approved in the Budget Act of 2011. Last Amended on 3/19/2012	
AB 1455 Harkey R High-speed rail.	ASSEMBLY TRANS. 4/23/2012 - Action From TRANS.: Failed passage.	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted. This bill would reduce the amount of general obligation debt authorized for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2013. Last Amended on 2/9/2012	
AB 1523 Perea D Career technical education: transportation for the 21st century partnership academies.	ASSEMBLY APPR. 4/25/2012 - Action From ED.: Do pass as amended. To APPR..	Existing law provides for the establishment of partnership academies by participating school districts and establishes criteria qualifying pupils in grades 10, 11, and 12 for enrollment in the academies. Existing law establishes the parameters for the Superintendent of Public Instruction to issue grants to school districts maintaining high schools that meet the partnership academy eligibility requirements. This bill would establish one new category of partnership academies, the transportation for the 21st century partnership academy. Commencing with the 2012-13 school year, when funds become available for additional partnership academies, as specified, the Superintendent would be required to issue grants for the establishment of partnership academies in each geographical area of the California High-Speed Rail Project's planned 10 project sections, and would be required to give priority to partnership academies dedicated to educating pupils in transportation for the 21st century. The selection of school districts to establish the new partnership academies and the planning and development of the new partnership academies would be required to be conducted pursuant to the procedures and requirements established for all partnership academies under existing law. The bill would provide that the funding priorities it creates may be satisfied when the specified number of transportation for the 21st century partnership academies are funded, as specified. Last Amended on 4/17/2012	
Bill ID/Topic	Location	Summary	Position
AB 1532	ASSEMBLY	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged	

<p>John A. Pérez D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.</p>	<p>APPR. 4/23/2012 - Do pass as amended and be re-referred to the Committee on Appropriations.</p>	<p>with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include 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 specified purposes . The bill would require the state board any other s tate agencies to award those moneys to measures and programs that meet specified criteria. The bill would require the state board to develop and adopt every 3 years, as specified, an investment plan that identifies the anticipated expenditures of moneys appropriated from the account to the budget committees of each house of the Legislature, as specified. The bill would require the state board to annually submit a report no later than December of each year to the appropriate committees of the Legislature on the status of projects and their outcomes and any changes the state board recommends need to be made to the investment plan. Last Amended on 4/17/2012</p>	
<p>AB 1549 Gatto D</p> <p>Development: expedited permit review.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 4/25/2012 - In committee: Set, first hearing. Referred to APPR. suspense file.</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. Last Amended on 3/26/2012</p>	
<p>AB 1570 Perea D</p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY APPR. 4/25/2012 - In committee: Hearing postponed by committee. (Refers to 4/25/2012 hearing)</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. Last Amended 4/10/2012</p>	
Bill ID/Topic	Location	Summary	Position
<p>AB 1574 Galgiani D</p>	<p>ASSEMBLY TRANS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority with 9 members to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, pursuant to that act, specifies the powers and</p>	

High-speed rail.	4/24/2012 - In committee: Set, first hearing. Hearing canceled at the request of author.	duties of the authority, which include entering into contracts with private and public entities for the design, construction, and operation of high-speed trains, the acquisition of rights-of-way through purchase or eminent domain, and the relocation of highways and utilities, among other things. Existing law requires the authority to adopt and submit to the Legislature, every 2 years, a business plan. Existing law authorizes the authority to appoint an executive director, and authorizes the Governor to appoint up to 6 additional persons exempt from civil service. Existing law provides for the authority to establish an independent peer review group. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would repeal all of the provisions of the California High-Speed Rail Act. The bill would enact a new California High-Speed Rail Act. The bill would continue the High-Speed Rail Authority in existence with limited responsibilities and would place the authority within the Business, Transportation and Housing Agency. The 5 members of the authority appointed by the Governor would be subject to Senate confirmation, but existing members could continue to serve the remainder of their terms. The bill would authorize the authority to appoint an executive director, and would provide for the Governor to appoint up to 6 additional individuals exempt from civil service as authority staff. The bill would require the authority to adopt policies directing the development and implementation of high-speed rail, prepare and adopt a business plan and high-speed train capital program, establish a peer review group, select alignments for the routes of the high-speed train system established by law, adopt criteria for the award of franchises, and set fares or establish guidelines for the setting of fares.	
AB 1618 Galgiani D High-speed rail.	ASSEMBLY APPR. 4/23/2012 - Do pass as amended and be re-referred to the Committee on Appropriations.	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. Last Amended on 4/10/2012	
AB 1627 Dickinson D Energy: vehicle miles traveled.	ASSEMBLY B.,P. & C.P. 4/17/2012 - In committee: Set, first hearing. Hearing canceled at the request of author.	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. Last Amended on 4/10/2012	
AB 1645 Norby R 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.	
Bill ID/Topic	Location	Summary	Position
AB 1665 Galgiani D	ASSEMBLY APPR. 4/24/2012 - From	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	

California Environmental Quality Act: exemption: railroad crossings.	committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 23). Re-referred to Com. on APPR.	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 exempt from CEQA the closure of a railroad grade crossing by order of the PUC under the above authority if the PUC finds the crossing to present a threat to public safety . Last Amended on 4/18/2012	
AB 1702 Logue R California Global Warming Solutions Act of 2006.	ASSEMBLY PRINT 2/16/2012 - From printer. May be heard in committee March 17.	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions and authorizes the state board to use market-based compliance mechanisms to achieve these ends. This bill would make a technical, non-substantive change to these provisions.	
AB 1706 Eng D Vehicles: transit bus weight.	ASSEMBLY APPR. 4/23/2012 - Do pass as amended and be re-referred to the Committee on Appropriations.	Under existing law, the gross weight imposed upon the highway by the wheels on any one axle of a vehicle is prohibited from exceeding 18,000 pounds, except the gross weight on any one axle of a bus is prohibited from exceeding 20,500 pounds. A violation of these requirements is a crime. This bill would repeal that weight exception for buses on January 1, 2016. The bill would instead 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. The bill would impose a state-mandated local program by imposing new requirements upon buses that are not transit buses. Last Amended on 4/17/2012	
AB 1722 Alejo D Department of Transportation: changeable message signs.	ASSEMBLY TRANS. 4/24/2012 - In committee: Failed passage. Reconsideration granted.	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. Last Amended on 4/9/2012	
AB 1770 Lowenthal, Bonnie D California Transportation Financing Authority.	ASSEMBLY THIRD READING 4/19/2012 - Read second time. Ordered to third reading.	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.	
Bill ID/Topic	Location	Summary	Position
AB 1779 Galgiani D Intercity rail	ASSEMBLY APPR. 4/25/2012 - Action From L. GOV.: Do	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	

agreements.	pass.To APPR..	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. The bill would provide for future appointments of additional members if the service boundaries of the San Joaquin Corridor are expanded. Last Amended on 4/19/2012	
AB 1780 Bonilla D Department of Transportation: project studies reports.	ASSEMBLY APPR. 4/24/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 1.) (April 23). Re-referred to Com. on APPR.	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 . Last Amended on 3/29/2012	
AB 1783 Perea D Public contracts: small business preferences.	ASSEMBLY CONSENT CALENDAR 4/26/2012 - Action From SECOND READING: Read second time. To CONSENT CALENDAR.	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 . Last Amended on 4/10/2012	
Bill ID/Topic	Location	Summary	Position
AB 1804 Valadao R Public contracts: public entities:	ASSEMBLY L. GOV. 4/11/2012 - In committee: Set, final hearing.	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	

project labor agreements.	Failed passage.	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.	
AB 1915 Alejo D Safe routes to school.	ASSEMBLY APPR. 4/24/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (April 23). Re-referred to Com. on APPR.	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 schoolbus shelters, that create safe routes to bus stops located outside of the vicinity of schools. Last Amended on 3/26/2012	
AB 1916 Buchanan D State parks: operating agreements: Mount Diablo State Park.	ASSEMBLY APPR. 4/26/2012 - Action From SECOND READING: Read second time and amended.Re-referred to APPR..	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. Last Amended on 4/9/2012	
AB 1924 Buchanan D 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, nonsubstantive changes in those provisions relating to the requirements for the review of draft EIRs.	
AB 2052 Buchanan D 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, nonsubstantive change to these provisions.	
Bill ID/Topic	Location	Summary	Position
AB 2173 Skinner D Metropolitan Transportation Commission:	ASSEMBLY TRANS. 4/16/2012 - In committee: Set, first hearing. Hearing canceled at the	Existing law creates the Metropolitan Transportation Commission with specified powers and duties relative to transportation planning and programming for the 9-county Bay Area region comprising the commission's jurisdiction. Existing law authorizes the commission to impose a regional tax on gasoline used by motor vehicles not to exceed \$0.10 per gallon for up to 20 years within the region, subject to 2/3 voter approval. This bill would modify these provisions by providing for the commission to submit the proposed ballot measure to voters of one or more counties within the 9-county region rather than to all counties. The bill would delete the requirement for an independent audit of the State Board of Equalization relative to reimbursement of the board for its	

regional gasoline tax.	request of author.	actual administrative costs associated with the regional gasoline tax, and would make various other changes. This bill contains other related provisions and other existing laws.	
<u>AB 2200</u> <u>Ma D</u> Vehicles: high-occupancy vehicle lanes.	ASSEMBLY APPR. 4/23/2012 - Do pass as amended and be re-referred to the Committee on Appropriations.	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, suspend the hours of operation for highway lanes designated for high-occupancy vehicles, in the Interstate 80 corridor within the Metropolitan Transportation Commission's jurisdiction, in the reverse commute direction . 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. Last Amended on 4/18/2012	
<u>AB 2245</u> <u>Smyth R</u> Environmental quality: California Environmental Quality Act: exemption: bikeways.	ASSEMBLY NAT. RES. 4/17/2012 - In committee: Hearing postponed by committee. (Refers to 4/16/2012 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 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. Last Amended on 3/15/2012	
<u>AB 2247</u> <u>Lowenthal,</u> <u>Bonnie D</u> Public transportation: offenses.	ASSEMBLY APPR. 4/24/2012 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 13. Noes 0.) (April 23). Re-referred to Com. on APPR.	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. This bill contains other related provisions and other existing laws. Last Amended on 4/18/2012	
<u>AB 2277</u> <u>Hueso D</u> Adopt a Highway Program: courtesy signs.	ASSEMBLY TRANS. 4/16/2012 - In committee: Set, first hearing. Hearing canceled at the request of author.	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.	
Bill ID/Topic	Location	Summary	Position
<u>AB 2375</u> <u>Knight R</u> Vehicles: public transit buses: illuminated signs.	ASSEMBLY CONSENT CALENDAR 4/25/2012 - Read second time. Ordered to consent	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	

	calendar.	program, and up to 30 buses thereafter, to be equipped with illuminated signs that display advertising subject to certain conditions, including a display area of not greater than 4,464 square inches. The bill would require the authority to submit a specified report to the Legislature and the Department of the California Highway Patrol by July 1, 2017, on the incidence of adverse impacts, if any. This bill contains other related provisions and other existing laws.	
AB 2382 Gordon D Department of Transportation: Innovation District Demonstration Project.	ASSEMBLY APPR. 4/24/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 1.) (April 23). Re-referred to Com. on APPR.	Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara. This bill would, by July 1, 2014, require the department, working in partnership with the Santa Clara Valley Transportation Authority, to establish the Innovation District Demonstration Project, designed to provide a new and innovative business model delivering transportation projects and services in the County of Santa Clara in a more responsive, cost-effective, and efficient manner and to serve as a mechanism for trying out new approaches for project delivery, local assistance, and transportation operations through streamlined processes, improved management techniques, and advanced technologies, with the goal of expediting project delivery and increasing the efficiency of the department. The bill would require the department and the authority to evaluate the effectiveness of the demonstration project and to report to the Legislature by January 1, 2018, on specified matters. By requiring the authority to participate in this demonstration project, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
AB 2405 Blumenfield D Vehicles: high-occupancy toll lanes.	SENATE 4/26/2012 - Action From THIRD READING: Read third time. Passed Assembly to SENATE.	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 , with specified exceptions, 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. Last Amended on 4/23/2012	
AB 2498 Gordon D Dept. of Transp.: Construction Manager/General Contractor project method.	ASSEMBLY APPR. 4/23/2012 - Do pass as amended and be re-referred to the Committee on Appropriations.	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.	
Bill ID/Topic	Location	Summary	Position
AB 2581 Conway R 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.	
AB 2679	ASSEMBLY	Existing law authorizes the Department of Transportation (department) to pay claims or damages up to a maximum of \$5,000	Support

<p>Committee on Transportation</p> <p>Transportation: omnibus bill.</p>	<p>APPR. 4/24/2012 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 8. Noes 0.) (April 23). Re-referred to Com. on APPR.</p>	<p>without the approval of the California Victim Compensation and Government Claims Board. This bill would adjust the claim limit that may be paid by the department under these provisions to equal the maximum amount of a claim that can be brought in small claims court. This bill contains other related provisions and other existing laws. Last Amended on 3/27/2012</p>	
<p><u>ACA 23 Perea D</u></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.</p>	Support
<p><u>SB 52 Steinberg D</u></p> <p>Environmental quality: jobs and economic improvement.</p>	<p>ASSEMBLY DESK 2/1/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require instead that a project result in a minimum investment of \$100,000,000 spent on planning, design, and construction of the project. The bill, in order to maximize public health, environmental, and employment benefits, would require a lead agency to place the highest priority on feasible measures that will reduce greenhouse gas emissions on the project site and in the neighboring communities of the project site. Last Amended on 1/31/2012</p>	
<p><u>SB 749 Steinberg D</u></p> <p>California Transportation Commission: guidelines.</p>	<p>ASSEMBLY TRANS. 4/24/2012 - Referred to Coms. on TRANS. and B., P. & C.P.</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. Last Amended on 1/4/2012</p>	
Bill ID/Topic	Location	Summary	Position
<p><u>SB 783 Dutton R</u></p> <p>Special access: liability.</p>	<p>SENATE 9/10/2011 - Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Under existing law, a person, firm, or corporation that interferes with the access rights of a disabled individual is liable for the actual damages of each offense and any amount determined by a judge or jury of up to 3 times the amount of the actual damages, but in no case less than \$1,000. Existing law requires the State Architect to develop and submit for approval and adoption building standards for making buildings, structures, sidewalks, curbs, and related facilities accessible to, and usable by, persons with disabilities, as specified. This bill would establish notice requirements for an alleged aggrieved party to follow before bringing an action against a business for an alleged violation of the above-described provisions. The bill would require that party to provide specified notice to the owner of the property, agent, or other responsible party where the alleged violation occurred. The bill would require that owner, agent, or other responsible party to respond within 30 days with a</p>	

		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. This bill contains other related provisions. Last Amended on 6/6/2011	
SB 829 Rubio D Public contracts: public entities: project labor agreements.	SENATE CHAPTERED 4/26/2012 - Signed by the Governor	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, 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. Last Amended on 4/9/2012	
SB 878 DeSaulnier D Regional planning: Bay Area.	ASSEMBLY DESK 1/26/2012 - In Assembly. Read first time. Held at Desk.	The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county Bay Area with comprehensive regional transportation planning and other related responsibilities, including development of a regional transportation plan with a sustainable communities strategy. Existing law requires a joint policy committee of the commission, the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission to coordinate the development and drafting of major planning documents prepared by the 4 agencies. This bill would require the joint policy committee to submit a report to the Legislature by January 31, 2013, on, among other things, methods and strategies for developing and implementing a multiagency set of policies and guidelines relative to the Bay Area region's sustainable communities strategy, including recommendations on organizational reforms for the regional agencies. The bill would require preparation of a work plan for a regional economic development strategy to be submitted to the Legislature on that date. The bill would also require the member agencies to report on public outreach efforts that they individually or jointly perform. The bill would require public meetings in each of the region's 9 counties and creation of advisory committees, as specified. By imposing new duties on local agencies, the bill would impose a state-mandated local program. Last Amended on 6/9/2011	
Bill ID/Topic	Location	Summary	Position
SB 984 Simitian D Environmental quality: California Environmental Quality Act: record of proceedings.	ASSEMBLY DESK 4/23/2012 - 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. 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. Last Amended on 4/9/2012	
SB 985 La Malfa R	SENATE T. & H. 4/17/2012 - Set, second hearing. Testimony taken. Further hearing to be set.	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.	
SB 997 Strickland R	SENATE RLS. 2/16/2012 - 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. This bill contains other existing laws.	
SB 1076 Emmerson R	SENATE APPR. 4/25/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 24). Re-referred to Com. on APPR.	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. Last Amended on 3/19/2012	
Bill ID/Topic	Location	Summary	Position
SB 1102 DeSaulnier D	SENATE APPR. 4/20/2012 - Set for hearing April 30.	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.	
SB 1117 DeSaulnier D	SENATE APPR. 4/25/2012 - Do pass as amended, and re- refer to the Committee on	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	

plan.	Appropriations	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. Last Amended on 3/29/2012	
SB 1149 DeSaulnier D Metropolitan Transportation Commission.	SENATE T. & H. 4/19/2012 - Set, first hearing. Hearing canceled.	Existing law creates the Metropolitan Transportation Commission, a local transportation planning agency. This bill would delete these obsolete provisions. This bill contains other existing laws.	
SB 1160 Padilla D Communications: service interruptions.	SENATE JUD. 4/17/2012 - From committee: Do pass and re-refer to Com. on JUD. Re-referred to Com. on 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 . Last Amended on 4/9/2012	
SB 1189 Hancock D The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: project funding.	SENATE APPR. 4/20/2012 - Set for hearing April 30.	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. Last Amended on 3/26/2012	
Bill ID/Topic	Location	Summary	Position
SB 1214 Cannella R Environmental quality: California Environmental Quality Act: judicial review.	SENATE E.Q. 4/16/2012 - Set, first hearing. Failed passage in committee. (Ayes 0. Noes 5. Page 3189.) 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.	
SB 1252 Rubio D State Infrastructure Projects Fund.	SENATE G. & F. 4/25/2012 - Action From G. & F.: Failed passage.	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. Last Amended on 4/9/2012	
SB 1257 Hernandez D Utility user tax: exemption: public transit vehicles.	SENATE G. & F. 4/25/2012 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.	Existing law generally provides that the legislative body of any city and any charter city may make and enforce all ordinances and regulations with respect to municipal affairs, as provided, including, but not limited to, a utility user tax on the consumption of gas and electricity . Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, gas and electricity, in the unincorporated area of the county. This bill would provide that a local jurisdiction, as defined, may not impose a utility user tax , as specified, upon either the consumption of compressed natural gas dispensed by a gas compressor, within a local jurisdiction, that is separately metered and is dedicated to providing compressed natural gas as a motor vehicle fuel for use by the local agency or public transit operator or 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. Last Amended on 4/25/2012	
SB 1269 Fuller R Income taxes: credit: highway maintenance and enhancement.	SENATE G. & F. 3/28/2012 - Set for hearing May 9.	Existing law authorizes the Department of Transportation to enter into an agreement to accept funds, materials, equipment, or services from any person for maintenance or roadside enhancement of a section of a state highway. This bill would authorize a credit against those taxes for each taxable year beginning on or after January 1, 2013, and before January 1, 2017, in an amount equal to 50% of the value of materials, equipment, or, in the case of individuals, services donated, as defined, by the taxpayer during the taxable year for maintenance or roadside enhancement of a section of a state highway pursuant to existing provisions of the Streets and Highways Code. This bill contains other related provisions and other existing laws.	
SB 1339 Yee D Commute benefit policies.	SENATE E.Q. 4/17/2012 - Set for hearing April 30.	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.	
Bill ID/Topic	Location	Summary	Position
SB 1380 Rubio D Environmental quality: California Environmental Quality Act: bicycle transportation plan.	SENATE E.Q. 4/11/2012 - Set for hearing April 30.	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. Last Amended on 4/10/2012	
SB 1417 Hancock D Local government: infrastructure	SENATE G. & F. 4/23/2012 - Set, first hearing. Hearing canceled at the request of author.	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	

financing districts.		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. Last Amended on 4/9/2012	
SB 1464 Lowenthal D Vehicles: bicycles: passing distance.	SENATE APPR. 4/24/2012 - Read second time and amended. Re-referred to Com. on APPR.	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 these provisions 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. Last Amended on 4/24/2012	
SB 1499 Anderson R California Transportation Commission: review of expenditures.	SENATE T. & H. 4/17/2012 - Set, first hearing. Hearing canceled at the request of author.	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.	
Bill ID/Topic	Location	Summary	Position
SB 1512 Cannella R 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, nonsubstantive changes to that provision. This bill contains other existing laws.	
SB 1533 Padilla D Electricity: energy crisis litigation.	SENATE APPR. 4/24/2012 - pass as amended, and refer to Committee on Appropriations.	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. Last Amended on 3/27/2012	
SB 1545 DeSaulnier D	SENATE APPR. 4/20/2012 - Set for hearing April 30.	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	

