



**INTERCITY TRANSIT CONSORTIUM  
AGENDA**

**10:00 a.m., Wednesday, May 30, 2012**  
**Solano Transportation Authority**  
**One Harbor Center, Suite 130**  
**Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
<b>I. CALL TO ORDER</b>	Mona Babauta, FAST
<b>II. APPROVAL OF AGENDA</b>	
<b>III. OPPORTUNITY FOR PUBLIC COMMENT</b> (10:05 – 10:10 a.m.)	
<b>IV. REPORTS FROM STA STAFF AND OTHER AGENCIES</b> (10:10 – 10:15 a.m.)	
<b>V. CONSENT CALENDAR</b> <i>Recommendation: Approve the following consent items in one motion.</i> (10:15 – 10:20 a.m.)	
<b>A. Minutes of the Consortium Meeting of April 25, 2012</b> <i>Recommendation:</i> <i>Approve Consortium Meeting Minutes of April 25, 2012.</i> <b>Pg. 1</b>	Johanna Masielat
<b>VI. ACTION FINANCIAL ITEMS</b>	
<b>A. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – June 2012</b> <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to approve the FY 2012-13 Solano TDA Matrix – June 2012 as shown in Attachment A.</i> (10:20 – 10:25 a.m.) <b>Pg. 7</b>	Liz Niedziela

**CONSORTIUM MEMBERS**

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

- B. Fiscal Year (FY) 2012-13 State Transit Assistance Funds (STAF) Initial Projects** Liz Niedziela  
*Recommendation:*  
*Forward a recommendation to the STA Board to approve the following:*
- 1. The FY 2012-13 STAF priorities as specified in Attachments D; and*
  - 2. The FY 2012-13 Regional Paratransit STAF as specified in Attachment F.*
- (10:25 – 10:35 a.m.)  
**Pg. 9**

- C. Regional Measure 2 (RM 2) SolanoExpress FY 2012-13 Marketing Funding Request** Liz Niedziela  
*Recommendation:*  
*Forward a recommendation to the STA Board to authorize the Executive Director to enter into an agreement with MTC for the FY 2012-13 RM 2 Funding for SolanoExpress marketing.*
- (10:35 – 10:45 a.m.)  
**Pg. 17**

## **VII. ACTION NON-FINANCIAL**

- A. Proposed STA Overall Work Plan (OWP) for Fiscal Year (FY) 2012-13 and 2013-14** Daryl K. Halls  
*Recommendation:*  
*Forward a recommendation to the STA Board to approve the STA's Overall Work Program for FY 2012-13 and FY 2013-14 as specified in Attachment A.*
- (10:45 – 10:55 a.m.)  
**Pg. 21**
- B. Legislative Update** Jayne Bauer  
*Recommendation:*  
*Forward a recommendation to the STA Board to adopt an oppose position for AB 2200 (Ma).*
- (10:55 – 11:00 a.m.)  
**Pg. 51**

## **VIII. INFORMATIONAL ITEMS**

- A. Update on OneBayArea Grant (OBAG) Programming** Robert Macaulay  
(11:00 – 11:05 a.m.)  
**Pg. 121**
- B. Solano Mobility Management Plan and Solano Mobility Management Program Update** Liz Niedziela  
(11:05 – 11:10 a.m.)  
**Pg. 165**

- C. 2012 Bike to Work Campaign Wrap-up** Judy Leaks  
(11:10 – 11:15 a.m.)  
**Pg. 169**
- D. Alternative Fuels and Infrastructure Plan Status Update** Robert Guerrero  
(11:15 – 11:20 a.m.)  
**Pg. 171**
- E. Local Transportation Development Act (TDA) and Contributions from Member** Janet Adams  
(11:20 – 11:25 a.m.)  
**Pg. 175**
- F. SNCI Monthly Issues** Judy Leaks  
(11:25 – 11:30 a.m.)  
**Pg. 181**

**NO DISCUSSION**

- G. Funding Opportunities Summary** Sara Woo  
**Pg. 183**

**IX. TRANSIT OPERATOR ISSUES**

- **Clipper and other Issues**

Group

**X. ADJOURNMENT**

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, June 27, 2012.**

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**INTERCITY TRANSIT CONSORTIUM**  
**Minutes of the Meeting of**  
**April 25, 2012**

**I. CALL TO ORDER**

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

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

<b>Also Present:</b>	Daryl Halls	STA
	Robert Macaulay	STA
	Jayne Bauer	STA
	Liz Niedziela	STA
	Judy Leaks	STA
	Sam Shelton	STA
	Johanna Masiclat	STA

<b>Others Present:</b>	<i>(In Alphabetical Order by Last Name)</i>	
	Myles Dixon	Fairfield and Suisun Transit
	Philip Kamhi	Fairfield and Suisun Transit

**II. APPROVAL OF AGENDA**

On a motion by Brian McLean, and a second by Matt Tuggle, the Solano Express Intercity Transit Consortium approved the agenda.

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

Liz Niedziela announced the 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.

**VI. CONSENT CALENDAR**

On a motion by Jim McElroy, and a second by Janet Koster, the Solano Express Intercity Transit Consortium unanimously approved Consent Calendar Item A as amended shown below in ***bold italics***.

**A. Minutes of the Consortium Meeting of March, 2012**

Recommendation:

Approve Consortium Meeting Minutes of February 29, 2012.

At the request of John Andoh, a correction was made to the meeting minutes under the **ELECT CHAIR AND VICE-CHAIR FOR 2012**

On a motion by Brian McLean, and a second by Janet Koster, the STA Board approved the selection of Mona Babauta (Fairfield and Suisun Transit (FAST) as Chair ***with a 5 to 1 vote. (John Andoh voted no.)***

On a motion by Mona Babauta, and a second by Janet Koster, the STA Board unanimously approved the selection of Brian McLean (Vacaville City Coach) as Vice-Chair ***with a 5 to 1 vote. (John Andoh voted no.)***

**VII. ACTION – FINANCIAL ITEMS**

**A. None presented.**

**VIII. ACTION – NON-FINANCIAL ITEMS**

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

Liz Niedziela distributed and reviewed the ***revised*** (April 24, 2012) transcript of the comments received by MTC as a result of the public participation in the Solano County Unmet Transit Needs process pertaining to FY 2011-12.

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 April 24, 2012***) 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.

On a motion by Brian McLean, and a second by Mona Babauta, the Solano Express Intercity Transit Consortium approved the recommendation as amended shown above in ***bold italics***.

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

Liz Niedziela outlined the application and review process for Lifeline (STAF/STP) funding. She cited that the Lifeline Committee ranked the top three Solano Express projects from the previous Lifeline cycle, SolTrans Route 1, SolTrans Route 85, and Route 30 (operated by FAST). She noted that the Lifeline Committee is recommending funding for Faith in Action on a contingency if New Freedom funds are not awarded. She also noted the Lifeline Committee found Rio Vista’s application for funding the Route 50 project 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.

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

On a motion by Jim McElroy, and a second by Janet Koster, the Solano Express Intercity Transit Consortium approved the recommendation with a *with a 5 to 1 vote.* (*John Andoh voted no.*)

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

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

After discussion, 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:

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.

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.

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 Janet Koster, and a second by Jim McElroy, the Solano Express Intercity Transit Consortium approved the recommendation to include modifications to Attachment B as shown above in **bold and strikethrough**. The vote was 5 to 1 (Jim McElroy abstained from the vote.)

**D. 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.

Mona Babauta requested a discussion about legislation related to the bus axle weight issue, HOV occupancy requirement reduction, and Cap and Trade. Jayne Bauer cited that a conference call with STA's state lobbyist (Gus Khouri of Shaw/Yoder/Antwih, Inc.) would be scheduled at the next Consortium meeting of May 30, 2012.

Recommendation:

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

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

**IX. INFORMATIONAL ITEMS**

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

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.