Bay Area toll bridges.		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.	
<u>SB 1549 Vargas D</u> Transportation projects: construction Manager/General Contractor project method.	SENATE APPR. 4/18/2012 - Do pass as amended, and re-refer to the Committee on Appropriations	Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for projects, as specified, and for local agencies for public works contracts, as specified. This bill would, upon authorization by the California Transportation Commission, allow a consolidated San Diego regional transportation entity, as specified, or the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for up to 20 total projects for either local street or road, bridge, tunnel, or public transit projects within the jurisdiction of the local transportation entity or state highway, bridge, or tunnel projects by the Department of Transportation. The bill would require a transportation entity, as defined, to pay fees related to prevailing wage monitoring and enforcement into the State Public Works Enforcement Fund, a continuously appropriated fund, except as specified, and, thus, would make an appropriation. The bill would also require a progress report to be submitted by the transportation agency to the commission every year following the award of a contract under these provisions, and would require the commission to submit an annual report to the Legislature that includes the information in the report submitted by the transportation agency, as specified. This bill would require specified information to be verified under oath, thus imposing a state-mandated local program by expanding the scope of an existing crime. The bill would provide that its provisions are severable.	
<u>SB 1566 Negrete McLeod D</u> Vehicle license fees: allocation.	SENATE APPR. 4/25/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 1.) (April 24). Re-referred to Com. on APPR.	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 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. Last Amended on 4/10/2012	
Bill ID/Topic	Location	Summary	Position
<u>SB 1572 Pavley D</u> California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.	SENATE APPR. 4/23/2012 - Do pass as amended, and re-refer to the Committee on Appropriations	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.	
<u>SCA 7 Yee D</u>	ASSEMBLY APPR. SUSPENSE	The California Constitution requires meetings of public bodies to be open to public scrutiny. This measure would also include in the California Constitution the requirement that each public body provide public notice of its meetings and	

Public bodies: meetings.	FILE 8/25/2011 - Set, second hearing. Held in committee and under submission.	disclose any action taken. Last Amended on 4/13/2011	
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SHAW/YODER/ANTWIH, inc.
 LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

April 27, 2012

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

RE: STATE LEGISLATIVE UPDATE- APRIL

High-Speed Rail

On April 2, the High-Speed Rail Authority released its revised Business Plan. The latest edition makes several major revisions from the original plan which was released on November 5th and calls for a \$98.5 billion investment to build the high-speed train network. The new plan scopes down the cost to \$68.5 billion. The revised plan makes proposes to:

- Commit to new high-speed infrastructure development between the state's metropolitan regions while using, to the maximum extent possible, existing regional and commuter rail systems in urban areas. Electrification of the Caltrain system is specifically called out as is the need to improve service on the "bookends" and utilize funding from the Proposition 1A connectivity pot, of which Caltrain is a recipient.
- Begin building the Initial Operating Segment (IOS) in the Central Valley. The High Speed Rail Authority wants to get to work quickly so that they do not lose the \$3.3 billion in federal funding for the project.

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 currently awaiting a hearing in the Assembly Appropriations Committee after passing unanimously from the Assembly Transportation Committee (14-0) and Assembly Revenue Taxation Committee (8-0).

Other bills of interest:

1. **AB 1706 (Eng)** Suspends axle weight limits of public transit buses until December 31, 2015. Weight limits have not kept up with state and federal mandates, such as the Americans with Disabilities Act or clean fuel standards. As a result, local law enforcement has cited transit agencies for running heavy buses. The purpose of the bill is to provide bus manufacturers with time to make adjustments to the weight of a bus while suspending transit operators from being cited while a study to determine appropriate weights is conducted. The bill is being sponsored by the California Transit Association.

2. AB 2200 (Ma) Suspends the operation of high-occupancy vehicle (HOV) lanes in the Interstate 80 corridor within the jurisdiction of the Metropolitan Transportation Commission (MTC) during the reverse commute direction (SF to Sacramento in the morning and Sacramento to SF in the evening). The author contends that HOV lanes during the reverse commute hours are under-utilized and therefore should be treated as mixed flow lanes.

The bill passed out of the Assembly Transportation on a 9 to 2 vote.

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, 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.

M E M O R A N D U M

April 25, 2012

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

During the month of April we monitored developments with the surface transportation authorization legislation and the fiscal year 2013 appropriations bills. We also monitored grant opportunities for STA and its member cities.

Surface Transportation Reauthorization

House leadership recently made the strategic decision to move another three month extension of the surface transportation law (through September 30, 2012) with the goal of initiating a conference with the Senate on reauthorization legislation. The House Republican leadership made this decision because it realized it could not secure enough votes to pass the 5-year, \$260 billion reauthorization bill reported by the House Transportation and Infrastructure Committee. The House passed the extension bill on April 18, by a vote of 293-127, including 69 Democrats.

The Senate appointed conferees (8 Democrats and 6 Republicans) on April 24, including the leadership of the Senate Environment and Public Works Committee [Senators Barbara Boxer (D-CA) and James Inhofe (R-OK)], the Senate Banking Committee [Senators Tim Johnson (D-SD) and Richard Shelby (R-AL)], which has jurisdiction over the transit provisions of the bill, the Senate Finance Committee [Senators Max Baucus (D-MT) and Orrin Hatch (R-UT)], Senate Commerce Committee [Senators John D. Rockefeller (D-WV) and Kay Bailey Hutchison (R-TX)], which has jurisdiction over the safety and freight provisions of the bill. The House is expected to name conferees later today.

Once the House appoints conferees the staffs of the House and Senate conferees will begin discussing the bills in earnest. The House will conference its extension with the Senate-passed two-year \$109 billion reauthorization bill approved in March. The Senate 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.

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Senate conferees (and in particular Democratic senators) likely will request that “extraneous” provisions such as the Keystone Pipeline provision and a provision funding transportation programs from royalties paid for gas and oil development be dropped from conference consideration. However, Speaker John Boehner (R-OH) has made the link between transportation and gas and oil development a central theme of the House proposal. Including the provisions in the extension allowed the measure to draw sufficient support from House conservatives to approve the bill. Democrats likely will oppose the environmental streamlining provisions in the bill.

The timing of the conference and extent to which House and Senate and Republican and Democratic members will agree to compromise is not clear. We will monitor the process and keep you apprised of developments.

Fiscal Year 2013 THUD Appropriations

On April 19, the Senate Appropriations Committee approved the Fiscal Year 2013 Transportation Housing and Urban Development Appropriations bill, which will fund most transportation programs at fiscal year 2012 levels. The bill includes \$39.1 billion for the highway program, \$9.49 billion for the transit program, \$1.75 billion for rail infrastructure, including \$100 million for the High Performance Intercity Passenger Rail grant program and \$1.45 billion for Amtrak. The bill also includes \$500 million for the TIGER program for projects of regional and national significance and \$50 million for HUD’s Sustainable Communities Initiative to promote integrated housing and transportation planning.

The House Appropriations Subcommittee has not announced a markup of the THUD bill, but the House funding levels will be lower than in the Senate bill. The Senate Subcommittee allocations are based on last year’s budget agreement while the House allocation is lower -- \$1.047 trillion target for total discretionary spending versus \$1.028 trillion. The Senate allocation for THUD is \$53.4 billion in the Senate versus \$51.6 billion in the House.

Legislation Introduced

The House Judiciary Committee’s Subcommittee on Courts and Commercial and Administrative Law held a hearing on April 25 on a bill introduced by Rep. Denis Ross (R-FL) to impose deadlines for completing environmental review and issuing permits for infrastructure projects.

The Responsibly and Professionally Invigorating Development (RAPID) Act, H.R. 4377, is designed “to streamline, increase the efficiency of, and enhance coordination” among federal agencies charged with reviewing the environmental impacts of projects and granting permits for those projects. The bill would impose a 180-day statute of limitations for parties to either “get in or get out” of court challenges to limit legal action by environmental groups, community

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organizations, and other groups opposed to infrastructure projects. The bill also would allow project sponsors in states with environmental laws as stringent as NEPA to satisfy NEPA through compliance with the state's environmental review processes. The bill also limits participating agency's comments to areas within the agency's expertise and requires participating agencies to comment on environmental documents within a certain period of time or be deemed to have concurred in the documents.

Rep. Brian Higgins (D-NY) introduced *The Nation Building Here at Home Act*, HR 4352, on April 16. The bill would authorize \$250 billion annually over five years for a transformational infrastructure competitive grant program to assist infrastructure projects with the potential to significantly impact a metropolitan area, a region, or all of the United States. State, local governments and ports would be eligible to apply for funding for highway, bridge, transit, passenger or freight rail, aviation and water infrastructure projects. The bill was referred to the House Transportation and Infrastructure Committee. It has two cosponsors, including Rep. Janice Hahn (D-CA).

Rep. Tom Petri (R-WI) introduced *The National High Performance Passenger Rail Transportation-Oriented Development Act* (H.R. 4361) on April 16. In his introductory remarks, Rep. Petri stated that the legislation is intended to begin a major public-private partnership initiative that will revitalize America's rail infrastructure to create a true third passenger transportation option to highways and aviation, while at the same time creating intermodal access communities. Under the bill, DOT would retain a Planning Developer to establish guidelines for transportation oriented development programs and create special assessment districts or similar mechanisms to capture revenues from increasing commercial value. Rail corridor development funds would be established at the regional level to capture increasing real estate values with revenue directed to support rail passenger operations. Qualified projects would be eligible to apply existing Federal Railroad Administration and Federal Transit Administration programs.

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STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
TIGER IV Discretionary Grant*	Department of Transportation Office of Secretary - Howard Hill (202-366-0301) TIGERGrants@dot.gov	State, local government authorities, transit agencies, MPOs, others	\$500 million	Deadline for Pre-Applications- 02/20/12 Deadline for Final Applications- 03/19/12	Projects that are eligible for TIGER Discretionary Grants include, but are not limited to: (1) Highway or bridge projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; and (4) marine port infrastructure investments. The FY 2012 Appropriations Act specifies that TIGER Discretionary Grants may be not less than \$10 million (except in rural areas) and not greater than \$200 million. No more than 25% awarded to a single State. Minimum of \$120 million awarded in rural areas. Funds can be used for up to 80% of project costs; priority given to projects for which Federal funding is required to complete an overall financing package and projects can increase their competitiveness by demonstrating significant non-Federal contributions. Only available for obligation through September 30, 2013. Projects compete on the merits of the medium to long-term impacts of the projects themselves (not just job creation).	\$12M Fairfield/Vacaville Intermodal Station STA co-sponsor with Vacaville and CCJPA <i>(applied for \$12M in TIGER III – not awarded)</i>	Steve Hartwig
TCSP	Federal Highway Administration; Wesley Blount Office of Human Environment 202-366-0799 wesley.blount@dot.gov	States, metropolitan planning organizations, local governments, and tribal governments	\$29 million	1/6/2012	To plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals. Grants may support planning, implementation, research and investigation and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. Requires 20% local match.	\$3M Vallejo Downtown Streetscape Project.	David Klein-schmidt
State of Good Repair*	Adam Schildge, FTA Office of Program Management, (202) 366-0778, email: adam.schildge@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	\$650 million	<i>(Due to MTC 2/22/2012)</i> 3/29/2012	Purchase, replacement, or rehabilitation of, buses and vans and related equipment (including Intelligent Transportation Systems (ITS), fare equipment, communication devices that are FCC mandatory narrow-banding compliant); replacement or the modernization of bus maintenance and revenue service (passenger) facilities; replacement or modernization of intermodal facilities; and the development and implementation of transit asset management systems, that address the objectives identified. Livability investments are projects that deliver not only transportation benefits, but also are designed and planned in such a way that they have a positive impact on qualitative measures of community life.	1. \$1.86M FAST for replacement buses	Mona Babauta

*New Funding Opportunity

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

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Veterans Transportation and Community Living Initiative (VTCLI)*	VeteransTransportation@dot.gov or	Direct recipients of Section 5309, Urbanized Area Formula program, local governments, States, or Indian Tribes	\$30 million	4/19/2012	The capital costs of creating, expanding, or increasing access to local One-Call/One-Click Transportation Resource Centers, as well as some research costs to demonstrate successful implementation of these capital projects. The One-Call/One-Click Centers simplify access to transportation for the public by providing one place to connect veterans, service members, military families, persons with disabilities and other transportation disadvantaged populations, such as older adults, low-income families or disadvantaged youth, to rides and transportation options provided in their locality by a variety of transportation providers and programs.		
Clean Fuels*	Vanessa Williams, FTA Office of Program Management, (202) 366-4818, email: vanessa.williams@dot.gov.	Direct recipients of Section 5307, i.e., transit operators	\$51.5 million	(Due to MTC 2/15/2012) 4/5/2012	1) Purchasing or leasing clean fuel buses, including buses that employ a lightweight composite primary structure and vans for use in revenue service. 2) Constructing or leasing clean fuel bus facilities or electrical recharging facilities and related equipment; 3) Projects relating to clean fuel, biodiesel, hybrid electric, or zero emissions technology buses that exhibit equivalent or superior emissions reductions to existing clean fuel or hybrid electric technologies.		
Bus Livability*	Bryce McNitt, Office of Budget and Policy, (202) 366-2618, email: bryce.mcnitt@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	\$125 million	(Due to MTC 2/22/2012) 3/29/2012	Purchase or rehabilitation of buses and vans, bus- related equipment (including ITS, fare equipment, communication devices), construction and rehabilitation of bus- related facilities (including administrative, maintenance, transfer, and intermodal facilities). FTA will prioritize the replacement and rehabilitation of intermodal facilities that support the connection of bus service with multiple modes of transportation, including but not limited to: Rail, ferry, intercity bus and private transportation providers. In order to be eligible for funding, intermodal facilities must have adjacent connectivity with bus service. In addition, FTA will prioritize funding for the development and implementation of new, or improvement of existing, transit asset management systems.		

*New Funding Opportunity

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

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Economic Development Assistance Programs - Economic Adjustment Assistance Program	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortiums; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	\$50 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)	12/15/11 for funding cycle 1; 3/9/2012 for funding cycle 2; 06/08/12 for funding cycle 3; and 09/14/12 for funding cycle 1 of FY 2013	Provides a wide range of construction and non-construction assistance, including public works, technical assistance, strategies, and revolving loan fund (RLF) projects, in regions experiencing severe economic dislocations that may occur suddenly or over time. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		

*New Funding Opportunity

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STA Federal Funding Matrix

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

*New Funding Opportunity

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

STA Federal Funding Matrix

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

*New Funding Opportunity

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

STA Federal Funding Matrix

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

*New Funding Opportunity

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

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Sustainable Communities -- Community Challenge Planning Grant	HUD	State and local governments, including U.S. territories, tribal governments, political subdivisions of State or local governments, and multi-State or multijurisdictional groupings.	Fiscal Year 2011 - \$30 million Fiscal Year 2012 funding -- not available Budget request expected for Fiscal year 2013	9/9/2011	Focuses on individual jurisdictions and more localized planning. Fosters reform and reduces barriers to achieving affordable, economically vital, and sustainable communities. Such efforts may include amending or replacing local master plans, zoning codes, and building codes, either on a jurisdiction-wide basis or in a specific neighborhood, district, corridor, or sector to promote mixed-use development, affordable housing, the reuse of older buildings and structures for new purposes, and similar activities with the goal of promoting sustainability at the local or neighborhood level. This Program also supports the development of affordable housing through the development and adoption of inclusionary zoning ordinances and other activities to support plan implementation.		
TIGGER	Federal Transit Administration	Direct recipients of Section 5307, i.e., transit operators	Fiscal Year 2011 -- \$49.9 million Fiscal Year 2012 funding not available	8/23/2011	Capital projects that assist in the reduction of the energy consumption of a public transportation system and/or the reduction of greenhouse gas emissions of a public transportation system.		
Alternatives Analysis	Federal Transit Administration	States, MPOs and local government authorities	\$25 million	4/19/2012	To conduct an alternatives analysis or to support additional technical tasks in an alternatives analysis that will improve and expand the information available to decision- makers considering major transit improvements. FTA will consider proposals for all areas of technical work that can better develop information about the costs and benefits of potential major transit improvements, including those that might seek New Starts or Small Starts funding. FTA will give priority to technical work that would advance the study of alternatives that foster the six livability principles.		

*New Funding Opportunity

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

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
National Clean Diesel Funding Assistance Program	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	\$20 million	6/4/2012	<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>		

<http://www.epa.gov/otaq/diesel/prgnational.htm>

*New Funding Opportunity

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



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 MMTCO₂/year in 2020 and 15 MMTCO₂/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 ₂ /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 ₂ Emissions in 2005 (MMTCO ₂ /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 ₂ /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 ₂ Emissions in 2020 (MMTCO ₂ /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
Proposed SB375 Targets - % Change in CO₂/capita from 2005	-8%	-7%	-7%	-7%	-5%	13%	-8%	6%	0%	1%	-7%								
Proposed Target CO ₂ /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 ₂ Emissions in 2020 based on Proposed Target CO ₂ /capita (MMTCO ₂ /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 ₂ Emissions due to Proposed Targets (MMTCO ₂ /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	-3.4

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 ₂ /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 ₂ Emissions in 2035 (MMTCO ₂ /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
Proposed SB375 Targets - % Change in CO₂/capita from 2005	-13%	-15%	-13%	-16%	-10%	14%	-8%	4%	0%	1%	6%								
Proposed Target CO ₂ /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 ₂ Emissions in 2035 based on Proposed Target CO ₂ /capita (MMTCO ₂ /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 ₂ Emissions due to Proposed Targets (MMTCO ₂ /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	-15.1

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.~~

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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

PLACER COUNTY
 TRANSPORTATION
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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 3rd 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.

Sincerely,

Bob Franklin
 Chair

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

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DATE: May 4, 2012
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Draft Final Report

Background:

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

In 2011, after completion of the Rio Vista Bridge Study, STA opted to partner with the Solano Economic Development Corporation (EDC) to use remaining federal earmark funds from the bridge study to fund a portion of an economic assessment of the SR 12 Corridor.

A summary of the progress made to date by the SR 12 Corridor Study and the SR 12 Economic Assessment was provided to the STA Board at its meeting of April 11, 2012.

Discussion:

The Draft SR 12 Final Report is the final item to be produced as a part of the SR 12 Corridor Study, and is provided as Attachment A. The draft SR 12 Final Report recommendations are based solely on those issues typically addressed in traffic studies, such as safety, roadway capacity, environmental impacts and cost considerations. Issues such as economic and social impacts would be addressed in separate processes, such as a project Environmental Impact Report (EIR).

The Draft SR 12 Final Report recommendations are based on several key conclusions from the previous technical documents, such as the SR 12 Existing Conditions and Future Conditions technical memorandum and the Environmental Scan. Those key conclusions are:

- Improvements that have already been made, such as median barrier installation and intersection improvements have reduced fatalities and improved safety on SR 12.
- The greatest impact of congestion in future years will be from the operation of the Rio Vista and Mokelumne bridges.
- Future traffic volumes will exceed existing roadway capacity on two segments of SR 12: the Fairfield/Suisun City urban corridor and between SR 113 in Solano County and SR 160 in Sacramento County.
- Although the total number of trucks on SR 12 is lower than on interstate routes such as I-80 and I-580, the percentage of trucks on SR 12 is higher than the percentage on those Interstate highways.

Based upon these factors, the Draft SR 12 Final Report recommends the following short-term and long-term strategies to improve the SR 12 corridor between I-80 and I-5:

Short-term strategy

Builds upon funded or completed improvements including:

- Median barriers, including permanent barriers where the road cross-section allows, and use of center channelizers where the road cross-section does not allow for a barrier; combined with standard width inside shoulders
- Standard width travel lanes and outside shoulders
- New structural pavement sections, including sections and construction techniques in the Delta area that resist settlement
- Strategically located underpasses for agricultural traffic in Sacramento and San Joaquin counties
- Further deployment of technologies that monitors the roadway and informs motorists
- Improvement projects in/near Rio Vista
- Improvements on the moveable bridge approaches to improve efficiency and safety

Long-term strategy

The long-term strategy anticipates significant capital expenditures to replace two of the three bridges on the corridor and to add additional travel lanes, specifically:

- Adding a lane in each direction in Fairfield and Suisun City, per the I-80/I-680/SR-12 Interchange project
- Construct grade separations at Beck Avenue and Pennsylvania Avenue
- Constructing a four-lane divided highway from SR 113 in Solano County to east of SR 160 in Sacramento County
- Replacing moveable bridges at the Rio Vista and Mokelumne River crossings with structures that do not require opening to pass ship traffic
- Enhancing two-lane highway sections (between Suisun City and SR 113, and between SR 160 and I-5) with median barriers, inside shoulders, full width travel lanes, outside shoulders and strategically located acceleration lanes.

In order for both the short-term and long-term strategies to be effectively pursued, a regional cooperative forum will need to be maintained. Staff from STA, SJCOG, MTC and the Caltrans districts have met continually over the last several years to guide development of the SR 12 Corridor Study. In addition, the Corridor Advisory Committee (CAC), made up of elected representatives from Solano, Sacramento and San Joaquin counties, has provided high-level direction to the study and a forum for public input. It is recommended that a similar arrangement be continued to guide implementation of the Corridor Study recommendations.

One of the most important initial steps in implementing the long-term corridor strategy will be for the identification of a new alignment for the Rio Vista Bridge. This process will include:

- Development of a long-term strategy to fund both the initial engineering and environmental studies and the subsequent construction of improvements.

- A detailed examination of the engineering, environmental and community impacts of a new Rio Vista Bridge alignment, and the selection of a preferred option. The primary partners in this will be Caltrans, the City of Rio Vista and STA. Solano and Sacramento counties will also be involved.

Prior to the STA Board meeting, the SR 12 CAC met on May 2nd to review and publically authorize the release of the Draft SR 12 Final Report. On May 16, a public open house on the Draft SR 12 Final Report will be held from 5:50 to 7:30 p.m. at the D. H. White Elementary School in Rio Vista. After that time, the majority of public input is expected to have been delivered.

Recommendation:

Authorize the Chair to submit a letter requesting the recommendations specified in Attachment B be addressed in the SR 12 Draft Final Report and forward to Caltrans.

Attachments:

- A. SR 12 Draft Final Report – Chapter 1, Summary
- B. STA Points for Inclusion in Comment Letter

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Chapter 1

Summary

* Draft Final Comprehensive Evaluation and Corridor Management Plan, April 2012. This plan is subject to change with respect to findings and/or conclusions. It should also be noted that these findings and/or conclusions may not ever be programmed due to various reasons, including but not limited to, engineering judgment and/or budget constraints.

This report summarizes the evaluation conducted for SR-12 as it passes through the four counties of Napa, Solano, Sacramento and San Joaquin. This 55-mile segment of SR-12 is under the jurisdiction of three California Department of Transportation (Caltrans) Districts (4, 3, and 10); three Metropolitan Planning Organizations (MPOs): the Metropolitan Transportation Commission (MTC), the Sacramento Area Council of Governments (SACOG), and the San Joaquin Council of Governments (SJCOG). The corridor also lies within the jurisdiction of the Napa County Transportation and Planning Agency (NCTPA) and the Solano Transportation Authority (STA).

Along its east-west alignment, SR-12 connects I-5 to I-80 and supports the interregional travel needs of commuters, residents, freight companies, and recreational travelers -- many destined to the California Delta. The highway passes over two railroads and three navigable water bodies with moveable bridges. The movable bridge over the Sacramento River at Rio Vista allows the passage of commercial shipping to the Port of West Sacramento.

The route passes through the developed areas including Suisun City, Fairfield and Rio Vista, rural communities, farmlands and portions of the Delta. SR-12 is a designated Department of Defense Truck Route connecting Travis Air Force Base with the National Interstate Highway System. Agricultural goods move along SR-12 from San Joaquin County to Napa County.

Most of SR-12 passes through lightly developed and agricultural areas. This environment is rich habitat for threatened and endangered species, and passes through protected lands, waterways and marshes. In Sacramento and San Joaquin counties, SR-12 passes through the rich farmland and recreational areas of California's Delta.



Exhibit1: Corridor Study Area Map

The Corridor Management Plan addresses:

- Freight and goods movement
- Future levels of inward commuting to the Bay Area
- Access, mobility and safety
- Future development in Rio Vista
- Increased shipping to the Port of Sacramento
- Travis AFB as an important military installation
- Preservation of the Delta environment
- Location appropriate design
- Policy mandates such as SB 375
- Integration of economic, environmental and equity concerns

SR-12 is of extreme interest to those that travel this route. Safety has long been an issue along SR-12. When accidents occur, they are often severe. Working collaboratively, Solano, Sacramento and San Joaquin counties, along with Caltrans and the California Highway Patrol (CHP), have implemented a multi-pronged approach to improve safety on SR-12 that includes Legislation, Enforcement, Education and Engineering. Assembly Bill 112 introduced new legislation that includes double fines and provides for increased enforcement by CHP. Caltrans is implementing safety projects ahead of schedule to address critical safety concerns. In combination, these safety measures are and will continue to make a difference on SR-12 by reducing the frequency and severity of accidents.

WHY IS A CORRIDOR MANAGEMENT PLAN NEEDED?

SR-12 is of particular interest to those governmental entities that plan, operate and maintain the highway. More importantly, the everyday users of SR-12 care about safety, travel times and delays. All involved agreed that AB 112 is an important first step towards improving safety and mobility on SR-12, but, at the same time, all acknowledge that there is much more work to be done.

The primary deliverable of this work effort is a Corridor Management Plan (CMP) that is designed to fulfill the promise of a multi-jurisdictional, long-term vision for SR-12. The CMP addresses questions such as should SR-12 be widened to four-lanes? Should the movable bridges at Rio Vista and Mokelumne be replaced? When should major improvements be implemented and what are the costs and benefits? In short, this CMP outlines a consensus roadmap for improving SR-12 in the foreseeable future.

The study itself is an excellent example of collaborative planning across multiple jurisdictions. Funding is provided by Caltrans (Districts 4, 3 and 10), MTC, STA and SJCOG. Additionally, each of these agencies participates as members of the Project Development Team that guides the preparation and technical recommendations of this effort.

A PLAN FOR SR-12

The CMP includes both a short- and a long-term vision for SR-12. Elements of these plans include recommendations for Intelligent Transportation Systems (ITS) roadway capacity improvements, bridge replacements and facilities used by pedestrians, bicyclists and public transit riders.

The chapters of this report that follow provide more detailed information on the evaluations that were conducted to support the preparation of the CMP. Included in later chapters are discussions of safety, the environmental setting, traffic growth, capacity of the system, waterborne traffic, and costs and benefits. A high level summary of the plan for SR-12 is presented here.

A Short-term Plan for SR-12 (2015-2020)

The short-term plan for SR-12 builds upon the State Highway Operations and Protection Program (SHOPP) and State Transportation Improvement Program (STIP) funded improvements underway or completed recently by Caltrans. These improvements include a temporary concrete barrier installation and improved sections of SR-12 with center channelizers (pylons) in Solano County. Similar channelizer installations are planned for implementation in Sacramento County. In San Joaquin County, the Bouldin Island Project reconstructs SR-12 with new structural pavement sections that resist settlement, a concrete median barrier with inside shoulders, standard width lanes, outside shoulders and strategically located underpasses to provide passage for agricultural traffic.

The short-term plan addresses non-recurrent delay due to accidents, incidents and weather by the installation of ITS technologies that monitor the roadway and inform motorists. Highway improvement projects are recommended for select segments of SR-12 in and near Rio Vista. Improvements are also proposed on the moveable bridge approaches' to improve efficiency and safety. Lastly, a budget is proposed to maintain aging bridge operating equipment in the best possible condition over the near term.

Exhibit 2 depicts the short-term CMP for SR-12. The short-term plan is estimated to cost \$84 million in 2011,¹ and is projected to improve travel time by 5% and reduce vehicle delay by 2,000 hours each day. Each of the elements of this plan is further discussed in the paragraphs that follow.

¹ All cost presented in 2011 dollars unless otherwise noted.



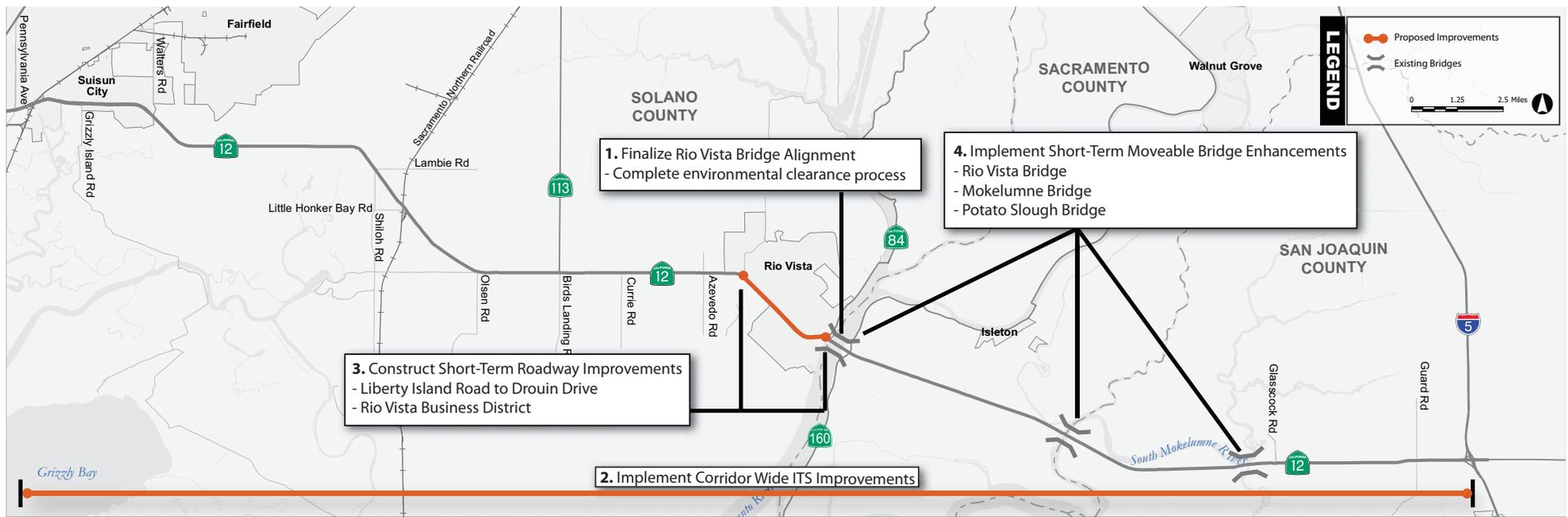


Exhibit 2: SR-12 Short-term Corridor Management Plan (2015-2020)

1. **Finalize the Rio Vista Bridge Alignment:** Addressing this issue is central to any plan for SR-12. A prior study of the Rio Vista Bridge² identified alternative options north and south of Rio Vista and an option that maintains or closely parallels the existing SR-12 alignment. A final decision on this alignment for the Rio Vista Bridge cannot be determined until an appropriate environmental process is conducted. In the short-term, it is recommended that the environmental clearance process be initiated³ and completed for the Rio Vista Bridge so that the alignment can be established.
2. **Implement Intelligent Transportation Systems:** This strategy adds to the ITS equipment presently installed or planned to be installed along SR-12. By tying these ITS technologies to regional transportation management facilities, real time information on the corridor including incident detection can be gathered. Through this detection, a coordinated response from emergency responders can be quickly initiated and motorists can be informed of delays that can notified travel choices such as route or time of travel. In addition, technology to coordinate the traffic signals on SR-12 in Fairfield and Suisun City are included.
3. **Construct Short-term Roadway Improvements:** This improvement strategy includes improvements to the physical roadway for two segments in and near Rio Vista. The first segment -- between Liberty Island Road and Drouin Drive -- consists of reconstruction of SR-12 with a concrete median barrier, inside shoulders, standard 12' lanes and outside shoulders. (These improvements are similar to those proposed in the Bouldin Island Project.)

² SR-12 Rio Vista Bridge Final Study Report (Sept. 2010), AECOM for Solano County Transportation Authority

³ The first step of this process is to complete a Project Initiation Document (PID).

The second segment is along SR-12 through the Rio Vista Business District as it approaches the Rio Vista Bridge. Here, better curb definition is recommended along with facilities for pedestrians, bicyclists, landscaping and streetscape improvements.⁴

- 4. Implement Short-term Moveable Bridge Enhancements:** The Rio Vista and Mokelumne River bridges are the oldest and most actively used on the SR-12 corridor. The Potato Slough Bridge is the newest but is unmanned and seldom operated. For the short-term, advance warning devices, surveillance cameras and, where appropriate, signal preemptions are recommended for each bridge approach. Also, a budget is recommended to replace aging controls and equipment that operate the moveable spans on these bridges.

SR-12 in the Long-term (2020-2035)

The long-term plan for SR-12 addresses the more significant capacity issues along the corridor. The long-term plan adds capacity where it is most needed to reduce delay and addresses safety through enhancements to the remaining two-lane segments of SR-12.

The long-range vision includes recommendations to add a lane in each direction on SR-12 in the area of Fairfield and Suisun City, construct a four-lane divided highway from SR 113 to SR 160 and replace moveable bridges at the Rio Vista and Mokelumne River crossings. For the balance of the corridor, an enhanced two-lane highway is recommended that includes median barriers, inside shoulders, full 12' lanes, outside shoulders and strategically located acceleration lanes that provide passing opportunities.

The long-term plan has capital costs of \$2 billion in present day dollars. A significant portion of the cost is attributable to the bridge replacements and associated realignments at Rio Vista and Mokelumne River. When compared to SR-12 today, the long-term CMP reduces delay by as much as 6,000 hours per day and significantly improves end-to-end travel times by 30 minutes.

- 1. Replace the Rio Vista Bridge:** The SR-12 Rio Vista Bridge Final Study Report identifies a range of viable alternatives to replace the Rio Vista Bridge. The short-term strategy discussed previously includes a recommendation to conduct the environmental studies necessary to determine which alignment alternative will be selected for the Rio Vista Bridge replacement. In the long-term, the

⁴ These improvements may be either 2-lanes (one in each direction) or 4-lane (two lanes in each direction) depending on which alignment is chosen for the Rio Vista bridge replacement. This is discussed later in this section and in more detail in the main body of this report.

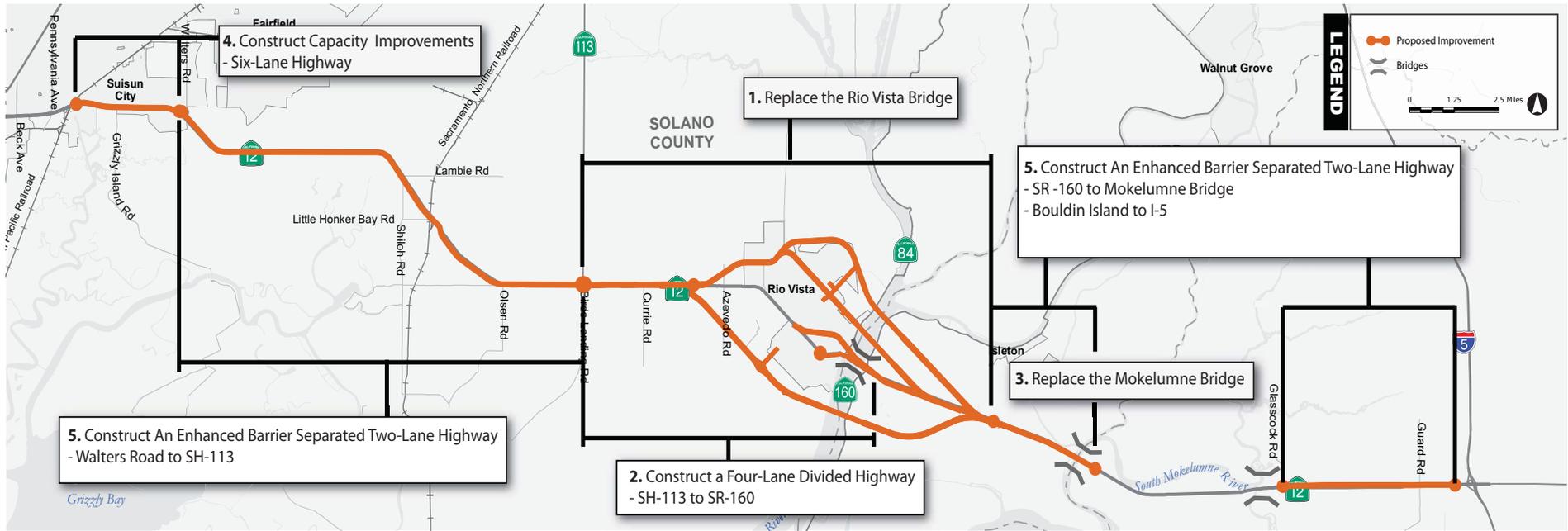


Exhibit 3: SR-12 Long-term Corridor Management Plan (2020-2035)

CMP recommends that the Rio Vista Bridge be replaced with an alternative that does not require moveable bridge operations to allow the passage of larger vessels to and from the Port of West Sacramento. This can be achieved by either a tunnel under the shipping channel or a high level bridge that meets the clearance requirement for shipping in the Sacramento River, as identified in the Rio Vista Bridge Study and in accordance with U.S. Coast Guard regulations.