**Due to time constraints, the following items were not presented.**

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

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

**D. Solano Seniors and People with Disabilities Transportation Advisory Committee Priority Strategies Update**

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

**F. SNCI Monthly Issues**

**G. Alternative Fuel and Infrastructure Plan Status Update**

**H. Funding Opportunities Summary**

**X. TRANSIT OPERATOR ISSUES**

- **Clipper and other Issues**

**XI. ADJOURNMENT**

The meeting adjourned at 11:50 a.m. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, May 30, 2011.**

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DATE: May 17, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – June 2012

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**Background:**

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF funds be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

For a number of years, TDA funds had been modestly increasing. TDA is generated from a percentage of countywide sales tax. After several years of growth, Solano TDA revenue began to decline after FY 2006-07. At its peak in FY 2006-07, the TDA available countywide was \$15.9 million and then modestly declined for two years. In FY 2008-09 it made its first significant drop of nearly 5% to \$14.7 million and in FY 2009-10 Solano TDA decreased by even a larger percentage (10.7%) to \$13.1 million. For FY 2012-13, the current projection is that TDA will increase by almost 8% allocating almost \$13.9 million for Solano transit operators. The Solano FY 2012-13 TDA fund estimates by jurisdiction are shown on the attached TDA matrix (Attachment A).

The new TDA and STAF FY 2012-13 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2012.

**Discussion:**

The TDA fund estimates include projected carryover from FY 2011-12. It should be noted that the carryover amounts appear to be significant for most Solano jurisdictions. These figures were calculated at the end of December 2011. Due to the timing of several jurisdictions' submittal of their FY 2011-12 TDA claims, the FY 2011-12 TDA funds were not shown as allocated and the carryovers are artificially high. The FY 2011-12 estimated obligations were added to the TDA matrix in the initial column after the estimates. The STA Planning funds were approved by the STA Board in May 2012 and are shown on the TDA matrix at this time. The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The cost share has increased for the reconciled FY 2010-11 compared to the previous two years due to the exhausted federal ARRA funding that the intercity operators included in the formula to benefit the participating funding partners. SolTrans has projected cost savings in FY2012-13 in making service changes and other efficiencies. (Attachment A). An additional shared-cost project to be added to the TDA matrix at a future date is the Intercity Taxi program.

MTC is required to use County Auditor estimates for TDA revenues. TDA is generated from a percentage of countywide sales tax and distributed to local jurisdictions based on population share. Staff reemphasizes that these TDA figures are revenue *estimates*. Especially with all the existing fiscal uncertainty, the TDA amounts are not guaranteed each year and staff advises against claiming 100% of the TDA fund to avoid fiscal difficulties if the actual revenues are lower than the projections.

**Fiscal Impact:**

The STA is a recipient of TDA funds from each jurisdiction for the purpose of countywide transit planning. With the STA Board approval of the June TDA matrix, it provides the guidance needed by MTC to process the STA's TDA claim submitted by the transit operators.

**Recommendation:**

Forward a recommendation to the STA Board to approve the FY 2012-13 Solano TDA Matrix –June 2012 as shown in Attachment A.

Attachment:

- A. FY 2012-13 Solano TDA Matrix – June 2012 (To be provided to the TAC Members under separate cover.)



DATE: May 16, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Fiscal Year (FY) 2012-13 State Transit Assistance Funds (STAF) Initial Projects

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**Background:**

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

In FY 2007-08 and FY 2008-09, Solano’s share of all types of STAF funds (revenue-based; population-based/Northern Counties-Solano; Regional Paratransit-Solano; Lifeline STAF) was about \$3 million per year. STAF funds had been used for a wide range of activities, including providing funds for STA transit planning and programs administration, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses and covering new bus purchase shortfalls on start-up new intercity services when the need arises.

The FY 2009-10 State budget eliminated the funding of STAF for one year. This decision was contested in court and a ruling was made in favor of restoring STAF. In the Spring of 2011, the STAF was funded through a fuel tax swap. The FY 2011-12 State Budget by the Governor proposed the funding of STAF at only a slightly reduced statewide level of \$330 million as compared to FY 2010-11 level of \$350 million. FY 2012-13 STAF revenue-based and population-based estimates remain flat as compared to last year (Attachments A and B).

The FY 2012-13 STAF revenue projections were approved by the Metropolitan Transportation Commission (MTC) on February 22nd.

**Discussion:**

At this time, staff is recommending approval of an initial list of studies and projects to be funded by the FY 2012-13 STAF. These are listed on Attachments D and F and discussed below.

**Population-Based STAF**

The STA uses STAF to conduct countywide transit planning, marketing, coordination, and administration of activities. These have been typical activities funded by STAF funds with a focus on countywide services and priorities. In recent years, STAF funds averaging \$500,000 per year has been set aside to be used for the local match for the replacement of SolanoExpress buses.

### Regional Paratransit STAF

These funds have been typically used in part for the STA to manage the Paratransit Coordinating Council (PCC) and the Seniors and People with Disabilities Advisory Committee. Staff recommends funding be made available to projects that support mobility for Seniors and People with Disabilities programs. This would include the Solano County Mobility Management program which was identified as a priority project through the Seniors and People with Disabilities Transportation Advisory Committee but without a specific funding request. Although Caltrans did announce the Job and Access Reverse Commute (JARC) award to STA for the Mobility Management Program, the JARC funding is specific and limited to low-income and the STAF would be use for the seniors and people with disabilities component of the program. This will result in a fully funded Mobility Management Plan and Program for FY 2012-13.

### **Fiscal Impact:**

This initial project list to be funded with State Transit Assistance funds includes several activities performed by the Solano Transportation Authority. Approval of this list provides the guidance MTC needs to allocate STAF to the STA.

### **Recommendation:**

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

1. The FY 2012-13 STAF priorities as specified in Attachments D; and
2. The FY 2012-13 Regional Paratransit STAF as specified in Attachment F.

Attachments:

- A. FY 2012-13 STAF Solano revenue-based fund estimate (MTC Reso 4051, 2/22/12)
- B. FY 2012-13 STAF Solano population-based fund estimate (MTC Reso. 4051, 2/22/12)
- C. Population-based STAF FY 2011-12 approved projects
- D. Population-based STAF FY 2012-13 recommended projects
- E. Regional Paratransit STAF FY 2011-12 approved projects
- F. Regional Paratransit STAF FY 2012-13 recommended projects

**FY 2012-13 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
REVENUE-BASED FUNDS (PUC 99314)**

Attachment A  
Res No. 4051  
Page 11 of 16  
February 22, 2012

FY 2011-12 Original Generation Estimate <sup>3</sup>	110,301,493	FY 2011-12 Projected Carryover	20,675,898
FY 2011-12 Actual Generation		FY 2012-13 Original Generation Estimate <sup>4</sup>	111,390,322
FY 2011-12 Generation Adjustment		FY 2012-13 Total Funds Available	132,066,220

**STA REVENUE-BASED APPORTIONMENT BY OPERATOR**

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2011	FY 2010-12	FY 2011-12	6/30/2012	FY 2012-13	Total
Apportionment Jurisdictions	Balance <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate <sup>3</sup>	Projected Carryover	Revenue Estimate <sup>4</sup>	Available For Allocation
AC Transit	60,024	(12,092,352)	12,047,109	14,780	12,166,030	12,180,810
Alameda CMA - Corresponding to ACE	556,494	(542,591)	202,751	216,654	204,752	421,407
BART	1,223,167	(26,587,923)	26,496,510	1,131,754	26,758,067	27,889,821
Benicia <sup>5</sup>	11,743	0	8,000	19,743	8,079	27,822
Caltrain	1,198,559	(4,222,450)	5,259,068	2,235,177	5,310,982	7,546,159
CCCTA	767	(455,635)	606,804	151,936	612,794	764,730
Dixon	5,909	(10,000)	4,827	736	4,875	5,611
ECCTA	225	(174,309)	258,603	84,519	261,156	345,674
Fairfield	807,881	0	123,542	931,423	124,762	1,056,185
GGBHTD	6,236	0	4,836,268	4,842,504	4,884,009	9,726,513
Healdsburg	3,128	0	3,874	7,002	3,912	10,914
LAVTA	280	0	215,223	215,503	217,348	432,850
NCPTA	2,342	(38,129)	40,903	5,116	41,307	46,423
Petaluma	42	(5,354)	0	(5,312)	0	(5,312)
Rio Vista	11	(3,911)	6,260	2,360	6,322	8,681
SamTrans	816,714	(4,586,620)	4,938,908	1,169,002	4,987,662	6,156,664
Santa Rosa	153,613	0	109,717	263,330	110,800	374,130
SFMTA	105,322	(31,044,664)	39,606,497	8,667,154	39,997,468	48,664,622
Sonoma County Transit	41,758	(167,344)	153,905	28,319	155,424	183,743
Union City	50	(21,679)	39,684	18,055	40,076	58,131
Vallejo <sup>5</sup>	613,717	(609,616)	552,998	557,099	558,457	1,115,556
VTA	41,505	(14,226,546)	14,220,843	35,802	14,361,222	14,397,024
VTA - Corresponding to ACE	1,043	(281,738)	281,537	842	284,316	285,158
WestCAT	348	(205,610)	287,663	82,401	290,503	372,904
<b>GRAND TOTAL</b>	<b>5,650,876</b>	<b>(95,276,471)</b>	<b>110,301,493</b>	<b>20,675,898</b>	<b>111,390,322</b>	<b>132,066,220</b>

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. The FY 2011-12 STA Estimates reflects the \$416 million in the FY 2011-12 State Budget.

4. The FY 2012-13 STA Estimates reflects the \$420 million in the FY 2012-13 State Budget proposal.

5. Beginning in FY 2012-13, Benicia and Vallejo's TDA apportionment may be distributed between SolTrans and WETA, pending determination of eligibility.

FY 2012-13 FUND ESTIMATE STATE TRANSIT ASSISTANCE POPULATION-BASED FUNDS (PUC 99313)				Attachment A Res No. 4051 Page 12 of 16 February 22, 2012		
FY 2011-12 Original Generation Estimate <sup>3</sup>		39,982,679	FY 2011-12 Projected Carryover		52,613,222	
FY 2011-12 Actual Generation			FY 2012-13 Original Generation Estimate <sup>4</sup>		40,377,363	
FY 2011-12 Generation Adjustment			FY 2012-13 Total Funds Available		92,990,585	
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2011	FY 2010-12	FY 2011-12	6/30/2012	FY 2012-13	Total
Apportionment Jurisdictions	Balance <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate <sup>3</sup>	Projected Carryover	Revenue Estimate <sup>4</sup>	Available For Allocation
<b>Northern Counties/Small Operators</b>						
Marin	2,793	0	1,194,037	1,196,830	1,214,177	2,411,006
Napa	226,214	(730,587)	636,376	132,003	656,157	788,160
Solano <sup>5</sup>	3,014,882	(1,019,356)	1,959,913	3,955,438	1,976,062	5,931,500
Sonoma	1,026,810	(1,462,209)	2,259,729	1,824,330	2,322,239	4,146,569
CCCTA	1,033,020	(1,852,940)	2,321,267	1,501,347	2,301,721	3,803,068
ECCTA	3,509	(1,085,091)	1,359,507	277,924	1,390,342	1,668,266
LAVTA	2,184	0	943,357	945,542	951,192	1,896,734
Union City	1,530	(344,729)	343,860	661	332,991	333,652
WestCAT	874	(256,690)	321,551	65,734	306,652	372,386
Vallejo <sup>5</sup>						
<b>SUBTOTAL</b>	<b>5,311,815</b>	<b>(6,751,602)</b>	<b>11,339,596</b>	<b>9,899,809</b>	<b>11,451,533</b>	<b>21,351,342</b>
<b>Regional Paratransit</b>						
Alameda	6,600	(1,450,843)	1,450,957	6,714	1,257,384	1,264,098
Contra Costa	3,552	(646,013)	749,821	107,360	890,080	997,440
Marin	408	0	167,517	167,925	171,737	339,663
Napa	37,429	(124,212)	109,396	22,612	139,277	161,890
San Francisco	4,410	(913,871)	1,145,569	236,109	997,632	1,233,741
San Mateo	2,673	(504,645)	634,305	132,333	491,881	624,214
Santa Clara	8,791	(1,318,502)	1,314,212	4,501	1,408,802	1,413,302
Solano	388,398	(143,776)	312,063	556,685	384,613	941,298
Sonoma	148,823	(202,743)	346,957	293,037	550,897	843,934
<b>SUBTOTAL</b>	<b>601,084</b>	<b>(5,304,605)</b>	<b>6,230,797</b>	<b>1,527,277</b>	<b>6,292,304</b>	<b>7,819,581</b>
<b>Lifeline</b>						
Alameda	3,144,054	(131,730)	2,653,456	5,665,780	2,680,821	8,346,601
Contra Costa	1,467,579	(428,535)	1,498,625	2,537,669	1,514,081	4,051,750
Marin	2,382	0	291,094	293,476	294,096	587,573
Napa	266,094	(190,422)	245,095	320,767	247,622	568,389
San Francisco	2,322,130	(748,090)	1,463,520	3,037,560	1,478,614	4,516,173
San Mateo	375,543	0	846,709	1,222,251	855,441	2,077,693
Santa Clara	1,685,587	(500,492)	2,650,265	3,835,360	2,677,598	6,512,958
Solano	611,445	(292,891)	649,332	967,886	656,029	1,623,915
Sonoma	1,059,006	(517,723)	875,465	1,416,748	884,493	2,301,241
MTC Means-Based Discount Project	0	0	500,000	500,000	500,000	1,000,000
<b>SUBTOTAL</b>	<b>10,933,819</b>	<b>(2,809,883)</b>	<b>11,673,561</b>	<b>19,797,497</b>	<b>11,788,795</b>	<b>31,586,292</b>
<b>MTC Regional Coordination Program<sup>6</sup></b>	<b>19,849,573</b>	<b>(9,886,727)</b>	<b>10,738,725</b>	<b>20,701,571</b>	<b>10,844,731</b>	<b>31,546,302</b>
BART to Warm Springs	324,414	0	0	324,414	0	324,414
eBART	324,414	0	0	324,414	0	324,414
SamTrans	38,241	0	0	38,241	0	38,241
<b>GRAND TOTAL</b>	<b>37,383,361</b>	<b>(24,752,817)</b>	<b>39,982,679</b>	<b>52,613,222</b>	<b>40,377,363</b>	<b>92,990,585</b>

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. The FY 2011-12 STA Estimates reflects the \$416 million in the FY 2011-12 State Budget.

4. The FY 2012-13 STA Estimates reflects the \$420 million in the FY 2012-13 State Budget proposal.

5. Beginning in FY 2008-09, the Vallejo revenue apportionment is combined with Solano, as per MTC Resolution 3837.

6. Committed to Clipper® and other MTC Customer Service projects.

FY 2011-12

**Northern County/Small Operators/Population Base  
State Transit Assistance funds (STAF)**

	Claimant	Project Amt	Projected FY11 Carryover (Secured) \$ 2,866,816	Balance
<b>FY2011-12 Projects</b>				
Benicia Transit Site Plan	Benicia	\$ 25,000		
SolTrans Transition Costs Match	STA/Vjo/Ben	\$ 300,000		
SolTrans Transition Cost	STA/SolTrans	\$ 395,800		
Intercity Transit Vehicle Replacement Match Reserve (FY 2010-11) SWAP with SolTrans (Lifeline Prop 1B)	SolTrans	\$ 500,000		
Intercity Transit Vehicle Replacement Match Reserve 2011-12) SWAP with SolTrans (Lifeline Prop 1B)	(FY SolTrans	\$ 500,000		
County Bldg Bus Turnout/Pedestrian Plaza	County	\$ 100,000		
Transit Planning and Coordination	STA	\$ 366,307		
SolanoExpress Marketing	STA/Transit Op	\$ 100,000		
Lifeline Program Management	STA	\$ 16,000		
Intercity Ridership Study	STA	\$ 150,000		
Mobility Management Plan	STA	\$ 50,000		
Project Management Services/Financial Management Support	STA	\$ 60,000		
Alternative Fuel Study	STA	\$ 75,000		
SR-12 Jameson Canyon 5311(f) Match	Napa	\$ 92,690		
	<b>TOTAL</b>	<b>\$ 2,730,797</b>		<b>\$ 136,019</b>