2. **Construct SR-12 as a Four-lane Divided Highway from SR 113 to SR 160:** This recommendation is directly related to the Rio Vista Bridge replacement discussed above. The bridge and alignments leading to the bridge are recommended to be four-lane divided highways built to expressway standards where appropriate. Some of the bridge study alignments for SR-12 go around Rio Vista and on the west, reconnect to the existing SR-12 just east of SR 113. On the eastern end, some of the alignments reconnect with existing SR-12 well east of SR 160. The CMP recommends that whether realigned or not, SR-12 from SR 113 to SR 160 should be a four-lane divided highway including the Rio Vista Bridge.
3. **Replace the Mokelumne River Bridge:** This is one of the most frequently opened bridges in California. Like the Rio Vista Bridge, moveable bridge operations at this location result in significant traffic delay on SR-12. The CMP recommends that the Mokelumne River Bridge be replaced with a bridge that provides the vertical clearance requirement appropriate to the primarily recreational boat traffic that passes here and as specified by U.S. Coast Guard regulations.

4. **Construct Capacity Improvements in Fairfield / Suisun City:** Throughout this evaluation, significant delays at the intersections through this stretch of SR-12 have been identified. From I-80 east to Beck Avenue, these existing and projected deficiencies are being addressed through the Project Approval and Environmental Document (PAED) under way for the proposed I-80/I-680/SR-12 Interchange. The CMP recommends that similar improvements along SR-12 from Beck Road to Walters Road be implemented. These improvements include intersection improvements, interchange improvements and an additional traffic lane in each direction.
5. **Construct an Enhanced, Barrier Separated Two-lane Highway:** The improvements listed above address many segments of SR-12. For those segments that are not addressed above, a barrier separated two-lane highway is recommended. This two-lane improvement is recommended for SR-12 1) between Walters Road and SR 113 in Solano County, 2) between SR 160 and the Mokelumne River Bridge in Sacramento County, 3) between the Mokelumne River Bridge and the Bouldin Island project in San Joaquin County and 4) from the Bouldin Island project east to the existing four-lane section approaching the SR-12 interchange with I-5 (San Joaquin County).

The cross-section for the two-lane improvements is modeled after the Bouldin Island Project in San Joaquin County and includes a fixed median barrier, inside shoulders, 12' travel lanes, and outside shoulders. To the extent possible, the design of the two-lane segments should anticipate a possible four-lane widening in the far future (i.e. beyond the 2035 horizon year of this evaluation).

WHAT COMES NEXT?

While the CMP sets a common short- and long-term vision for SR-12 across Solano, Sacramento and San Joaquin counties, it is not a funded implementation plan. This roadmap can, however, be the framework for advocacy and multi-jurisdictional collaboration that can advance much needed safety, operational and capacity enhancements along SR-12. This kind of collaboration took place in 2007 when jurisdictions came together with Caltrans and CHP to advance safety projects and through enforcement, reduce the frequency of incidents on SR-12.

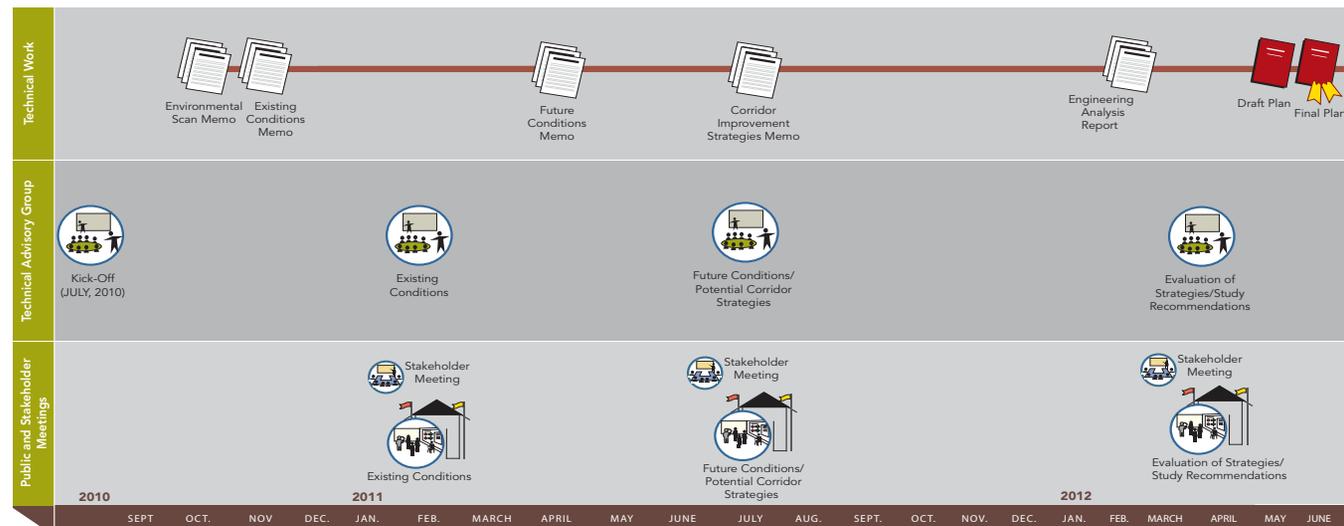
Given the scarcity of Federal funding for transportation and resulting funding constraints on Caltrans, it falls more and more to local jurisdictions to take a stronger leading role in advancing projects through innovative approaches to funding and project delivery. One of the first steps to advance the

projects in this CMP is through the regional transportation planning processes so that eligibility for state and federal funding is established. These projects have strong benefits in terms safety, travel time savings and operational enhancements that can be used to make the arguments that SR-12 needs to be featured prominently in regional plans.

Through the course of preparing this CMP, it became apparent that much depends on resolution of the Rio Vista Bridge replacement and the re-alignments that are associated with this proposed project. As mentioned previously in the short-term plan, a Caltrans compliant Project Initiation Document should be started and then followed by a Project Approval / Environmental Document. At the same time, a general plan for Rio Vista should be prepared that considers how this community will grow in the context of the potential replacement of its namesake structure across the Sacramento River.

The bridge at the Mokelumne River, a dividing line between Sacramento and San Joaquin counties, is where the most frequent delays occur east of Rio Vista. The cause is frequent openings of this low level structure that impedes both highway and waterborne traffic. As a priority, the CMP strongly recommends that funding plans and opportunities to replace this crossing be fully explored. Replacement of this structure would eliminate bottlenecks and delays in Sacramento and San Joaquin counties for the foreseeable future.

*Exhibit 4: SR-12
Workplan and
Major Milestones*



STAKEHOLDER PARTICIPATION IN THE STUDY

Extensive stakeholder coordination was conducted over the 18 month period during which data was collected, technical evaluations were conducted, alternatives studied and finally a recommended CMP developed. Four stakeholder groups were assembled to serve in distinct roles in order to assure that all elements of the CMP received jurisdictional and public scrutiny.

Exhibit 4 shows the major milestones of this project and maps these deliverables against the stakeholder outreach plan. The stakeholder groups and their compositions are as described as follows:

- **Project Development Team (PDT):** A group comprised of professional staff from Caltrans Districts, MPOs, Counties, and the Consultant Team who met monthly to direct and guide the study. The PDT was responsible for review of all work plans and products;
- **Technical Advisory Group (TAG):** A group comprised of executives from transportation agencies, city engineers, safety officers and highway patrol, transit agencies, ports, and regulatory agencies. This group met at major study milestones to provide input and guidance;
- **Corridor Stakeholders:** Organized groups with a special interest in the corridor, such as air quality officials, civic and environmental groups, downtown associations, private developers, and pedestrian and bicycle advocates. This group was briefed by members of the PDT at major study milestones and asked to provide input.
- **Members of the Public at-large:** All citizens interested in the corridor were invited to attend open-house forums to review major study work products, ask questions, and provide input.

SUPPORTING DOCUMENTATION

This Summary Report for the SR-12 Comprehensive Evaluation and Corridor Management Plan serves as the final document chronicling the work undertaken by the Project Development Team and stakeholders over the course of this effort. It is intended to provide a relatively brief summary that captures all elements of the workplan and intermediate technical documentation including safety reviews, data collection, operational analysis, forecasting, alternatives evaluations and recommendations.

During the course of this 18 month effort, eight separate technical work products were prepared leading up to this final summary report. These documents consisted of over 500 pages of text, tables, graphics, concept plans and analyses. Each intermediate technical document was reviewed by the PDT, revised and then presented to the TAG, stakeholders and the public for comment and input during several well attended outreach cycles.

These supporting documents are available electronically from the stakeholders who participated in the PDT including Caltrans Districts 4, 3 and 10, the Metropolitan Transportation Commission, the San Joaquin Council of Governments and the Solano Transportation Authority. Contact information may be found in the acknowledgements section of this report. For reference, the supporting documents include the following:

- STA Model Evaluation Summary and Future Forecasts, (Feb. 2011)
- SR-12 Comprehensive Corridor Evaluation and Corridor Management Plan (From SR 29 to I-5) – Final Existing Conditions Technical Report, (Apr. 2011)
- SR-12 Comprehensive Corridor Evaluation and Corridor Management Plan (From I-80 to I-5) – Final Environmental Resources Scan, (Apr. 2011)
- SR-12 Comprehensive Corridor Evaluation and Corridor Management Plan (From SR 29 to I-5) – Final Future Conditions Technical Report, (Jul. 2011)
- SR-12 Comprehensive Corridor Evaluation and Corridor Management Plan (From SR 29 to I-5) – Corridor Improvement Strategies Final Technical Memorandum, (Oct. 2011)
- SR-12 Comprehensive Corridor Evaluation and Corridor Management Plan – Alternatives Analysis Final Technical Memorandum, (Feb. 2011)
- Alternatives Analysis for SR-12 – Supplemental Report Conceptual Drawings and Cost Estimates, (February 2012)
- Recommended Corridor Strategy for SR-12 -- Supplemental Report Conceptual Drawings and Cost Estimates, (TBD 2012)

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STA COMMENTS ON DRAFT SR 12 FINAL REPORT

The development of the SR 12 Final Report is an important step in improving the SR 12 Corridor, but the study identifies a number of implementation steps to continue to improve mobility and safety on SR12. The STA Board recommends the following actions to continue to improve the Corridor.

1. The District Directors of Caltrans Districts 4, 3 and 10 to provide letters accepting and concurring with the findings of the SR 12 Final Report, and committing to using the Report's recommendations as the basis for making future State investment decisions on the SR12 Corridor.
2. The Caltrans program provide improvements to the intersection of SR 12 and SR 113 as a State Highway Operations and Preservation Program (SHOPP) project, and work with STA to deliver the improvements identified in the SR 12/Church Street Project Study Report.
3. Amend the Draft SR 12 Final Report to contain specific reference to the pending SR 12 Economic Corridor Study being prepared by the Solano Economic Development Corporation. Specifically, the SR 12 Final Report should recommend that the final decisions on implementation of improvement projects on SR 12 consider the findings of the SR 12 Economic Corridor Study.
4. Amend the Draft SR 12 Final Report to recommend continuation of coordinating meetings at both the staff and elected official level to oversee implementation of the Draft SR 12 Final Report recommendations.

In order to implement the long-term SR12 improvements the STA Board recommends the following:

5. Caltrans work with the STA and the City of Rio Vista to identify the preferred alignments of the Rio Vista Bridge and SR12 through the City of Rio Vista.
6. The Corridor partners develop a funding plan for the SR12 Corridor that includes the Rio Vista Bridge.

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DATE: April 26, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Bay Area Transit Sustainability Project (TSP)

Background:

Transportation 2035, the Bay Area's 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 identify 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 Bay Area TSP was launched by the Metropolitan Transportation Authority (MTC) 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 with the primary focus on the region's seven largest transit operators, 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 – Appendix 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.

Based on the project goals and findings outlined above, MTC staff proposed 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 are intended 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's complete staff report to the TSP Select Committee can be found in Attachment A. At the meeting the Committee did add as part of their motion that MTC 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.

At its meeting of April 25th, the Solano Express Intercity Transit Consortium (Consortium) and Technical Advisory Committee (TAC) members approved to forward the recommendation to the STA Board to support MTC's Transit Sustainability Projects recommendation as outlined in MTC's Reso. No. 4060 Attachment B (included with this staff report as Attachment A "MTC Staff Report to the MTC Select Committee") with support for the 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. However, with this recommendation, the TAC and Consortium requested the following changes to the one of the MTC staff recommendations titled "Institutional No. 2. Pursue functional and institutional consolidation among smaller operators where supported by local planning and input". The changes are shown in strikethrough as follows:

Attachment B
MTC Resolution No. 4060
Page 4 of 5

Institutional

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 effort and timeline will be established on local planning and input.

Several members of the Consortium requested to delete the sentence because they felt it conveys negatively about the transit operators ability to be provide a stable and efficient transit service in Marin/Sonoma and Solano. After discussion, the Consortium voted to support with the requested amendment (with SolTrans voting to abstain on the vote for the amendments).

Fiscal Impact:

No direct or immediate impact, however, this regional plan is intended to develop a sustainable transit system would improve the current financial impacts seen by transit systems across the Bay Area.

Recommendation:

Approve the following:

1. Request MTC to approve a funding formula that holds small operators harmless as part of the Transit Performance Initiative investment program to be developed; and
2. Support MTC's Transit Sustainability Project recommendation as outlined in MTC Resolution No. 4060 Attachment B with the deletion of the sentence stated above.

Attachments:

- A. MTC Staff Report to the MTC Select Committee
- B. MTC Staff Report to the MTC Select Committee (Powerpoint)
- C. MTC Staff Report to the MTC Select Committee (Letter from seven Large Operators)



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.

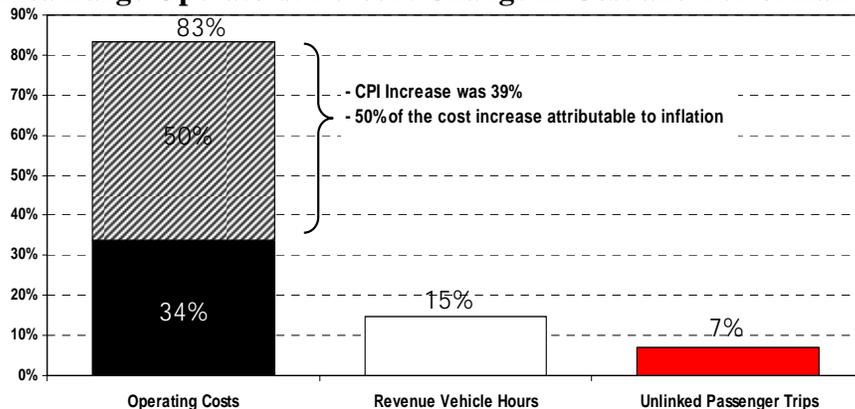
The MTC Policy Advisory Council adopted a motion to support the staff recommendations, noting the importance of developing an appropriate enforcement policy and incentives to grow ridership, and continuing to support Lifeline services.

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 22nd 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.

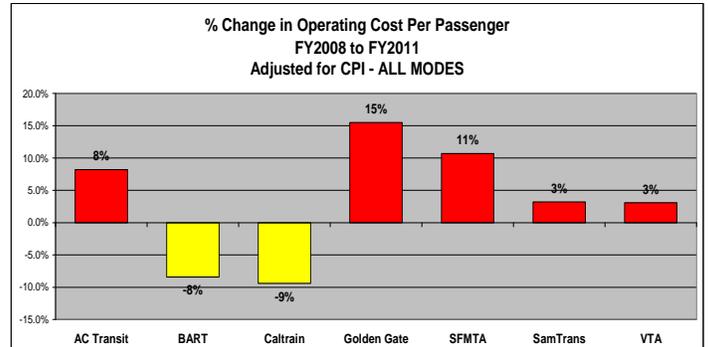
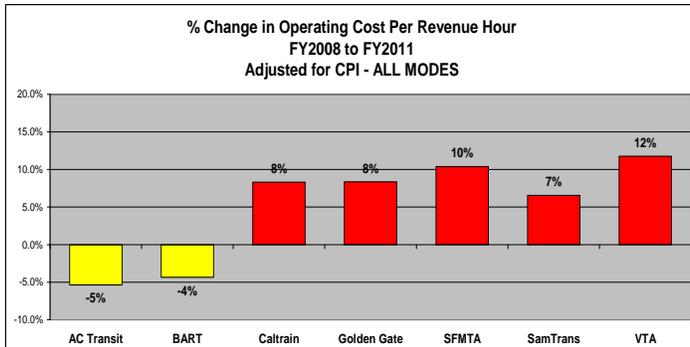
Table 1 on the next page summarizes the revised staff proposal which includes a performance target adjustment from 10% to 5% and an alternate proposal submitted by the General Managers of the largest seven agencies that would use best efforts to keep annual costs at or below the rate of inflation. Staff 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.

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) OneBayArea Grant local jurisdiction complete streets requirements
Improve Service for the Customer	Transit Performance Initiative: Investment and Incentive Programs and Regional Customer Satisfaction Survey	Continuous Improvement	INVESTMENT Initial \$30 Million focus on improving speed and reliability on urban trunk routes. If successful, program could be expanded. INCENTIVE 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	2) PlanBayArea - Intense development near high quality transit 3) Coordination - Big 7 General Managers propose to meet monthly.
Attract New Riders to the System		Increase ridership levels at or above the rate of population growth in counties/corridors in which service operates	MONITOR Regional customer satisfaction survey Ridership growth	4) Supportive pricing - Policies to be adopted as part of PlanBayArea

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

Policy Recommendations
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.
Marin/Sonoma 1. Adopt countywide Short Range Transit Plan in Sonoma County 2. Adopt two-county corridor transit plan integrating SMART train service
Solano 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
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.
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 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

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 CMAAs 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

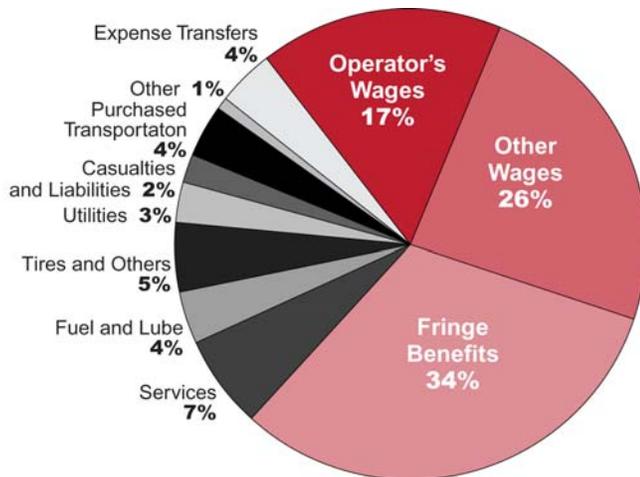
Financial Background and Findings

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.

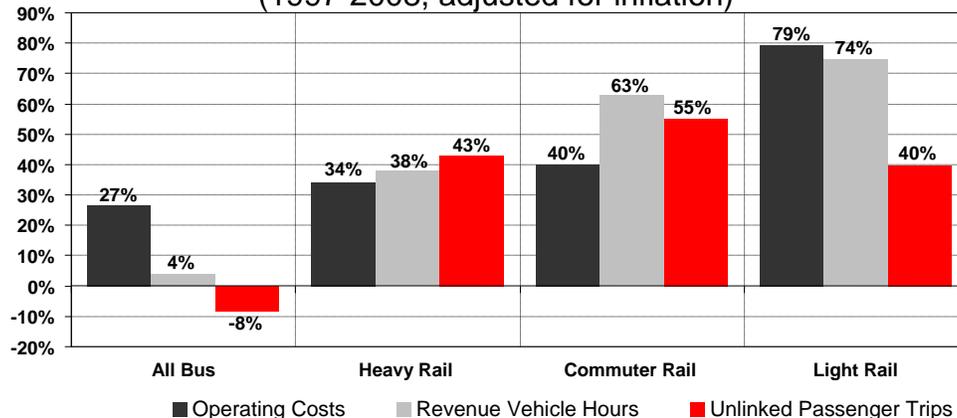
The TSP financial analysis aimed to clearly identify the transit agencies’ specific cost drivers — both internal and external — and to understand the relative impact of cost reforms. By far the biggest cost drivers are wages and benefits, which together account for 77 percent of the \$2.1 billion (2008 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)



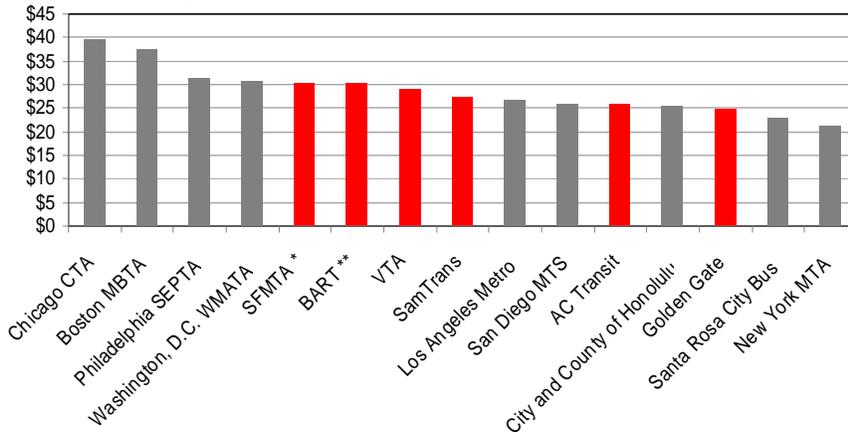
Source: National Transit Database, “Big 7” only. Includes ferry, cable car and paratransit.

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



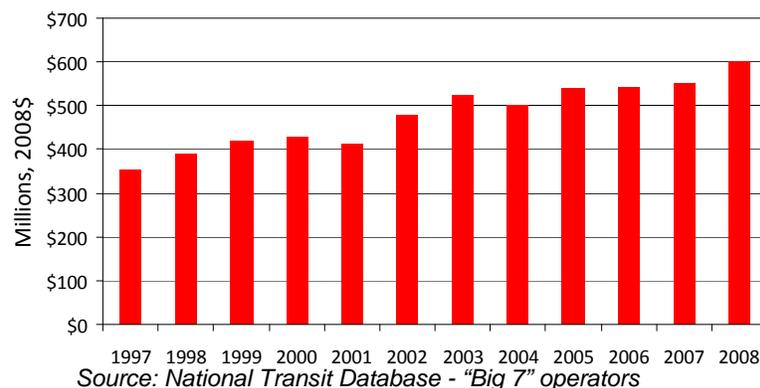
Source: "ACCRA Cost of Living Index, 2009 Annual Average Data," prepared by the Council for Community and Economic Research, as cited by Dash & Associates. Dash & Associates, Agency data

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.

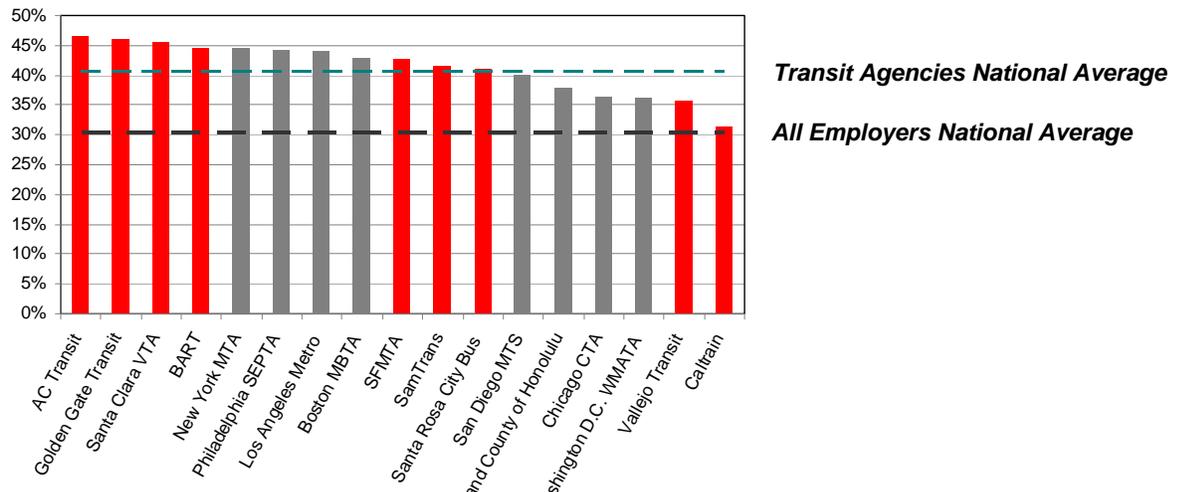
This issue is hardly unique to transit or even to the Bay Area. The growth in healthcare costs is a major cost driver across all employment sectors nationwide, and pension reform is a major issue throughout the public sector. But the growth in the cost of transit agencies’ health and pension benefits 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
Health Insurance	
Medical insurance cap (BART labor agreement)	<ul style="list-style-type: none"> Lowered retiree medical liability from \$434m to \$362m. Estimated on-going savings of \$8m annually (as of 2013)
“Medical Coverage Opt-Out” initiative (BART labor agreement)	<ul style="list-style-type: none"> \$7m in savings over 4 years (\$1.75m per year). Costing assumes another 244 employees/retirees opt out of medical coverage. Savings begin 1/1/2010.
Agency pays a capped % of health insurance costs for active employees (VTA proposal)	<ul style="list-style-type: none"> Every 5% of costs shifted to employees yields \$1.2m in savings
Insurance premium contribution cap for both active employees and retirees (SamTrans agreement)	<ul style="list-style-type: none"> Reduced the District’s overall exposure to OPEB liabilities by \$6.5 million on an annual basis.
Agency limits its share of premium costs to Employee + 1 Dependent for active employees (VTA proposal)	<ul style="list-style-type: none"> \$6m in savings per year
Pension	
Create new pension tier for new hires (AC Transit proposal)	<ul style="list-style-type: none"> \$7m (only produces significant savings after 30-years)

Source: TSP Financial Task Summary Report: 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.

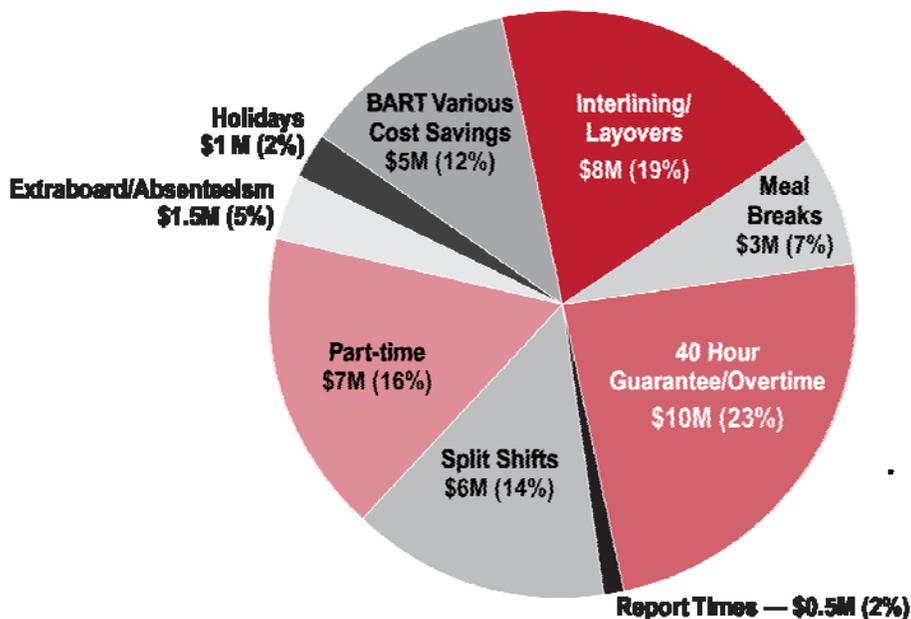
Sample Work Rule and Business Model Strategies

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 th 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*

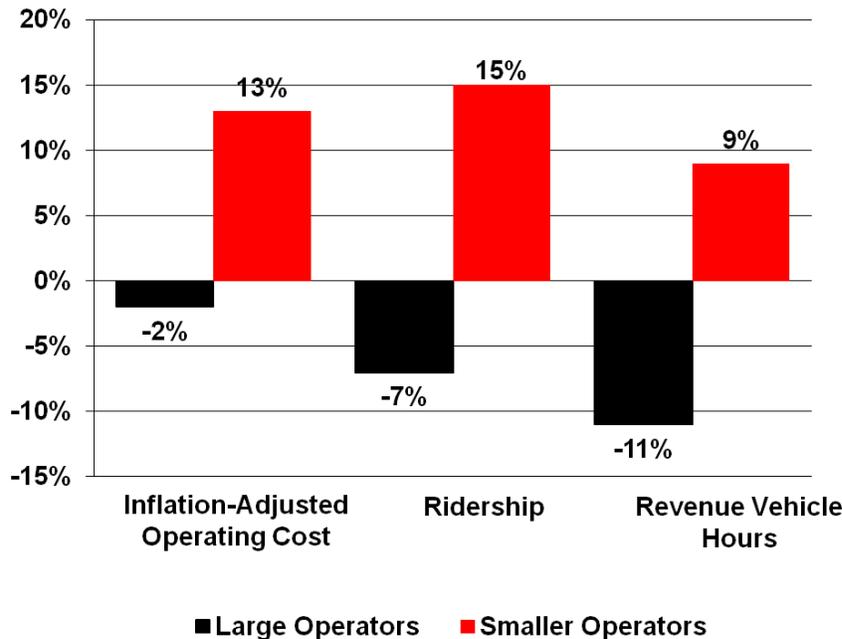
4. Paratransit cost structure performs better than national peers but faces increased cost pressure through future growth in demand

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:

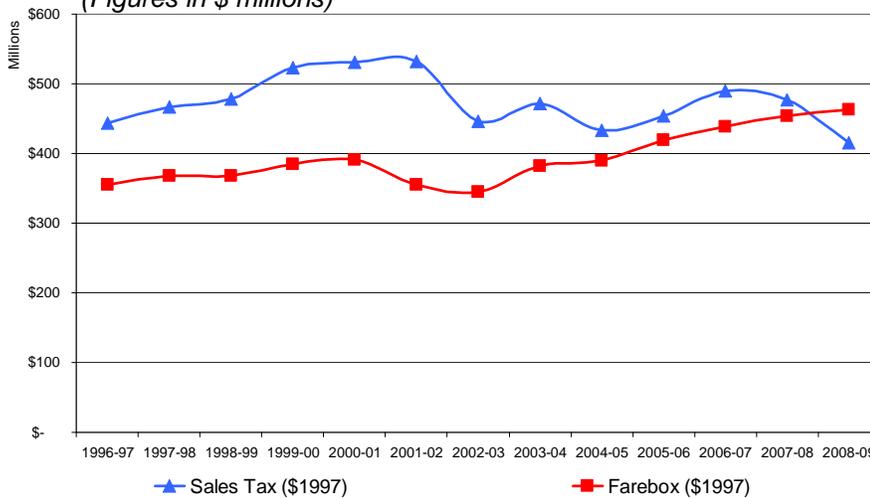
1. Paratransit Technical Advisory Committee: comprised of transit agency staff
2. Paratransit Ad-Hoc Advisory Committee: comprised of staff from contractors that deliver or broker paratransit services in the Bay Area
3. Paratransit User Focus Group: roughly 30 paratransit riders from around the region

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

Source: TSP Financial Task Summary Report:
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

Service Background and Findings

Background:

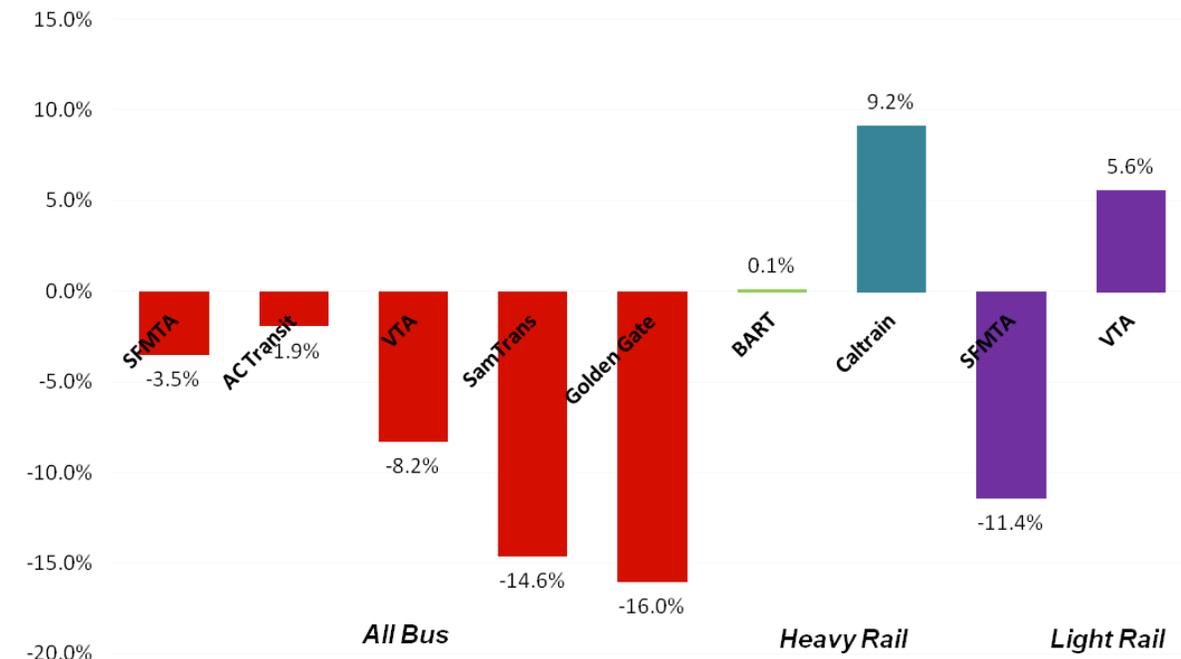
Bay Area transit agencies in recent months have identified and implemented strategies to improve service for their riders. These efforts have focused on travel time savings, customer amenities, and improved connectivity. TSP service recommendations attempt to build on these improvements and to focus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



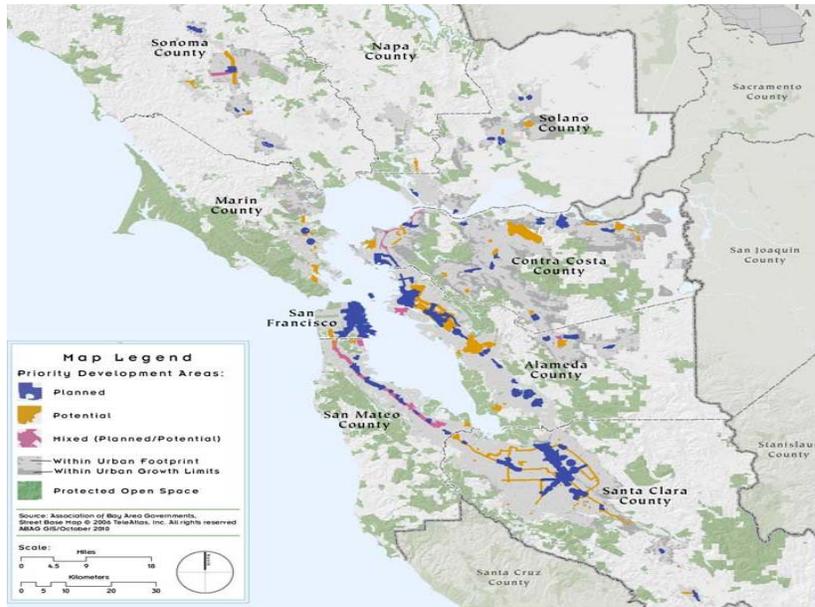
Source: Compiled by Transportation Management and Design, Inc from transit operator data

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%
Total	183,840	1,476,121	12.5%

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 nd 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
Bay Area	27	\$2.2 billion	\$461 million	12.1 million	\$ 37.84	484 million	\$ 0.95
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
Peer Average	15	\$3.1 billion	\$512 million	17.4 million	\$ 29.39	962 million	\$ 0.53

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



At the bottom center is the logo for the Transit Sustainability Project, which includes a stylized 'M' in a circle and the text '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 21, 2010

CONTRA COSTA TIMES
 Bay Area public transit may take another budget hit
 JANUARY 20, 2010

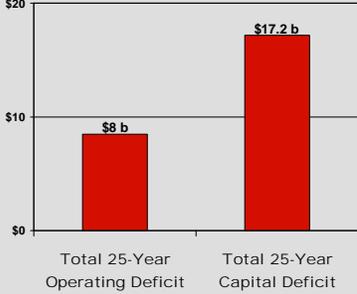
San Francisco Chronicle
 Muni looks at some of deepest service cuts ever
 FRIDAY, JANUARY 29, 2010

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 21, 2010

Projected Deficits Transportation 2035

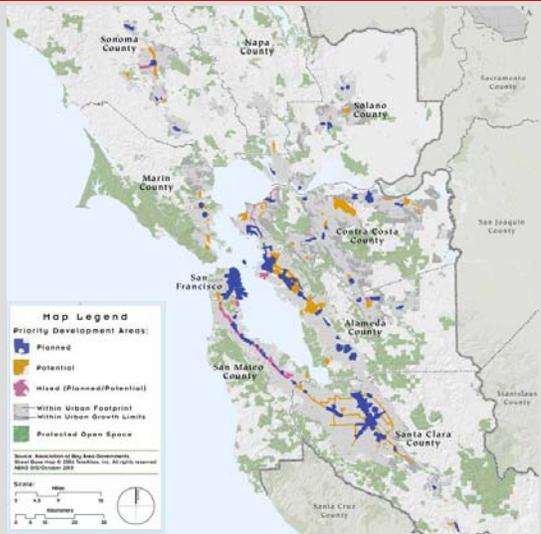


Category	Projected Deficit
Total 25-Year Operating Deficit	\$8 b
Total 25-Year Capital Deficit	\$17.2 b



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.



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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.