**Recommended  
FY 2012-13 Fund Estimate  
Northern County/Small Operators/Population Base  
State Transit Assistance funds (STAF)**

ATTACHMENT D

Revised May 2012

Feb 2012 MTC Fund Estimate

	<b>Claimant</b>	<b>Project Amt</b>	<b>Balance</b>	<b><i>FY12 Revenue Estimate</i></b> <i>(Pending FY12 State Budget)</i>
<b>FY2011-12 Balance</b>			<b>\$ 136,019</b>	
<b>FY2012-13 Recommended Funding Priorities</b>				<b>\$ 1,976,062</b>
Transit Planning and Coordination	STA	\$ 260,857		
Coordinated SRTP Local Match	STA	\$ 90,000		
Transit Consolidation/SolTrans Implementation	STA/SolTrans	\$ 80,000		
Mobility Management (Seniors)	STA	\$ 100,000		
SolanoExpress Marketing (Routes 20 and 30)	STA/Transit Op	\$ 75,000		
Lifeline Program Management	STA	\$ 16,000		
P3(Public Private Partnerships) at Transit Facilities Study (Phase 2)	STA	\$ 150,000		
Water Transportation Plan	STA	\$ 50,000		
Rail Facility Plan Update	STA	\$ 50,000		
Rio Vista Local Match for Capital	Rio Vista	\$ 30,000		
Intercity Transit Vehicle Replacement Match Reserve (FY 2012-13)	SolTrans/FF	\$ 1,210,224		
<b>TOTAL</b>		<b>\$ 2,112,081</b>		<b>\$ -</b>

**Board Approved  
 FY 2011-12 Fund Estimate  
 State Transit Assistance funds (STAF)  
 Regional Paratransit**

			<b>Projected FY11 Carryover</b>	<b>Projects for Seniors and People Balance</b>
			(Secured)	
			<b>Claimant</b>	<b>Project Amt</b>
			<b>\$ 385,264</b>	<b>\$ 311,924</b>
PCC Management ( FY 2011-12)	STA	\$ 45,000		
Projects for Seniors and People with Disabilities (\$311,924)	TBD	\$ 311,924		
FY 2011-12 Projects for Seniors and People with Disabilities			\$ 100,534	
Faith In Action Volunteer Driver Program	Solano Co		\$ 40,000	
Match for Subsidized Taxi Phase I	STA		\$ 25,000	
Mobility Management Plan	STA		\$ 100,000	
	<b>TOTAL</b>	<b>\$ 356,924</b>	<b>\$ 265,534</b>	
	<b>Remaining Balance</b>		<b>\$ 28,340</b>	<b>\$ 46,390</b>

**Recommended  
FY 2012-13 Fund Estimate  
State Transit Assistance funds (STAF)  
Regional Paratransit**

Revised May 2012

Feb 2012 MTC Fund Estimate

			<b>Projected FY11 Carryover</b>	<b>Projects for Seniors and People Balance</b>	<b><i>FY12 Revenue Estimate</i></b>
					<i>(Pending FY12 State</i>
<b>Claimant Project Amt</b>				<b>\$ 311,924</b>	
<b>Remaining Balance</b>			<b>\$ 28,340</b>	<b>\$ 46,390</b>	
					<b>\$ 384,613</b>
<b>FY 2012-13 Proposed Projects</b>					
PCC Management	STA	\$ 45,000			
Senior and People with Disabilities Management	STA	\$ 25,000			
Projects for Seniors and People with Disabilities	STA	\$ 100,000			
Mobility Management Program Implementation	TBD	\$ 289,343			
<b>TOTAL</b>		<b>\$ 459,343</b>			<b>\$ -</b>



DATE: May 17, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Regional Measure 2 (RM 2) SolanoExpress Marketing Funding Request

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**Background:**

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the SolanoExpress Transit program and the Solano Napa Commuter Information (SNCI) Program. The STA also coordinates the marketing of SolanoExpress intercity transit services countywide.

It has been three years since the last SolanoExpress marketing campaign. With the assistance of RM2 Marketing funds from MTC, the STA launched a comprehensive marketing program for the SolanoExpress services that included the development and updating of the SolanoExpress brochure, SolanoExpress website, campaigns, displays, and other activities as listed below:

- Buy one monthly pass get one month free
- Free 10 Ride Tickets
- New SolanoExpress Website
- On-Line Promotions
- Billboard Advertisements
- Interior and Exterior Ads on Buses
- Print Ads
- Bus Shelter Ads

**Discussion:**

Recently, STA submitted a Regional Measure 2 (RM 2) funding request to MTC that included SolTrans transitional cost of bus wraps, signage etc that was specific to the RM 2 routes as part of the SolTrans Transitional Cost proposal. The SolTrans marketing requested included additional marketing promotions for the five SolanoExpress routes operated by SolTrans and Fairfield and Suisun Transit (FAST). The total amount requested is \$260,000 (Attachment A).

Since SolTrans and STA included RM2 eligible routes marketing campaign as part of the transitional cost proposal to MTC, STA staff will only need \$75,000 of STAF to support the marketing effort for Route 20 and 30 which are not eligible for RM 2 funding (Agenda Item No. VI.A). This will provide the necessary funding to enable the SolanoExpress marketing campaign for Fiscal Year 2012-13 and to expand marketing efforts. The SolanoExpress marketing plan will be presented to the Consortium as it develops for feedback and comments prior to implementation in the Summer/Fall of 2012.

**Fiscal Impact:**

RM 2 funding in the amount of \$260,000 will be used for transitional cost for SolTrans RM 2 routes and to promote SolanoExpress RM 2 routes (Routes 40, 78, 80, 85 and 90). The STAF funding in the amount of \$75,000 will be used to promote the two other SolanoExpress routes (Routes 20 and 30).

**Recommendation:**

Forward a recommendation to the STA Board to authorize the Executive Director to enter into an agreement with MTC for the FY 2012-13 RM 2 Funding for SolanoExpress marketing.

Attachment:

- A. SolTrans and Fairfield and Suisun Transit RM 2 Funding Request

## SolTrans and Fairfield and Suisun Transit RM-2 Marketing Request

	TASKS	SolTrans Intercity Share of Cost
<b>SolTrans Vehicle Graphics and Signage</b>		
	Application of graphics to 25 MCI coaches	
	Application of graphics to 60 bus stop signs	
	Other signage at key locations	
	<b>Subtotal</b>	<b>\$ 95,650</b>
<b>SolTrans Ticketing</b>		
	Revise ticket and pass stock with new logo and new values	
	<b>Subtotal</b>	<b>\$ 2,750</b>
<b>SolTrans Public Information</b>		
	Bus shelter signs at 10 locations	
	System brochure and schedules design update and printing	
	Website upgrade and set up	
	<b>Subtotal</b>	<b>\$ 30,000</b>
	One Time Transitional Cost for RM2 @ 48%	<b>\$ 128,400</b>
<b>SolTrans Advertising &amp; Promotion</b>		
	Advertising in local print publications	
	Promotional items	
	Community events - display, table wrappers, banners	
	Buy One Get One Free promotion (pass production & fare recovery)	
	<b>Subtotal</b>	<b>\$ 70,000</b>
<b>STA Advertising &amp; Promotion to Include SolanoExpress RM2 Routes</b>		
	Informational Brouchure Updates (SolTrans Update)	
	Advertising in local print publications	
	Buy One Get One Free promotion (pass production & fare recovery) Route 40 and 90	
	Promotional items	
	Bus Shelter SolanoExpress Maps	
	Staff Time	
	<b>Subtotal</b>	<b>\$ 61,600</b>
<b>TOTAL MARKETING COSTS</b>		<b>\$ 260,000</b>

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DATE: May 17, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Daryl Halls, Executive Director  
RE: Proposed STA Overall Work Plan (OWP) for Fiscal Year (FY) 2012-13  
and FY 2013-14

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**Background:**

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

Over the past dozen years, the STA's OWP has evolved. The emphasis in the timeframe of 2000 to 2005 was to complete the first Solano County Comprehensive Transportation Plan, initiate various corridor studies, and identify a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities and has expanded its transit coordination role with Solano's multiple transit operators. The past five years, STA has managed and developed a couple of mobility programs designed to improve mobility and access for seniors, people with disabilities, and school age children traveling to and from school.