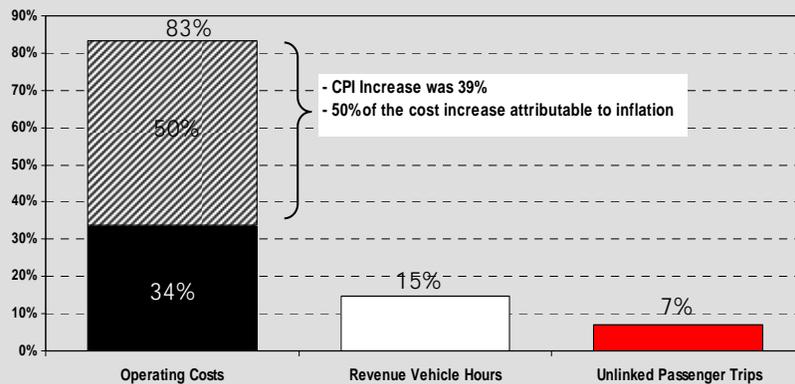
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Recommendations: Performance Measures and Targets



11

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

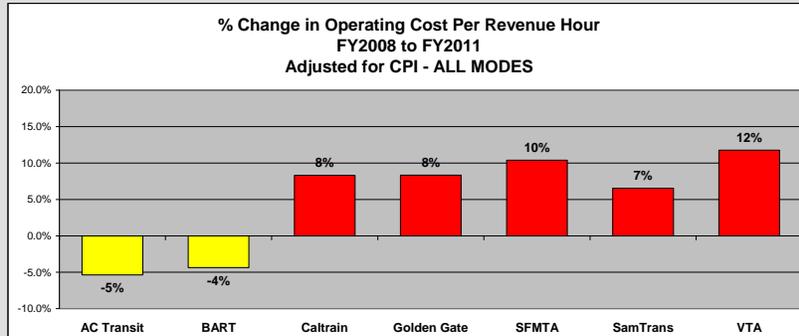
Operators to Chart Performance Roadmap

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

- 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



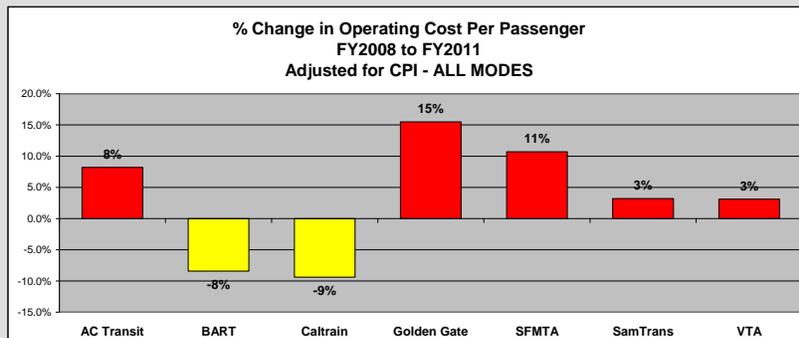
Cost	↓ -5%	↓ -11%	↑ 4%	↑ 6%	↑ 6%	↓ -7%	↓ -4%
Hours	↑ 1%	↓ -7%	↓ -4%	↓ -2%	↓ -4%	↓ -13%	↓ -14%

- 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



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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



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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



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Recommendations: Transit Performance Initiative



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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



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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



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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



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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

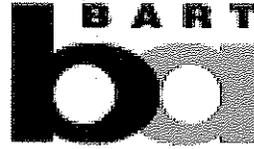
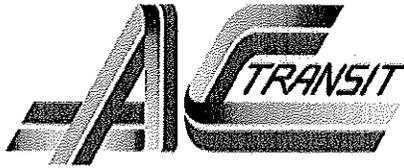


26

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 8th 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.

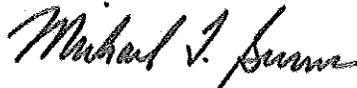
The recommendation to support transit agency operations on major corridors by requiring local jurisdictions to consider transit operating speeds and reliability in projects affecting those corridors is excellent. We support this recommendation, but seek to have it expanded to explicitly include Caltrans 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: May 26, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: SolanoExpress 2011-12 Mid-Year Ridership Report

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 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 and Regional Measure 2 (RM 2) Bridge toll funds. 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 an 8% decline. Route 40 (from Vacaville, Fairfield, Benicia to Pheasant Hill BART and Walnut Creek BART) experienced the largest 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 and is 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 and summary 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 access for riders to 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:

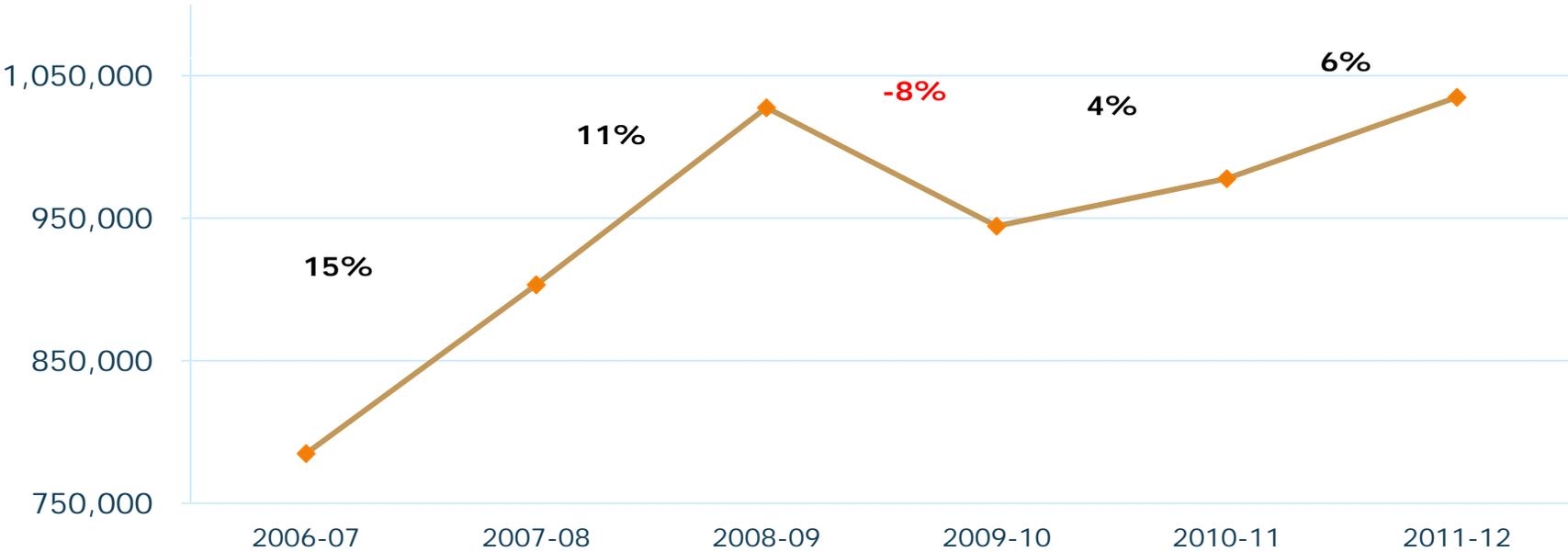
- A. SolanoExpress Ridership Five Year Comparison and Current Year Projection
- B. SolanoExpress Ridership Mid-Year Comparison
- C. SolanoExpress Farebox Ratio for FY 2010-11

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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

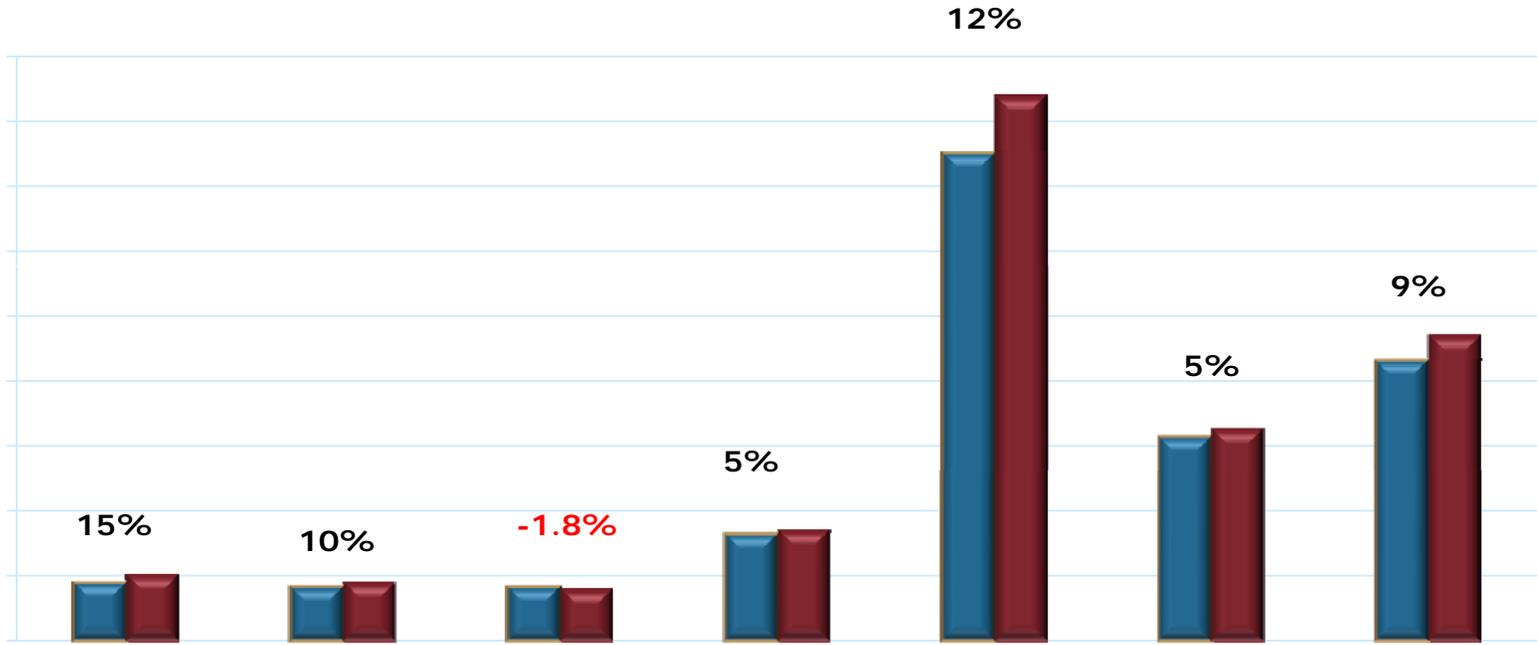
100,000

75,000

50,000

25,000

-



Route #:

Service Area:

Route 20

FF - VV

Route 30

FF-VV-DX
UCDavis
Sacramento

Route 40

VV-FF-BN
PH BART
WC BART

Route 78

BN-VJ-
PH BART-
WC BART

Route 80

Vallejo
El Cerrito del
Norte BART

Route 85

Ferry
Discovery
Kingdom
Sol. Com.
College
Solano Mall

Route 90

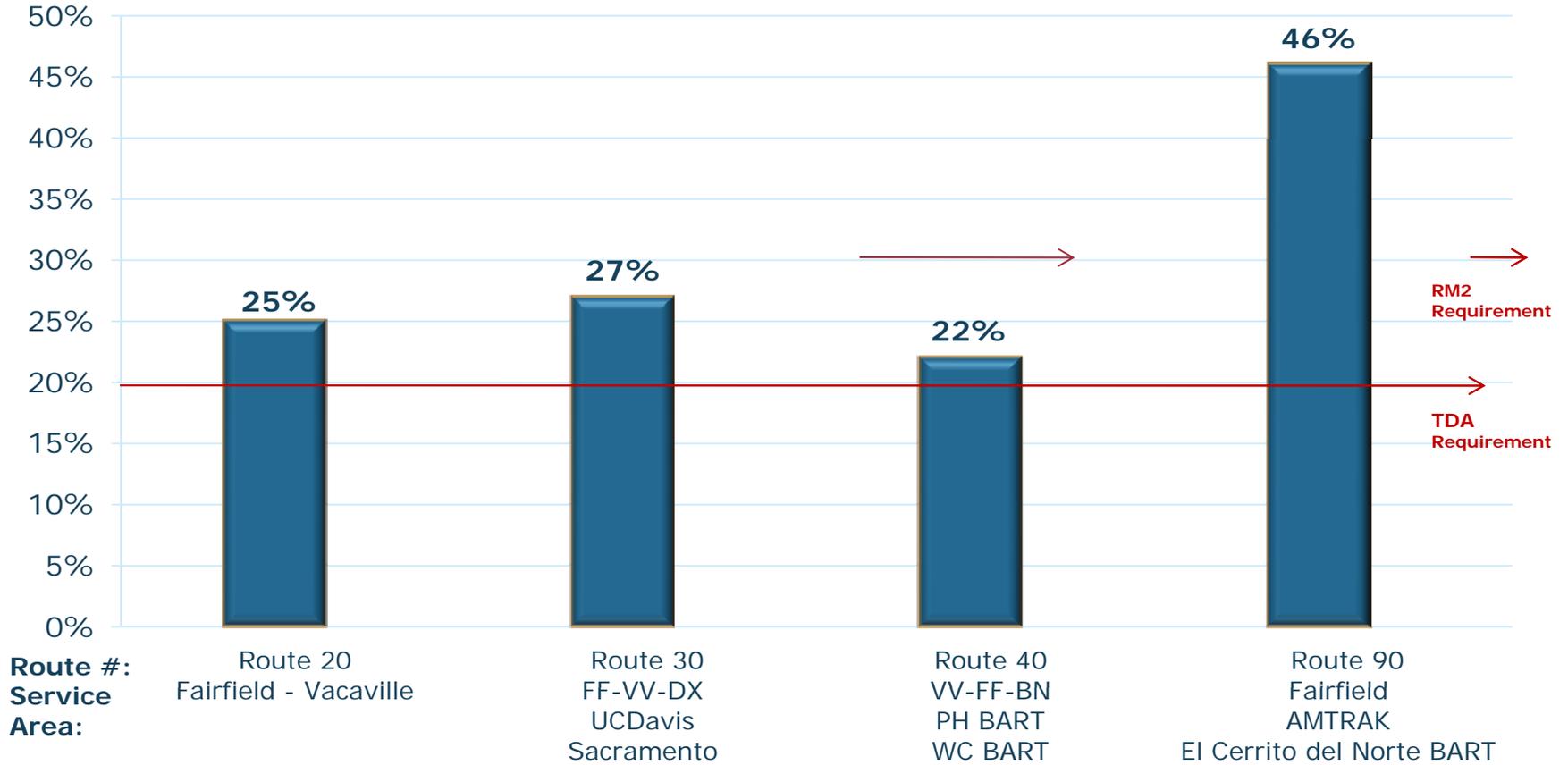
FF
AMTRAK
El Cerrito del
Norte BART

Operator:





2010-2011 Farebox Ratio



Operator:



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DATE: April 26, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Solano Seniors and People with Disabilities Transportation Advisory
Committee Priority Strategies Update

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 a consultant team to prepare the first update of the Solano Transportation Study for Seniors and People with Disabilities. Since 2004, 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 Comprehensive Transportation Plan (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 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 October 27, 2011, the Seniors and People with Disabilities Advisory Committee 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. Attachment A summarizes the updated work for the short-term strategies 1 through 7.

Specifically, for Item Nos. 1, 3 and 5; the County of Solano, on behalf of all the transit operators, STA staff, and Faith in Action have submitted and 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. Recently, the STA received notice that the grants were approved for Intercity Taxi Scrip Program, the Mobility Management Program and the Faith in Action Volunteer Driver Program.

For Item No. 1; 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. For Item No. 4; the cities of 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 draft application was presented at the last Consortium meeting for edits and comments. For Item No. 2; staff is also working on scheduling a meeting between transit operators, Dialysis and Medical Clinics.

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

Solano Seniors and People with Disabilities Advisory Committee
 Priority Ranking from the Solano Transportation Study for Seniors and People with Disabilities

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. Approved for New Freedom grant funding for FY 2012-13.
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 staff drafted the Solano County paratransit eligibility application.	FAST staff 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.	Approved for JARC funding for FY 2012-13.
7	Identify and support sponsors for older driver safety and mobility workshops		STA staff is in the process of partnering with CHP new program for Seniors Driver Safety Workshops. STA staff attended Solano County CHP 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 City Coach are in the process of partnering with Faith in Action in 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. Approved for New Freedom grant funding for FY 2012-13.

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DATE: April 30, 2012
TO: STA Board
FROM: Judy Leaks, Program Manager
RE: Role of Ridesharing in the Solano County Intercity Transit System

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 26, 2012
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: California State Association of Counties (CSAC)/League Statewide Local Streets and Roads (LS&R) Needs Assessment, Surveys and Contributions

Background:

Successful 2008 and 2010 Streets and Roads Needs Assessments Reports

In 2009, the California State Association of Counties (CSAC) and the League of California Cities (League) released the results of the first ever comprehensive California Statewide Local Streets and Roads Needs Assessment. Spurred by a \$250,000 contribution towards the effort from the County of Los Angeles, cities and counties made individual financial contributions to raise over \$600,000 for the project. This initial funding allowed CSAC and the League to contract with Nichols Consulting Engineers for the development of the first report, and finance a two-year update.

Metropolitan Transportation Commission (MTC) Biennial Regional Needs Assessment Survey

Every two years, MTC collects pavement maintenance & project cost information as well as other financial data to help calibrate the Streetsaver Pavement Management Program's cost estimation model. Completion of this survey in the past has been linked to Local Streets and Roads program funding eligibility.

Discussion:

California State Association of Counties (CSAC) and the League of California Cities (League) Request for Contributions

The response and impact received from the 2008 and 2010 reports has been very positive. However, an ongoing statewide local streets and roads needs assessment should be completed in conjunction with the State's State Highway Operations & Protection Program (SHOPP) to provide a complete picture of the needs of the State's transportation system. To help continue this assessment, CSAC and the League are asking for contributions to assist with the ongoing development of, and financing for this important report (Attachment A).

CSAC and the League need to raise a total of \$125,000 for this effort, which can be achieved should local agencies contribute between \$150 to \$1,000.

Population of the jurisdiction	Suggested Contribution Level
Below 10,000	\$150
Between 10,000 and 25,000	\$200
Between 25,000 and 250,000	\$400
Above 250,000	\$1,000

As of 4/12/2012, the cities of Fairfield and Suisun City and the County of Solano made contributions.

2012 California Statewide Local Streets and Roads Needs Assessment Survey Request

The Fiscal Year 2010-11 Statewide Needs Assessment Report identified a funding shortfall of over \$79 billion for local streets and roads pavement and non-pavement needs. The report assisted CSAC and League staff to advocate against, and avoid what could have been devastating cuts to local transportation funding, over several state budget cycles.

Please ask your staff to go to www.SaveCaliforniaStreets.org and login to the online survey to provide updates in the following categories:

- Contact Person from your Agency
- Recent Pavement condition data
- Safety, traffic, and regulatory data
- Funding/expenditure projections

There are a few new items that were not included in the 2010 survey (such as complete streets and bridges) that have been added to the survey and need your input. MTC staff are managing this project and are anxious to begin the study so please provide them with the contact person who is responsible for both the technical and funding information in your agency.

The deadline for responding to this survey is May 15th, 2012 (attachment B). This survey is in lieu of MTC's Biennial Regional Needs Assessment Survey. Data from this effort will also be collected and used with the STA's Local Streets and Roads Annual Report.

Recommendation:

Informational.

Attachments:

- A. California Statewide Local Streets and Roads Needs Assessment Funding, 01-02-2012
- B. 2012 California Statewide Local Streets and Roads Needs Assessment, 04-02-2012



1400 K Street, Suite 400 • Sacramento, California 95814
 Phone: 916.658.8200 Fax: 916.658.8240
www.cacities.org

January 2, 2012

[Address Block]

Re: California Statewide Local Streets and Roads Needs Assessment Funding

Dear [Contact],

This letter provides an update on the needs assessment and also includes a request for funding to continue this multi-agency study.

In 2009, the California State Association of Counties (CSAC) and the League of California Cities (League) released the results of the first ever comprehensive California Statewide Local Streets and Roads Needs Assessment. Spurred by a \$250,000 contribution towards the effort from the County of Los Angeles, cities and counties made individual financial contributions to raise over \$600,000 for the project. This initial funding allowed CSAC and the League to contract with Nichols Consulting Engineers for the development of the first report, and finance a two-year update.

The report turned out to be more valuable than anyone anticipated. In addition to educating the public, local elected officials, and key policy- and decision-makers at the state and federal levels, on the condition, status of, and needs on the local streets and roads system, CSAC and League staff used the comprehensive data to advocate against, and avoid significant cuts to local transportation funding over a number of state budget cycles. The budget proposals would have been devastating to cities and counties across the state, and would have negatively affected the transportation network as a whole, considering the interdependence all modes of transportation have on one another. Specifically, CSAC and the League used the report to:

- Make a presentation to key members of the Legislature (and distribute the report to each member of the Legislature, Governor, and California's congressional delegation);
- Make a presentation to the California Transportation Commission;
- Meet with the California Department of Transportation (Caltrans) to discuss in detail the methodology, assumptions, and specific findings of the report;
- Make local presentations to Boards of Supervisors and City Councils; and
- Use the findings in numerous letters on legislation and the budget to avoid negative policies and budgetary decisions for local transportation funding.

Again, the results of the report were used to demonstrate the ongoing needs on the local streets and roads system during state budget discussions. The report was critical to our associations' success in stopping significant cuts to transportation funding for cities and counties. In fact, the results of the 2010 Update were so well received, that they were incorporated into the CTC's Statewide Transportation System Needs Assessment (near completion).

The response and impact received from the 2008 and 2010 reports has been very positive. However, an ongoing statewide local streets and roads needs assessment should be completed in conjunction with the State's SHOPP to provide a complete picture of the needs of the State's transportation system. To help continue this assessment, CSAC and the League are asking our regional partners to assist with the ongoing development of, and financing for this important report.

Based on the previous two reports, we estimate each two-year update to cost approximately \$250,000. We plan to advertise a request for proposals in the coming months, and enter into a contract for two two-year updates necessitating an overall need of \$500,000 for the next four years. We plan to raise half of the necessary funds for the four-year contract, or \$250,000, with individual contributions from cities and counties. The Oversight Committee (composed of representatives from the League of California Cities, the California State Association of Counties, the County Engineers Association of California, the Rural Counties Task Force and Regional Transportation Planning Agencies) is asking the Regional Transportation Planning Agencies to contribute the other fifty-percent.

In order to meet our goal, cities will need to contribute \$125,000. While this amount may sound large, it is significantly less than the goal in 2008. We ask that your city contribute as much as you deem appropriate toward the financing of this important tool. To assist you in deciding the appropriate amount, we offer the following contribution guidelines.

Population of the jurisdiction	Suggested Contribution Level
Below 10,000	\$150
Between 10,000 and 25,000	\$200
Between 25,000 and 250,000	\$400
Above 250,000	\$1,000

We have attached an invoice to assist you in the processing of this request. However, the amount on the invoice is just a guideline. It is more important to us that you support this endeavor. If you decide to contribute a different amount, please make a note on the invoice or e-mail Jennifer Whiting, League Legislative Representative, at jwhiting@cacities.org for a new invoice. If you would like to review the results of prior reports, please visit www.savecaliforniastreet.org.

If you would like to speak with current City representatives on the Oversight Committee regarding the value provided by the suggested contribution level, please contact Jim Biery of Buena Park at jbiery@buenapark.com, Keith Cooke of San Leandro and kcooke@ci.san-leandro.ca.us, or Charles Herbertson of Culver City at charles.herbertson@culvercity.org.

Thank you in advance for your consideration of our request.

Sincerely,



Randy Breault
 President
 League of California Cities



April 2, 2012

SUBJECT: 2012 CALIFORNIA STATEWIDE LOCAL STREETS AND ROADS NEEDS ASSESSMENT

To Whom It May Concern:

Your help in responding to our survey in 2010 made a difference! We are asking for your help again in updating the information you provided two years ago.

As you may know, the Fiscal Year 2010-11 Statewide Needs Assessment Report identified a funding shortfall of over \$79 billion for local streets and roads pavement and non-pavement needs. The report assisted CSAC and League staff to advocate against, and avoid what could have been devastating cuts to local transportation funding, over several state budget cycles (a copy of the final report is available at www.SaveCaliforniaStreets.org).

In addition to deterring negative policies and budget decisions, we will be using the findings of this assessment to emphasize the importance of *increasing* funding for maintenance of our local streets and roads. Towards this goal, this year's needs assessment will include the development of a marketing plan to help us better communicate the findings to legislators and the public.

As in the past, this project is being funded through contributions from stakeholders. Regional Transportation Planning Agencies have been asked to sponsor fifty percent of the cost of the 2012 assessment and the update in 2014, with cities and counties sharing equally in the remaining cost. It is essential that each agency contribute toward this project in order to demonstrate how critical this issue is to sustaining our state's transportation infrastructure.

An ongoing effort is needed to update the local streets and roads needs on a regular, consistent basis, much like the State does in preparing the State Highway Operation and Protection Program (SHOPP). Nichols Consulting Engineers, Chtd. (NCE), will assist us in performing the 2012 update of the Statewide Needs Assessment.

YOU CAN MAKE A DIFFERENCE!

We need your immediate assistance on the following items:

1. To ensure a widespread dissemination of this request, this letter has been sent to the City Manager/County Administrative Officer, Public Works Director, City/County Engineer, and Finance Director. We recognize that the data may come from multiple sources, so we ask your agency to coordinate among yourselves to ensure that the most recent and accurate information is entered. Please provide NCE with your agency's contact information if you

are not the appropriate contact. This person(s) should be able to provide all the information requested in the survey. We need information on two main areas:

- a. Technical - pavement and safety, regulatory and traffic needs.
 - b. Financial - projected funding revenues/expenditures.
2. Fill out the online survey at www.SaveCaliforniaStreets.org. Instructions for filling out the survey are enclosed. Your agency's login and password are:

Login: Password:

It is essential that we have this data no later than May 15, 2012. Should you have any questions, please do not hesitate to contact:

Ms. Margot Yapp, P.E. Vice President/Project Manager Nichols Consulting Engineers, Chtd. 501 Canal Blvd, Suite I Pt. Richmond, CA 94804 (510) 215-3620 myapp@ncenet.com

We appreciate your help in providing this information.

Very truly yours,



Daniel Woldesenbet, President
County Engineers Association of California
Director of Public Works
County of Alameda



Randy Breault, President
Public Works Officers Department
League of California Cities
Director of Public Works/City Engineer
City of Brisbane

Enclosures: Fact Sheet
Instructions for Online Survey



Why are we updating the 2010 study?

Transportation funding for Cities and Counties are still at risk.

The 2010 statewide needs study identified a funding shortfall of over \$70 billion for local streets and roads (the final report is available on the www.SaveCaliforniaStreets.org website). This information was used to help protect gas tax funds in FY 2010/11.

However, the current budget discussions between the Governor and the Legislature make it clear that the prospect of having our already insufficient local road funds reallocated to address the state's budget woes is a very real concern. This update will help us once again with our efforts to protect our transportation funds. An additional goal for this assessment is to promote the augmentation of funding for local street and road maintenance.



Why is this update important?

Performing a needs assessment biennially is important to provide updated information to maintain and obtain transportation funding, similar to what Caltrans does. Hopefully, the information from this study will embed into the decision makers minds the importance of maintaining sufficient transportation funding for local streets and roads. Additionally, we need to make it clear what the detrimental consequences are for deferring or reducing local street and road funds. This study is the only comprehensive and systematic statewide approach to quantify local streets and roads needs.

How can Cities and Counties help?

Your help in 2010 made a difference, and we need your input again!

Please go to www.SaveCaliforniaStreets.org and login to our online survey to provide updates in the following categories:

- Contact Person from your Agency
- Recent Pavement condition data
- Safety, traffic, and regulatory data
- Funding/expenditure projections

There are a few new items that were not included in the 2010 survey (such as complete streets and bridges) that have been added to the survey and need your input. We are anxious to begin the study so please provide us with the contact person who is responsible for both the technical and funding information in your agency. We will be in touch with them soon to obtain this information. The deadline for responding to this survey is May 15th, 2012.



Who is sponsoring this project?

Many cities and counties contributed funding to this study. The agencies listed below have accepted the leadership responsibility for completing this study on behalf of the cities and counties in California.

- California State Association of Counties (CSAC)
- League of California Cities (League)
- County Engineers Association of California (CEAC)
- County of Los Angeles
- California Regional Transportation Planning Agencies (RTPA)
- Metropolitan Transportation Commission (MTC)
- California Rural Counties Task Force (RCTF)

The Oversight Committee is composed of representatives from each organization, with the Metropolitan Transportation Commission acting as the Project Manager. Nichols Consulting Engineers, Chtd. (NCE) is the consultant who will be performing the update.

Who should I contact for more information?

Margot Yapp, Vice President
Nichols Consulting Engineers, Chtd.
501 Canal Blvd, Suite I
Pt. Richmond, CA 94804
(510) 215-3620

Theresa Romell, Senior Planner
Project Manager
Metropolitan Transportation Commission
(510) 817-5772

Greg Kelley, Assistant Deputy Director
County of Los Angeles
Dept of Public Works
(626) 458-4911

Instructions for Online Survey

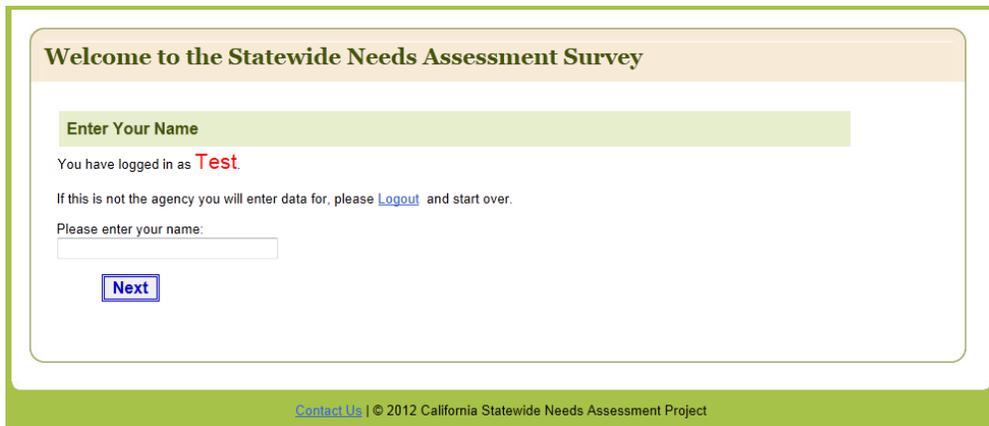
Step 1. Go to <http://www.savecaliforniastreet.org>. Click on the button that says “Click here to participate”.



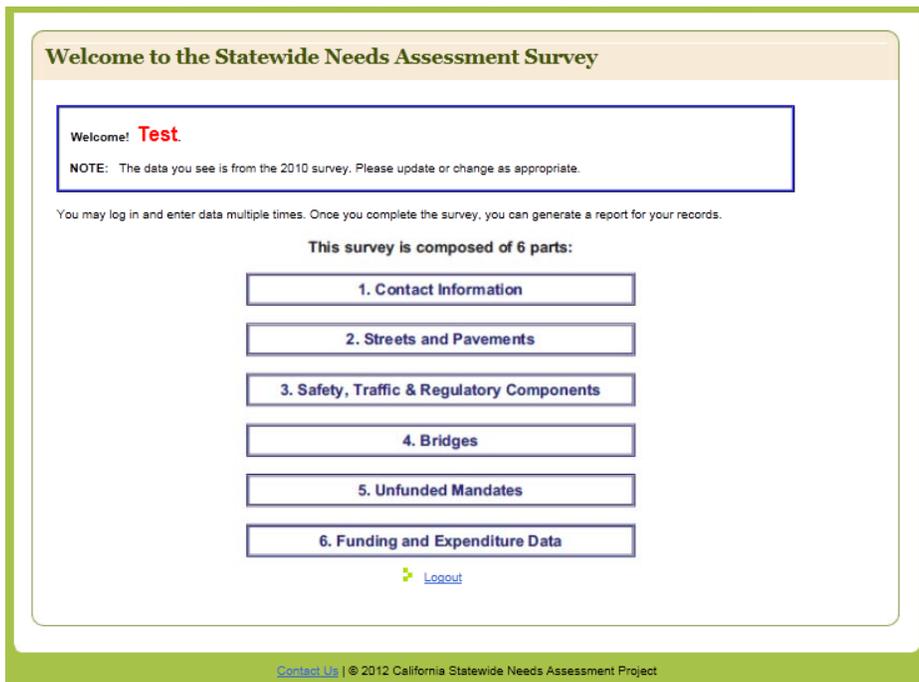
Step 2. On the login page, select the name of your agency from the dropdown list. If you responded to the 2010 survey, the information you entered at that time will be shown so that you can update it. You will need your agency's login and password which was mailed to you. If you do not have this information, please contact Melissa Holzapfel at (510) 215-3620 or at mholzapfel@ncenet.com.

The image shows the login page for the Statewide Needs Assessment Survey. The page has a green header with the text "Welcome to the Statewide Needs Assessment Survey". Below the header, there is a message: "Thank you for participating in this study! Your responses are very much appreciated." followed by a "Confidentiality Statement" which states that information submitted may be made available to the Regional Transportation Planning Agency (RTPA) upon request. Below the statement, it says "To log in, please select your agency from the list and enter the password below." The login form consists of a "Your Agency" dropdown menu with "(Please select)" as the current selection, a "Password:" text input field, and a "Log In" button. At the bottom of the form, there is a link: "If your agency is not on this list or if you need a password, please contact MHolzapfel@ncenet.com." The footer of the page contains the text "Contact Us | © 2012 California Statewide Needs Assessment Project".

Step 3. Enter your name, then click “Next” to the main survey page.



Step 4. There are six (6) parts in this survey (see image below). Click on each button to enter the relevant information.



Step 5. Once data entry is complete, you can view and print your entry by clicking on the “Print a copy for your records” button. If there are no more changes, select “Yes” on the “Are you ready to submit the survey as final?” question.

Step 6. Click on “Logout” button when done.

**THANK YOU FOR YOUR
PARTICIPATION!**



DATE: April 26, 2012
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Yolo Solano Air Quality Management District Clean Air Grant
Program Update

Background:

The Yolo Solano Air Quality Management District (YSAQMD) Clean Air Program annually provides funding for motor vehicle air pollution reduction projects in the Yolo Solano Air Basin through the YSAQMD Clean Air Program. Funding for this program is provided by a \$4 Department of Motor Vehicle (DMV) registration fee established under Assembly Bill (AB) 2766 and a special property tax (AB 8) generated from Solano County properties located in the YSAQMD.

The Clean Air Program provides funding for projects such as: Alternative Fuels Infrastructure, Low Emission Vehicles, Alternative Transportation, Transit Services, and Public Education and Information. STA member agencies located in the Yolo Solano Air Basin (Rio Vista, Vacaville, Dixon and Solano County) and public schools and universities in these areas are eligible for the program. The YSAQMD administers the grant programming and monitoring of approved projects. However, the STA assists in programming YSAQMD Clean Air Funds by having STA Board members participated in an application Review Committee. The Committee recommends projects located in Solano County for the YSAQMD to consider for final approval.

Discussion:

The YSAQMD estimates \$244,000 available for this year's program. A call for applications was released by the air district in January 2012 with a deadline to submittals in March. Eleven (11) applications were submitted for consideration. Attachment A provides a summary of the applications received. STA staff and YSAQMD staff is currently reviewing the applications to provide a recommendation to the STA-YSAQMD Clean Air Application Review Committee for their consideration.

Committee participants include the following STA Board and YSAQMD Board members:

1. Mayor, Jack Batchelor, City of Dixon
2. Council Member, Dilenna Harris, City of Vacaville
3. Council Member, Janith Norman, City of Rio Vista
4. County Supervisor, Mike Reagan, District 5
5. County Supervisor, Linda Seifert, District 2

The Review Committee is anticipated to meet in early May. Project sponsors will be invited to provide project presentations to the Review Committee. STA staff will report on the Review Committee's recommendation at the STA Board's June 13th meeting.

Fiscal Impact:

The YSAQMD estimates \$244,000 in Clean Air Funds available for Clean Air Projects located in the cities of Dixon, Vacaville, Rio Vista and portions of unincorporated Solano County in FY 2012-13.

Recommendation:

Informational.

Attachment:

- A. FY 2012-13 Clean Air Application Summary

YOLO SOLANO AQMD
CLEAN AIR FUNDS FISCAL YEAR 2012/13
STAFF RECOMMENDATIONS - SOLANO PROJECTS
Solano County Funding Available \$244,000

Applicant	Project	Project Description	Total Project Cost	FUNDING REQUESTED	Local Match	Local Match Source
CLEAN TECHNOLOGIES/LOW EMISSION VEHICLES:						
Solano County Public Works	Replace Motor Grader	Solano County Public Works is requesting Clean Air Funds to replace a Motor Grader. The existing Grader will be over 20 years old when the in-use off-road California air Resources Board regulations for medium fleets becomes effective starting January 1, 2017 and will need to be replaced soon to be in compliance. The Clean Air Funds will be utilized to purchase a new Motor Grader which will provide the immediate effect of reducing NO _x and diesel particulate matter and this emission reduction will be much earlier than the regulations required.	\$240,000	\$120,000.00	\$120,000	Solano County Public Works Road Fund
City of Dixon	Mower Replacement	Purchase one (1) new diesel Interim Tier 4, low emission engine John Deere 1600 Turbo Series II wide area mower to replace Tier 1 high emission 2007 Exmark FR724 mower.	\$53,000	\$42,400.00	\$10,600	Dixon Local match (Equip. Repl.)
Vacaville, City of	Replace Two Gas Vehicles with CNG	Replace 1997 gasoline powered Jeep Cherokee used by City Coach Transit and Public Works with CNG Honda Civic GX	\$52,000	\$18,000.00	\$17,000	Local Match TDA Funding
					\$17,000	Local Match Equip. Replacement Funds
					\$34,000	Total
City of Rio Vista	Replace Gas Rescue Vehicle with Alt. Diesel Fuel Utility Vehicle	The City of Rio Vista has an existing 1981 gasoline powered former Fire Department Rescue Vehicle that is being used as an off and on road utility maintenance vehicle for the Public Works Department since 2001. The City would like to replace this vehicle due to the high emissions and age of the engine and other mechanical systems. The replacement of this vehicle will help lower emissions for the Central Valley and Eastern Solano and Yolo Counties. This new low emission diesel vehicle meets all the criteria and emissions standards for the Clean Technologies/Low Emission Vehicle Category and Reduced Vehicle Mile/New Low Emission Technology.	\$60,531.65	\$30,000.00	\$30,531.65	Vehicle Replacement Fund from utilities
			SUBTOTAL	\$ 210,400		

YOLO SOLANO AQMD
CLEAN AIR FUNDS FISCAL YEAR 2012/13
STAFF RECOMMENDATIONS - SOLANO PROJECTS
Solano County Funding Available \$244,000

Applicant	Project	Project Description	Total Project Cost	FUNDING REQUESTED	Local Match	Local Match Source
ALTERNATIVE TRANSPORTATION:						
Solano County Public Works	Vaca/Dixon Bikeway Phase 5	This application is for the first one-mile constructed segment of the Hawkins Road portion of the Vacaville-Dixon Bikeway, from Pitt School to Clark Road. Construction work includes roadway and shoulder widening to accommodate Class 2 bike lanes, as well as signing and striping for the bike route.	\$280,000	\$80,000.00	\$50,000	Eastern CMAQ
					\$50,000	TDA Article 3
					\$100,000	SAQMD CAF Grant 11-13
					\$200,000	Total
City of Rio Vista	RV Bridge to Beach Multi-Use Pathway	Construct less than a mile (850-900 feet), 12 feet wide paved pathway connecting with the southerly end of the existing Waterfront Pilot Park Phase 1 segment and extending to the existing crosswalk, bus stop, and sidewalk at Logan Street. Two options considered, alignments will be decided based on bids for the project.	\$65,742	\$65,742.00		
			SUBTOTAL	\$ 145,742		
PUBLIC EDUCATION:						
City of Rio Vista	Delta Breeze Marketing	Develop and implement a comprehensive marketing and public outreach program to promote Rio Vista Delta Breeze transit services to further increase ridership systemwide including commuter services via SR 12 to Fairfield and Suisun City and SR 160 to Antioch and Pittsburg/Bay Point BART Station. Special promotional opportunities would be created to increase ridership.	\$20,000	\$15,000.00	\$5,000	LTF Operating (TDA)
Breathe CA	O24u-After School Education	The O24u program is an environmental education program provided to children in existing afterschool programs. Curriculum topics range from Air pollution and health effect concepts to practical solutions that everyone can take to reduce harmful emissions of air pollution and toxic indoor environments. Each topic includes fun, hands-on, interactive activities that educate and empower children to make changes for clean air. The O24u curriculum provides the knowledge and background for the students to become advocates for clean air within their homes, schools and communities.		\$9,863.00	\$0	
			SUBTOTAL	\$ 24,863		
			TOTAL	\$ 381,005		
			BALANCE	\$ (137,005)		



DATE: April 16, 2012
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2012-13

Background

In January 2004, the Solano Transportation Authority (STA) Board unanimously adopted a policy to index the annual local Transportation Development Act (TDA) to provide 2.7% of the total TDA available to the county and 2.1% for Members Contribution based on the prior calendar year gas tax revenues received by all the agencies in Solano County.