The STA's project development activities include completing environmental documents, designing projects, and managing construction. In 2009, the STA's eight member agencies approved a modification to the STA's Joint Powers Agreement that authorizes the STA all aspects of project development and delivery, including right of way functions for specified priority projects, such as the North Connector, the Jepson Parkway, State Route (SR) 12 Jameson Canyon, and the I-80 Truck Scales Relocation Project. STA managed programs include the Solano Napa Commuter Information (SNCI) Program, Solano Safe Routes to Schools, Solano Abandon Vehicles Abatement (AVA) Program, SolanoExpress Transit Routes, Guaranteed Ride Home Program, the Lifeline Program (targeted for lower income communities), and the Transportation Planning and Land Use Solutions (T-Plus) Program.

The State Budget crisis continues to overshadow transportation funding in California. Three years ago, the Governor and the State Legislature opted to zero out the State Transit Assistance Fund (STAF) for one year. In recent years, the State Transportation Improvement Program (STIP) has had little or no new funds to be programmed or

allocated by the California Transportation Commission (CTC). The 2012 STIP for Solano County contained slightly over \$8 million for new capacity projects when historically \$20 to \$25 million would be available over this same timeframe.

Three years ago, the federal government authorized American Recovery and Reinvestment Act (ARRA) funds that provided an one time infusion of federal funds for shovel ready projects and transit operations and capital. Solano County took advantage of these ARRA funds to deliver some critically needed and ready to go projects such as McGary Road, the State Park Road Overpass, and some street overlay projects. In addition, the ARRA funds provided two years of critically needed transit operating and capital funds which helped offset the one year loss of STAF. At the same time, the U.S. Congress has been unable to develop consensus on the composition and scope of the federal transportation authorization bill and there has been a de-emphasis on federal earmarks. All of these issues are having a direct impact on the STA's ability to fund elements of the Overall Work Program. In April, staff provided the Board with a status report of the current FY 2011-12 OWP.

**Discussion:**

Attached for review and comment by the STA TAC is the STA's draft OWP for FY 2012-13 and FY 2013-14.

**PROJECT DELIVERY/NEAR TERM CONSTRUCTION PROJECTS**

Based on the Budget for FY 2011-12 and FY 2012-13, the following OWP projects are currently fully funded and are currently under construction this year or slated to begin construction later this Fiscal Year, with construction to be concluded during the next two to three years.

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

Two of the highway related projects were delivered in project development partnerships with Caltrans.

In addition, STA is continuing to advance through the project development process for two additional priority projects. The next two phases of the Jepson Parkways are slated to begin construction in the next two to four years, if it remains on schedule. STA has recently approved and entered into funding agreements with the cities of Fairfield and Vacaville, and County of Solano. Earlier this year, the STA successfully fashioned an alternative funding plan with the Metropolitan Transportation Commission (MTC), Caltrans and the California Transportation Commission (CTC) that involves the swapping of State Proposition 1B funds to fund the next phase of the I-80/I-680/SR 12 Interchange. The next phase of the Interchange is scheduled to begin construction in FY 2013-14.

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

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

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

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

- I-80 Express Lanes Project –Carquinez Bridge to 37
- Jepson Parkway – remaining phases
- North Connector – West Segment
- SR 12/Church Road

### **TRANSIT CENTERS**

There are several priority transit centers that the STA has successfully pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are moving into the project development stage. The agency sponsor for each of these transit projects is one of the cities or has been transferred to SolTrans, the new transit joint powers authority as part of the transfer of assets to the new agency. Four of the projects were recipients of Regional Measure 2 funds for which the STA is the project sponsor, but the cities and/or SolTrans are delivering the projects.

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

- Vallejo Station – Phase A

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

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

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

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

### **STA PLANNING ACTIVITIES**

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

- Regional Traffic Impact Fee (RTIF) Study
- Comprehensive Transportation Plan Update
- Follow up to Countywide Transit Consolidation Study - SolTrans Transition
- Financial Assessment of Solano Transit Operators
- Updated Transit Ridership Survey
- Solano Coordinated Short Range Transit Plan (SRTP)
- Community Based Transportation Planning (CBTP) – Fairfield East

- SR 12 Major Investment Study (MIS) and Economic Analysis Study by Solano EDC
- Public Private Partnership Study of I-80 Transit Centers
- Alternative Fuels and Infrastructure Plan

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

- Safe Routes to Transit
- Countywide Bike Plan Update
- Countywide Pedestrian Plan Update
- Senior and People with Disabilities Transportation Plan Update
- Countywide TLC Update and Identification of Project Development Areas
- Safe Routes to Schools Plan Update – Increasing Number of Schools from 10 to 60
- Intercity Transit Operations Plan Update

The following plans are not currently funded in the STA budget, but will be discussed as part of STA Board future budget discussions.

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

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

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

As part of the development of the development of the FY 2012-13 & 2013-14 OWP, staff has combined and consolidated some of the tasks and added a few tasks based on member agency requests and direction provided by the STA Board. These will be covered at the TAC meeting.

**Recommendation:**

Forward a recommendation to the STA Board to approve the STA's Overall Work Program for FY 2012-13 and FY 2013-14 as specified in Attachment A.

Attachment:

- A. STA's Draft Overall Work Plan (Priority Projects) for FY 2012-13 and FY 2013-14



**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2012-13, & FY 2013-14  
(Updated May 18, 2012)**

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead - Projects	1.	<p><b><u>I-80/I-680/SR 12 Interchange</u></b>            A. Complete EIR/EIS            B. Seek Funding and Build Logical Components</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Draft EIR/EIS circulation in August 2010. PDT and Resource Agencies have identified Preferred Alternative (Alt C Phase 1).</li> <li>• Identification of construction packages has been completed.</li> <li>• Initiation of Early Right of Way Acquisition for Initial Construction Package began in early 2012.</li> <li>• Construction to begin on first construction package in 2013.</li> <li>• “North Connector Project” West Segment to be combined with this Project due to revised alignment and new proposed interchange at SR 12 West.</li> <li>• CTC approved fund swap of \$24M of CMIA funds for \$24 million of TCIF.</li> </ul> <p><u>Milestones:</u>            Draft EIR/EIS circulation -COMPLETED.            LEDPA – COMPLETED            Initiate Early Right-of-Way Acquisition (ICP)</p> <p><u>Estimated Completion Date (ECD):</u>            Final Environmental Document August 2012            Start Construction Summer 2013</p>	STA	\$9M TCRP \$50M RM2 \$50.7 M Tolls \$24 M TCIF \$11 M STIP	X	X	By Construction Package:  #1) \$111 M #2) \$51 M #3) \$176 M #4 – 7) \$403	Projects Janet Adams

SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2012-13, & FY 2013-14  
(Updated May 18, 2012)

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Projects	2.	<p><b><u>I-80/ I-680 Express Lanes</u></b></p> <p>A. Convert Existing I-80 HOV Lanes to Express Lanes (Red Top Rd to Air Base Pkwy)</p> <p>B. I-80 Air Base Pkwy to I-505</p> <p>C. I-80 Carquinez Bridge to SR 37</p> <p>D. I--680</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>CTC authorized Bay Area Regional Express Lanes</li> <li>STA completed PSR Project (Red Top Rd to I-505)</li> <li>PA/ED formally initiated in April 2012</li> </ul> <p><u>Milestones:</u></p> <p>PSR - COMPLETED</p> <p>PA/ED – March 2014</p>	STA PA/ED Design	\$16.4 M Bridge Tolls	X	X	A. \$30 M B. \$100 to \$150M C. \$6 M (PA/ED)	Projects Janet Adams
STA Lead Projects	3.	<p><b><u>I-80 EB Cordelia Truck Scales</u></b></p> <p>New EB Truck Scales with STA lead in partnership with CHP and Caltrans.</p> <p><u>Status:</u></p> <p>Construction began early 2012.</p> <p><u>Milestones:</u></p> <p>All early construction projects by the STA (tree removal, SID relocation and the Building Demo are completed. Caltrans opened bids in Dec 2011.</p> <p><u>ECD:</u></p> <p>PA/ED COMPLETED</p> <p>PS&amp;E COMPLETED</p> <p>R/W ALL RIGHTS OBTAINED</p> <p>Begin Con 4/12</p> <p>End Con 12/13</p>	<p>STA</p> <ul style="list-style-type: none"> <li>PA/ED</li> <li>Design</li> </ul> <p>Caltrans</p> <ul style="list-style-type: none"> <li>R/W</li> <li>Con</li> </ul>	\$49.8 M Bridge Tolls \$49.8 M TCIF	X	X	\$100.6 M	Projects Janet Adams

SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2012-13, & FY 2013-14  
(Updated May 18, 2012)

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Monitoring Projects	4.	<p><b><u>I-80 SHOPP Rehabilitation Projects</u></b></p> <p>A. <u>Tennessee Street to American Canyon</u> -- COMPLETED</p> <p>B. <u>American Canyon to Green Valley Road</u> -- COMPLETED</p> <p>C. <u>Air Base to Leisure Town OC</u> -- COMPLETED</p> <p>D. <u>SR 12 East to Air Base</u> -- COMPLETED</p> <p>E. <u>Leisure Town OC to SR 113 South</u> Construction to begin spring 2013</p> <p>F. <u>SR 113 South to Yolo County Line</u> -- COMPLETED</p>	Caltrans	SHOPP	X	X	\$124 M  \$50 M	Projects Caltrans
STA Lead – Studies	5.	<p><b><u>I-80 Corridor Management Freeway Performance Initiative (FPI)</u></b></p> <p>This includes; ITS Elements, Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features).</p> <p><u>Status</u> The Study has been completed and set a foundation to initiate the discussions for Ramp Metering Implementation and other Operational Improvements implementation along the I-80 corridor. The SoHip Group continues to meet to work with MTC/Caltrans to develop the technical documentation that is necessary background to ramp metering MOUs. Caltrans has begun installing ramp metering and operational equipment.</p> <p><u>Milestones:</u> I-80 Corridor Management - COMPLETED</p> <p><u>ECD:</u> Operational Analysis – spring 2012 MOU – late summer/fall 2012</p>	STA		X	X	N/A	Projects Janet Adams/ Sam Shelton



**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2012-13, & FY 2013-14  
(Updated May 18, 2012)**

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead Project	6.	<p><b><u>Traffic Operations from Carquinez Bridge to Hwy 37</u></b></p> <p><u>Status:</u> New proposal in preparation for Express Lanes.</p>	STA/Vallejo	To be funded and completed as part of the I-80 Express Lanes				Daryl Halls Janet Adams
STA Lead – Projects	7.	<p><b><u>Redwood Parkway – Fairgrounds Drive Improvement Project</u></b></p> <p>Improve I-80/Redwood Rd IC, Fairgrounds Dr, SR 37/Fairgrounds Dr. IC</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• STA, City and County began PA/ED 2010</li> <li>• Initial Scoping Meeting January 2011.</li> <li>• All Technical Studies – completed</li> <li>• Draft ED expected for public comment in summer 2012.</li> </ul>	STA PA/ED	Federal Earmark	X	X	\$65M	STA Lead – Projects
STA Co-Lead Projects	8.	<p><b><u>SR 12 West (Jameson Canyon)</u></b></p> <p>Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Project will be built with 2 construction packages.</p> <p><u>Status:</u> Construction groundbreaking April of 2012. Project under construction.</p> <p><u>ECD:</u> 2 to 3 years to complete construction.</p>	Caltrans STA NCTPA	\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark			\$134 M	Projects Janet Adams NCTPA Caltrans





**SOLANO TRANSPORTATION AUTHORITY**  
**OVERALL WORK PLAN (OWP)**  
**FY 2012-13, & FY 2013-14**  
 (Updated May 18, 2012)

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Co-Lead Plans	10.	<u>SR 29 MIS</u> <u>Status:</u> <ul style="list-style-type: none"> <li>Vallejo has received SGC grant for Sonoma Blvd master planning; STA will partner with City of Vallejo in the delivery of plan.</li> <li>Work with NCTPA on multi-county SR 29 plans.</li> </ul> <u>EDC:</u> Depending on SGC grant terms	City of Vallejo  NCTPA		X	X	\$750,000	Planning Robert Guerrero



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STA Co-Lead Programs	11.	<p><b><u>Regional Measure 2 (RM 2) Implementation (Capital)</u></b></p> <p>A. Vallejo Station The Transfer Center - COMPLETED Phase A under construction</p> <p>B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park &amp; Ride and Benicia Intermodal) <u>Status:</u> 1. Vacaville Transportation Ctr Phase 1 – COMPLETED 2. Curtola - began PA/ED with project development team proposal for project with Vallejo, SolTrans and STA participating. 3. Benicia Intermodal - begin construction summer 2012.</p> <p>C. Rail Improvements 1. Capitol Corridor Track Improvements COMPLETED 2. Fairfield Vacaville Rail Station Rail Station Phase 1- completed 95% PS&amp;E. Scheduled to begin construction FY 2012-13.</p>	STA Fairfield Vallejo Vacaville Benicia CCJPA MTC	RM 2	X	X	\$28 M \$20 M \$25 M	Projects Janet Adams Jessica McCabe
STA Lead Projects	12.	<p><b><u>City of Dixon - West B Street Undercrossing</u></b> Construct new pedestrian undercrossing to replace existing at grade RR crossing.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>STA Board and City of Dixon approved funding plan – May 2011</li> <li>STA Board approved funding agreement with City of Dixon – STA to administer project on</li> </ul>	STA	\$1 M City of Dixon \$1.2 M STIP TE \$975k TDA Swap \$2.5 M OBAG	X	X	\$6.1 M	Projects Janet Adams/Jessica McCabe

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		behalf of City. <ul style="list-style-type: none"> <li>R/W initiated</li> </ul> <u>Milestones:</u> ED – COMPLETED PS&E – COMPLETED  <u>ECD:</u> Construction scheduled to begin in 2012-13.						
STA Lead – Projects	13.	<b><u>Jepson Parkway Project</u></b> <ol style="list-style-type: none"> <li>Vanden Rd.</li> <li>Leisure Town Rd.</li> <li>Walters Rd. Extension</li> </ol> <u>Status:</u> <ul style="list-style-type: none"> <li>EIR/EIS completed June 2011</li> <li>STA Approved MOU and Funding Agreements for first two segments (Cement Hill Rd/Vandon I/S to Leisure Town Rd./Elmira I/S)</li> <li>\$2.4 M STIP funds allocated for PS&amp;E</li> <li>Design to be completed by June 2013</li> <li>\$3.8 M STIP funds allocated for R/W</li> <li>Construction scheduled to start in FY 2014-15</li> <li>Concept Plan Update initiated</li> </ul> <u>Milestones:</u> PA/ED- COMPLETED MOU – COMPLETED Funding Agreements (Phase 1 & 2) - COMPLETED  <u>ECD:</u> Concept Plan Update: 1/13 PS&E: 6/13 R/W: 6/14 Beg Con: FY 2014-15	STA  Partners: Vacaville Fairfield County Suisun City	STIP 2006 STIP Aug Fed Demo Local	X	X	\$185 M	Projects Janet Adams



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STA Co-Lead Projects	14.	<p><b><u>Travis Air Force Base Access Improvement Plan (South Gate)</u></b></p> <p>A. South Gate Access (priority)</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>County lead working with STA, City of Suisun City, and Travis AFB for South Gate implementation</li> <li>Environmental Studies for South Gate completed</li> <li>Draft ED completed</li> </ul> <p><u>EDC:</u> PA/ED: 6/12 PS&amp;E: 12/12 R/W: 12/13 (if needed) Beg Con: 6/13 (no R/W), 6/14 (R/W)</p>	<p>STA Funding lead</p> <p>County Implementing lead</p>	<p>\$3.2M Federal Earmark</p> <p>South Gate Fully Funded</p>	X	X	South Gate \$3M	Projects Janet Adams/ Sam Shelton
STA Monitoring – Programs	15.	<p><b><u>Monitor Delivery of Local Projects/Allocation of Funds</u></b></p> <p>A. Monitor and manage local projects. B. Develop Pilot Solano Project Mapper and Management Webtools</p> <p><u>Status:</u> Monitoring of local projects is an on-going activity; STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. The new pilot Mapper project is being developed in partnership with Solano County GIS group. Expect a roll out of the draft project tool summer 2012.</p> <p>ECD: Ongoing activity.</p>	STA	STIP-PPM	X	X	N/A	Projects Jessica McCabe Sam Shelton

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STA Lead Studies	16.	<p><b><u>Private Public Partnerships (P3)</u></b> Feasibility Study to consider options for P3 within the County for I-80 transit centers. Study to consider a range of options for this financing/delivery of capital projects.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>Scoping and partnerships for the Study developed</li> <li>RFP to be issued May 2012</li> </ul> <p><u>ECD:</u> Spring 2013</p>	STA	\$150k STAF	X	X	\$150,000	Projects Sam Shelton
STA Lead – Studies	17.	<p><b><u>Regional Traffic Impact Fee (RTIF) Nexus Study</u></b></p> <ul style="list-style-type: none"> <li>Public Outreach</li> <li>Technical Study</li> <li>Options/Scenario</li> </ul> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>The traffic demand model land use and 2010 base year have been updated</li> <li>The initial county wide project list has been developed by working groups</li> <li>Potential project packages and draft nexus study completed and under review.</li> </ul> <p><u>ECD:</u> July 2012</p>	STA	PPM	X	X	\$300,000	Projects Sam Shelton/ Robert Macaulay

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STA Lead – Studies	18.	<p><b><u>Comprehensive Transportation Plan (CTP) Update</u></b> Consultant hired fall 2011. Land Use chapter adopted.</p> <p><b>Arterials, Highways and Freeways</b> <u>Milestones:</u></p> <ul style="list-style-type: none"> <li>Adopted Goals, State of the System report, Goal Gap Analysis, updated Routes of Regional Significance, project list</li> <li>Developing annual ‘pothole report’ on status of roadway conditions</li> </ul> <p><b>Alternative Modes</b> <u>Milestones:</u></p> <ul style="list-style-type: none"> <li>Adopted Goals, State of the System report, Goal Gap Analysis, Project List</li> <li>Adopted countywide Bicycle and Pedestrian plans and new Transportation for Sustainable Communities plan</li> <li>Developing Alternative Fuels master plan</li> </ul> <p><b>Transit</b> <u>Milestones:</u></p> <ul style="list-style-type: none"> <li>Adopted Goals, State of the System report, Goal Gap Analysis, Transit Capital List updated</li> <li>Adopted Safe Routes to Transit Plan</li> </ul> <p><u>ECD:</u> Alt Modes July 2012; Transit Aug 2012; Arterials September 2012.</p>	STA	Combination of STIP/STP fund swap and TDA fund swap	X  X	X  X		Planning Robert Macaulay/ Robert Guerrero/ Sara Woo



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STA Co-Lead	19.	<p><b><u>Regional Transportation Plan Update</u></b></p> <p>A. RTP Call for Projects            B. Participate in RTP update            C. Support City-County Coordinating Council in Regional Housing Needs Allocation</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• MTC and ABAG have developed draft T2040 transportation networks and jobs and employment projections for RTP and SCS</li> <li>• STA has participated on development of SubRHNA housing allocation</li> <li>• New RTP will require development of PDA Investment strategies, more STA/local agency coordination of housing development information.</li> </ul> <p><u>ECD:</u> April 2013</p>	MTC/STA	STA Planning	X	X		Planning Robert Macaulay

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STA Lead – Programs	20.	<p><b><u>Development of STA’s Transportation for Sustainable Communities (TSC)</u></b></p> <p>A. TLC Corridor Studies</p> <ul style="list-style-type: none"> <li>Update Jepson Parkway TLC Plan as part of Jepson Parkway design plan in 2012</li> </ul> <p>B. Implement priority TSC projects</p> <p>C. Develop standardized Complete Streets language for agency adoption</p> <p>D. Develop Priority Development Area (PDA) transportation investment and implementation plans (new)</p> <p>E. Develop Priority Development Areas (PCAs)</p> <ul style="list-style-type: none"> <li>Open Space and Agricultural Access Plan &amp; Priorities for Implementation (new)</li> </ul> <p>F. Develop Complete Streets Plan and Priorities (new)</p> <p><u>Status:</u> TSC Plan adopted Spring 2012.</p>	STA	Regional TLC CMAQ STP Planning				<p>Planning Robert Guerrero</p> <p>Planning Sara Woo</p> <p>Planning Robert Macaulay</p>
STA Lead – Programs	21.	<p><b><u>Congestion Management Program (CMP)</u></b></p> <p><u>Status:</u> Bi-annual CMP update due in CY 2013. CMP will require major modifications to match new RTP/SCS, new residential and employment projections, add roadways to network, and begin multi-modal level of service analysis</p> <p><u>Milestones:</u> Final CMP approved by MTC 11/11.</p>	STA	STP Planning	X			<p>Planning Robert Macaulay</p>



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STA Lead – Programs	22.	<p><b><u>Implementation of Countywide Bicycle Plan Priority Projects</u></b></p> <ul style="list-style-type: none"> <li>A. Jepson Parkway Bikeway (next phase) – Roadway design to include TLC components</li> <li>B. Dixon West B Street Undercrossing</li> <li>C. Vacaville-Dixon Bike Route</li> <li>D. Bike Wayfinding Signs Implementation</li> <li>E. Bike Lockers Study</li> </ul> <p><u>Status:</u> Update of Countywide Bicycle Master Plan adopted December 2011.  ECD: Ongoing</p>	<p>County/ Fairfield/ Vacaville/ STA</p> <p>STA/Dixon County/STA</p>	<p>TDA Article 3; Bay Area Ridge Trail</p> <p>T-PLUS</p>			\$85,000	<p>Planning Robert Guerrero/ Sara Woo</p>
STA Lead – Programs	23.	<p><b><u>Countywide Pedestrian Plan and Implementation Plan</u></b></p> <ul style="list-style-type: none"> <li>• Dixon West B Street Undercrossing</li> <li>• Implement Priorities of Pedestrian Plan</li> </ul> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Funding plan for West B Street Ped Crossing approved.</li> <li>• Update of Countywide Pedestrian Master Plan adopted January 2012.</li> </ul> <p><u>ECD:</u> Ongoing</p>	Dixon STA	TDA-ART3 Regional Bike/Ped Program RM 2 Safe	X	X	\$3-\$5M (Capital Cost)	<p>Planning Sara Woo</p>



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STA Lead – Programs	24.	<p><b><u>STA Marketing/Public Information Program</u></b></p> <p>A. Website and Facebook pages            B. Events            C. STATUS            D. Project Fact Sheets and Public Outreach                1. I-80 STATUS            E. Annual Awards Program            F. Legislative Booklets and Lobby Trips            G. Legislative Advocacy            H. Annual report</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• New web site design and hosting completed 4/11; successfully operated for 1+ year.</li> <li>• In-house individual project sheets developed.</li> <li>• Published Annual Report, STATUS, Rio Vista Corridor Study flyers.</li> <li>• 2011 Annual Awards held in Fairfield.</li> <li>• STA and Regional 511/SNCI Facebook pages launched.</li> </ul>	STA	TFCA Gas Tax Sponsors	X	X		Planning Jayne Bauer
STA Lead – Programs	25.	<p><b><u>Clean Air Fund Program and Monitoring</u></b></p> <p>A. BAAQMD/TFCA            B. YSAQMD</p> <p>Funding Priorities are SNCI, SR2S, Benicia climate action plan implementation, and alternative fuel strategy</p> <p><u>Status:</u> Allocated annually</p>	STA YSAQMD	TFCA Clean Air Funds	X	X	\$290,000 Annually (TFCA) \$244,000 CY2012 (YSAQMD Clean Air)	Planning Robert Guerrero

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STA Co-Lead Programs	26.	<p><b><u>Solano Climate Action Program</u></b></p> <p>A. Completed county-wide greenhouse gas emission inventory</p> <p>B. GHG emission reduction plans for electrical use</p> <p>C. Develop GHG emission reduction and implementation plans for non electricity categories</p> <p><u>Status:</u> AECOM under contract to develop both plans. Grant funding obtained from Strategic Growth Council and PG&amp;E</p> <p>Status: Energy CAP to be completed in 2012; non-energy plans in 2014.</p>	STA	PG&E and SGC grants			<p>PG&amp;E Grant \$247,000</p> <p>SGC Grant \$275,000</p>	Planning Robert Macaulay



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STA Lead – Programs	27.	<p><b><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></b></p> <ol style="list-style-type: none"> <li>1. Education</li> <li>2. Enforcement</li> <li>3. Encouragement</li> <li>4. Engineering</li> <li>5. Evaluation</li> <li>6. Funding of Program</li> <li>7. Plan implementation</li> </ol> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Over \$2 million in SR2S funding obtained to date.</li> <li>• Two-Year Work SR2S Plan approved.</li> <li>• STA to continue to seek additional grant funds.</li> <li>• Incorporate Plan Update findings and new maps.</li> <li>• Implement Walking School Bus program.</li> <li>• Maintain SR2S website and Facebook pages</li> <li>• As of May 2012, 25 schools have held 33 events attended by 7,364 children; while 15 additional schools have 23 more events scheduled for school year ending June 2012.</li> <li>• Updated SR2S website and launched Facebook site.</li> <li>• First Walking School Bus was formed through pilot program.</li> <li>• Grant funding obtained to implement Walking School Bus Program</li> <li>• Need OBAG funds for SR2S</li> <li>• STA to update SR2S Plan and priorities in partnership with SR2S Committees.</li> </ul>	STA	STP Planning ECMAQ CMAQ TFCA-PM TFCA-Regional YSAQMD BAAQMD TDA FHWA SRTS	X	X	\$1.5 M Encouragement, Education and Enforcement	Transit/SNCI Judy Leaks/Danelle Carey

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STA Lead – Studies	28.	<p><b><u>Countywide Transit Coordination</u></b>  <u>Countywide Transit Consolidation Study</u>            Implementation of recommended options</p> <ol style="list-style-type: none"> <li>Option 1: Benicia/Vallejo Transit Consolidation JPA and Transition Plan approved; SolTrans Board organized</li> <li>Option 4c: Interregional express bus route consolidation will be evaluated FY 2012-13 after the completion of the Coordinated SRTP</li> </ol> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>Option 1 -Implementation of Transition Plan underway.</li> <li>STA funding and coordinating transition team. SolTrans started operating July 1, 2011</li> <li>Option 4c - FY 2011-12 after transition process completed, evaluation will begin.</li> </ul> <p><u>ECD:</u> SolTrans agency began operating July 1, 2011.</p>	STA/ Vallejo/ Benicia	STAF	X	X	\$700,000	Transit/Liz Niedziela
		<p><b><u>Coordinated Short Range Transit Plan (SRTP)</u></b>            Enhanced Coordination and Analysis</p> <ol style="list-style-type: none"> <li>Sustainability Analysis</li> <li>Coordinated 10-year Capital Plan</li> <li>Coordinated Operating Plan</li> <li>Coordinated Fare Structure</li> </ol> <p><u>Status:</u> Sustainability Analysis to be completed by Fall 2012; SRTP to start July 2012 and to be completed early 2013. The 10-year capital plan will major and minor capital as well as fleet replacement.</p>	STA/ Dixon/ Fairfield/ Rio Vista/ Solano County/ SolTrans/ Vacaville	STAF/MTC	X	X	\$190,000	
		<p><b><u>I-80/I-680/I-780/SR12 Transit Corridor Study Update</u></b></p> <p><u>Status:</u> Corridor Study to start as part of the completion of the SRTP and to be completed by June 2013.</p>	STA	STAF	X	X	\$150,000	



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STA Lead – Studies	29.	<p><b><u>Lifeline Program</u></b>  <u>Community Based Transportation Plan (CBTP)</u>            1. Vacaville FY 2009-10; Adopted            2. East Fairfield/TAFB FY 2011-12</p> <p><u>Milestones:</u>            E Fairfield CBTP is scheduled to be completed by Fall 2012.</p> <p><u>ECD</u>            Vacaville Study completed Fall 2010</p> <p><u>Lifeline Funding Third Cycle</u>            1. Call for Projects            2. Project Selection            3. Monitor Projects</p> <p><u>Status:</u>            Lifeline Call for Project and projects selection completed progress. Funds will be available FY 2012-13 and FY 2013-14. Monitor projects selected in prior and current award.</p>	STA/MTC	MTC/CBTP STAF	X	X	\$120,000	Transit/Liz Niedziela
			STA/MTC	STAF	X	X	\$16,000	



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STA Lead – Programs	30.	<p><b><u>Paratransit Coordinating Council and Senior and People with Disabilities Mobility programs</u></b></p> <p>A. Manage PCC Committee</p> <p>B. FTA 5310 Call for Projects and Scoring Committee</p> <p>C. Coordinate Senior and People with Disabilities Transportation Advisory Committee (TAC)</p> <p>D. Solano Transportation Plan for Senior and People with Disabilities Updated</p> <p>E. Monitor Progress on Committee recommended priorities.</p> <p>F. Update Transportation Brochure for Seniors and People with Disabilities.</p> <p><u>Status:</u> PCC Work Plan was updated and includes making recommendations for 5310 funding, TDA claim review, additional outreach, and other items. Monitor Seniors and People with Disabilities TAC committee prioritized short-term strategies as identified in the Solano County Transportation Plan for Seniors and People with Disabilities. Update brochure early FY 2012-13 and then as needed.</p> <p><u>Milestone:</u> Solano Transportation Study for Senior and People with Disabilities - COMPLETED</p>	STA	TDA	X	X	\$100,000	Transit/Liz Niedziela

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STA Lead – Programs	31.	<p><b><u>SolanoExpress/Intercity Coordination</u></b></p> <p>A. Multi-year intercity funding agreement            B. TDA Fund Coordination            C. RM2 Transit Operating Fund Coordination            D. Solano Express Intercity Transit Marketing            E. Manage Intercity Transit Consortium            F. Intercity Ridership Study Update</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>Intercity Transit Funding agreement being updated for FY2012-13.</li> <li>Intercity Ridership is in process and to be completed July 2012</li> <li>Draft Intercity Transit Funding Formula for FY 2012-13 completed</li> </ul>	STA	TDA	X	X		Transit/Liz Niedziela
STA Lead – Programs	32.	<p><b><u>Solano County Mobility Management</u></b></p> <p>A. Develop Mobility Management