The TDA contribution is based on the Metropolitan Transportation Commission (MTC)'s annual TDA fund estimate for each local jurisdiction. STA annually claims these funds on behalf of the Member Agencies for transit operation and planning expenses.

The Members Contribution received from all the agencies in Solano County is calculated based on the gas tax revenues. Although based on gas tax revenues, each member agency provides a contribution to STA through any eligible fund source, including gas tax. The Member Agencies are invoiced for these contributions at the beginning of the fiscal year.

Both contributions are estimates; revisions are made as actual data is made available and adjustments are made in the subsequent fiscal year. These two revenue sources provide the core funding for STA's operations. These operations include administrative staff services and office space cost, and a percentage of strategic planning and project development not covered by other planning grants and project revenues.

Discussion:

Attachment A is the FY 2012-13 Local TDA Funds and Contributions from Member Agencies. The TDA contribution to STA for FY 2012-13 is increased by \$44,984 from the prior year using the MTC's annual TDA funding estimates. STA's TDA claim for FY 2012-13 is calculated based on the adopted indexing policy (Attachment B) and on MTC's FY 2012-13 Fund Estimate (Attachment C).

The Members Contribution has an increase of \$120,139. This calculation reflects an adjustment from the prior year estimates (Attachment B). The Members Contributions estimates for FY 2012-13 are based on actual Gas Tax Revenues received by each agency in Solano County for the calendar year 2011 (Attachment D). Consequently, the Members Contribution is increased due to the payback of the deferred gas tax in April 2011 in an aggregate amount of \$2,377,992 to the County and the cities in Solano County.

Estimates for both local TDA Funds and Contribution from Member Agencies vary depending on the actual amounts on MTC's TDA Apportionment and Gas Tax Revenues received by the agencies. Adjustments to these estimates are reflected in the subsequent year.

Fiscal Impact

FY 2012-13 Local TDA Funds is \$403,064 and the Members Contributions is \$346,286. In the aggregate, the total TDA and members contribution from the member agencies for the FY 2012-13 has increased by \$165,124 with the increase due to an increase in TDA revenues and state payback of gas tax revenues.

Recommendation:

Informational.

Attachments:

- A. FY 2012-13 Local TDA Funds and Contributions from Member Agencies. B
- B. Computations for TDA and Members Contributions for FY 2012-13
- C. MTC FY 2012-13 Fund Estimate TDA Funds Solano County (February 22, 2012)
- D. Calendar Year 2011 Gas Tax Revenues for Solano County Agencies

**FY 2012-13 Local Transportation Development Act (TDA)
and
Contributions from Member Agencies**

TDA Contributions

AGENCY	FY 2012-13 TDA	FY 2011-12 Adjustment	FY 2012-13 Total TDA to STA	FY 2011-12 TDA to STA	% Change
Benicia	25,632	827	26,459	23,476	12.7%
Dixon	16,067	518	16,585	14,746	12.5%
Fairfield	96,699	3,121	99,820	89,308	11.8%
Rio Vista	7,597	245	7,842	6,904	13.6%
Suisun City	26,432	853	27,285	24,233	12.6%
Vacaville	88,805	2,867	91,672	80,921	13.3%
Vallejo	110,827	3,578	114,405	101,580	12.6%
Solano County	18,403	594	18,997	16,912	12.3%
TOTAL	390,462	12,603	403,064	358,080	12.6%

Members Contributions

AGENCY	FY 2012-13 Members Contribution	FY 2011-12 Adjustment	FY 2012-13 Total Members Contribution Claim	FY 2011-12 Members Contribution	% Change
Benicia	19,365	3,367	22,732	14,827	53.3%
Dixon	12,139	2,110	14,249	9,313	53.0%
Fairfield	73,057	12,702	85,759	56,408	52.0%
Rio Vista	5,739	997	6,736	4,357	54.6%
Suisun City	19,969	3,472	23,441	15,293	53.3%
Vacaville	67,092	11,665	78,757	51,114	54.1%
Vallejo	83,730	14,558	98,288	64,154	53.2%
Solano County	13,904	2,417	16,321	10,681	52.8%
TOTAL	294,997	51,288	346,286	226,147	53.1%

Total Contributions from Member Agencies

AGENCY	TDA	Member Contribution	FY 2012-13 TOTAL	FY 2011-12 TOTAL	% Change
Benicia	26,459	22,732	49,192	38,302	28.4%
Dixon	16,585	14,249	30,834	24,059	28.2%
Fairfield	99,820	85,759	185,579	145,716	27.4%
Rio Vista	7,842	6,736	14,578	11,260	29.5%
Suisun City	27,285	23,441	50,726	39,526	28.3%
Vacaville	91,672	78,757	170,429	132,035	29.1%
Vallejo	114,405	98,288	212,693	165,734	28.3%
Solano County	18,997	16,321	35,318	27,593	28.0%
TOTAL	403,064	346,286	749,349	584,225	28.3%

Computations for TDA and Members Contributions for FY 2012-13

Local Transportation Development Act (TDA) Funds

TDA	Total TDA to County	\$13,416,183	TDA	Total TDA to County	\$13,883,081
FY 2011-12	STA Operations (2.7%)	\$362,237	FY 2012-13	STA Operations (2.7%)	\$374,843

February 2011 Estimate

	Agency TDA	Percent	FY 11-12 Claim	TDA Adjustment	Total TDA	Percent	Revised FY 2011-12	FY 2011-12 Adjustment
Benicia	828,586	0.066	\$23,780	64,562	\$893,148	0.066	24,607	827
Dixon	519,379	0.041	14,906	40,469	559,848	0.041	15,424	518
Fairfield	3,125,859	0.248	89,709	243,560	3,369,419	0.248	92,831	3,121
Rio Vista	245,573	0.019	7,048	19,134	264,707	0.019	7,293	245
Suisun City	854,430	0.068	24,521	66,575	921,005	0.068	25,375	853
Vacaville	2,870,669	0.227	82,385	223,676	3,094,345	0.227	85,252	2,867
Vallejo	3,582,546	0.284	102,815	279,144	3,861,690	0.284	106,394	3,578
Solano County	594,903	0.047	17,073	46,354	641,257	0.047	17,667	594
Adjusted FY 2011-12	\$ 12,621,945	1.000	\$362,237	\$983,474	\$13,605,419	1.000	\$374,843	\$12,603

TDA		Total TDA to County	\$14,461,543		Total TDA Funds FY 2012-13
FY 2012-13		STA Operations (2.7%)	\$390,462		
February 2012 Estimate					
			FY 2012-13 Estimate	FY 2011-12 Adjustment	
Benicia	890,094	0.066	\$25,632	827	26,459
Dixon	605,092	0.041	16,067	518	16,585
Fairfield	3,440,340	0.248	96,699	3,121	99,820
Rio Vista	243,973	0.019	7,597	245	7,842
Suisun City	926,002	0.068	26,432	853	27,285
Vacaville	3,052,898	0.227	88,805	2,867	91,672
Vallejo	3,824,139	0.284	110,827	3,578	114,405
Solano County	622,882	0.047	18,403	594	18,997
Estimated FY 2012-13	\$13,605,420	1.000	\$390,462	\$12,603	403,064

Members Contribution

Contribution:	Total Gas Tax to County	\$11,604,904	Contribution:	Total Gas Tax to County	\$14,047,455
FY 2011-12	STA Operations (2.1%)	\$243,703	FY 2012-13	STA Operations (2.1%)	\$294,997

Estimate based on Calendar Year 2010

		FY 11-12 Claim
Benicia	0.066	\$15,998
Dixon	0.041	10,028
Fairfield	0.248	60,354
Rio Vista	0.019	4,741
Suisun City	0.068	16,497
Vacaville	0.227	55,427
Vallejo	0.284	69,171
Solano County	<u>0.047</u>	<u>11,486</u>
	1.000	\$243,703

Estimate based on Calendar Year 2011

		FY 11-12 Adjustment
Benicia	0.066	\$19,365
Dixon	0.041	12,139
Fairfield	0.248	73,057
Rio Vista	0.019	5,739
Suisun City	0.068	19,969
Vacaville	0.227	67,092
Vallejo	0.284	83,730
Solano County	<u>0.047</u>	<u>13,904</u>
	1.000	\$294,997

Contribution:		Total Gas Tax to County	\$14,047,455		Total Members Contribution FY 2012-13
FY 2012-13		STA Operations (2.1%)	\$294,997		
Estimate based on Calendar Year 2011					
			FY 2011-12 Adjustment		
Benicia	0.066	\$19,365	\$3,367		\$22,732
Dixon	0.041	12,139	2,110		14,249
Fairfield	0.248	73,057	12,702		85,759
Rio Vista	0.019	5,739	997		6,736
Suisun City	0.068	19,969	3,472		23,441
Vacaville	0.227	67,092	11,665		78,757
Vallejo	0.284	83,730	14,558		98,288
Solano County	<u>0.047</u>	<u>13,904</u>	<u>2,417</u>		16,321
	1.000	\$294,997	\$51,288		\$346,286

FY 2012-13 FUND ESTIMATE TRANSPORTATION DEVELOPMENT ACT FUNDS SOLANO COUNTY										Attachment A Res No. 4051 Page 9 of 16 February 22, 2012				
FY 2011-12 TDA Revenue Estimate Adjustment					FY 2012-13 TDA Estimate									
FY 2011-12 Generation Estimate Adjustment					FY 2012-13 County Auditor's Generation Estimate									
1. Original County Auditor Estimate (Feb, 11)					13,416,183		13. Initial County Auditor's Estimate						14,461,543	
2. Revised County Auditor Estimate (Feb, 12)					14,461,543		FY 2012-13 Planning and Administration Charges							
3. Revenue Adjustment (Lines 2-1)					1,045,360		14. MTC Administration (0.5% of Line 13)						72,308	
FY 2011-12 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)						72,308			
4. MTC Administration (0.5% of Line 3)					5,227		16. MTC Planning (3.0% of Line 13)						433,846	
5. County Administration (0.5% of Line 3)					5,227		17. Total Charges (Lines 14+15+16)						578,462	
6. MTC Planning (3.0% of Line 3)					31,361		18. TDA Generations Less Charges (Lines 13-17)						13,883,081	
7. Total Charges (Lines 4+5+6)					41,814		FY 2012-13 TDA Apportionment By Article							
8. Adjusted Generations Less Charges (Lines 3-7)					1,003,546		19. Article 3.0 (2.0% of Line 18)						277,662	
FY 2011-12 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)						13,605,420			
9. Article 3 Adjustment (2.0% of line 8)					20,071		21. Article 4.5 (5.0% of Line 20)						0	
10. Funds Remaining (Lines 8-9)					983,475		22. TDA Article 4 (Lines 20-21)						13,605,420	
11. Article 4.5 Adjustment (5.0% of Line 10)					0									
12. Article 4 Adjustment (Lines 10-11)					983,475									
TDA APPORTIONMENT BY JURISDICTION														
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)				
Apportionment Jurisdictions	6/30/2011 Balance (w/o interest) ¹	FY 2010-11 Interest	6/30/2011 Balance (w/interest) ¹	FY 2010-12 Outstanding Commitments ²	FY 2011-12 Transfers/ Refunds	FY 2011-12 Original Estimate	FY 2011-12 Revenue Adjustment	6/30/2012 Projected Carryover	FY 2012-13 Revenue Estimate	FY 2012-13 Available for Allocation				
Article 3	292,331	3,772	296,104	(314,173)	0	257,591	20,071	259,592	277,662	537,254				
Article 4.5														
SUBTOTAL	292,331	3,772	296,104	(314,173)	0	257,591	20,071	259,592	277,662	537,254				
Article 4/8														
Benicia ³	22,810	759	23,569	(957,181)	0	828,586	64,562	(40,464)	890,094	849,630				
Dixon	172,638	929	173,567	(677,646)	0	519,379	40,469	55,768	605,092	660,860				
Fairfield	2,831,752	42,758	2,874,510	(5,659,160)	0	3,125,859	243,560	584,769	3,440,340	4,025,110				
Rio Vista	195,292	1,451	196,743	(297,720)	0	245,573	19,134	163,730	243,973	407,704				
Solano County	(1,152)	1,978	826	(81,290)	0	594,903	46,354	560,793	622,882	1,183,674				
Suisun City	(612)	701	89	(749,180)	0	854,430	66,575	171,914	926,002	1,097,916				
Vacaville	2,898,699	27,045	2,925,744	(3,510,412)	0	2,870,669	223,676	2,509,677	3,052,898	5,562,575				
Vallejo ³	2,575,046	28,915	2,603,961	(5,991,883)	0	3,582,546	279,144	473,769	3,824,139	4,297,908				
SUBTOTAL⁴	8,694,473	104,536	8,799,009	(17,924,472)	0	12,621,945	983,475	4,479,957	13,605,420	18,085,376				
GRAND TOTAL	8,986,805	108,308	9,095,113	(18,238,645)	0	12,879,536	1,003,546	4,739,549	13,883,081	18,622,630				

1. Balance as of 6/30/11 is from MTC FY 2010-11 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2011, and FY 2011-12 allocations, transfers and refunds as of December 31, 2011.

3. Beginning in FY 2012-13, Benicia and Vallejo's TDA apportionment may be distributed to SolTrans, pending a determination of eligibility.

4. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.



Gas Tax Revenues for Solano County Agencies

January to December 2011

Allocation:	Jan-11	Feb-11	Mar-11	Apr-11	Payback Deferred (April-11)	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Total
Solano County	\$502,840.88	\$433,254.32	\$396,149.04	\$418,205.08	\$1,089,350.40	\$478,375.59	\$439,379.49	\$500,342.53	\$410,057.27	\$458,623.91	\$447,926.50	\$461,150.23	\$465,217.54	\$6,500,872.78
City:														
Benicia	39,856.16	30,603.01	31,659.72	33,301.61	90,540.42	37,928.87	34,901.68	45,513.21	37,039.90	36,126.93	35,255.52	36,262.62	36,556.83	525,546.48
Dixon	25,186.89	19,373.94	20,037.77	21,897.46	57,329.07	24,920.84	22,942.92	30,072.99	24,449.59	23,850.34	23,278.36	23,939.39	24,132.51	341,412.07
Fairfield	150,370.21	115,199.62	119,216.07	125,456.80	335,038.44	143,044.75	131,538.55	159,066.64	139,665.80	136,195.65	132,883.51	136,711.38	137,829.67	1,962,217.09
Rio Vista	12,093.83	9,351.43	9,664.61	10,151.33	27,575.50	11,522.63	10,625.44	13,992.20	11,259.17	10,988.58	10,730.33	11,028.80	11,116.00	160,099.85
Suisun City	41,086.80	31,545.04	32,634.70	34,327.81	93,240.10	39,099.41	35,977.78	46,733.13	38,182.70	37,241.25	36,342.56	37,381.16	37,684.55	541,476.99
Vacaville	137,097.34	105,039.46	108,700.45	114,388.86	304,632.57	130,420.20	119,932.36	143,409.15	127,340.30	124,177.29	121,158.27	124,647.37	125,666.68	1,786,610.30
Vallejo	170,996.96	130,988.29	135,557.14	142,656.17	380,285.33	162,663.02	149,574.37	179,513.12	158,819.35	154,871.97	151,104.30	155,458.63	156,730.70	2,229,219.35
City SubTotal	\$576,688.19	\$442,100.79	\$457,470.46	\$482,180.04	\$1,288,641.43	\$549,599.72	\$505,493.10	\$618,300.44	\$536,756.81	\$523,452.01	\$510,752.85	\$525,429.35	\$529,716.94	\$7,546,582.13
Total County & City	\$1,079,529.07	\$875,355.11	\$853,619.50	\$900,385.12	\$2,377,991.83	\$1,027,975.31	\$944,872.59	\$1,118,642.97	\$946,814.08	\$982,075.92	\$958,679.35	\$986,579.58	\$994,934.48	\$14,047,454.91
FY 2010	\$840,707.28	\$1,063,814.60	\$931,262.11	\$937,803.00	\$0.00	\$1,143,755.86	\$1,068,589.35	\$544,207.75	\$245,874.00	\$846,681.41	\$1,022,379.59	\$1,805,456.37	\$1,154,372.58	\$11,604,903.90
Variance	\$238,821.79	(\$188,459.49)	(\$77,642.61)	(\$37,417.88)	\$2,377,991.83	(\$115,780.55)	(\$123,716.76)	\$574,435.22	\$700,940.08	\$135,394.51	(\$63,700.24)	(\$818,876.79)	(\$159,438.10)	\$2,442,551.01



DATE: April 30, 2012
 TO: STA Board
 FROM: Sara Woo, Associate Planner
 RE: Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
Local¹			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$5,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
State			
	N/A	N/A	N/A
Federal			
	N/A	N/A	N/A

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Local Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyrerp/index.shtml
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB (916) 322-6370 mmiles@arb.ca.gov	Application Due On First-Come, First-Served Basis	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/

*New Funding Opportunity

**STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report

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

State Grants
N/A
Federal Grants
N/A



DATE: May 1, 2012
TO: STA Board
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2012

Discussion:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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



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

SUMMARY:	
STA Board:	Meets 2 nd Wednesday of Every Month
Consortium/TAC:	Meets <i>Last</i> Wednesday of Every Month
BAC:	Meets 1 st Thursday of every <i>Odd</i> Month
PAC:	Meets 3 rd Thursday of every <i>Even</i> Month
PCC:	Meets 3 rd Thursday of every <i>Odd</i> Month
SR2S-AC	Meets Quarterly (Begins Feb.) on the 3 rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., April 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., April 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., April 26	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., May 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., May 16	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., May 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., May 17	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., May 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., June 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., July 19	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
July 25 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 10 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., August 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., August 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., September 20	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Thurs., October 25	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., October 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., November 14	6:00 p.m.	STA's 15 th Annual Awards	TBD - Dixon	Confirmed
Thurs., November 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., November 15	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 21	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Wed., November 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., December 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative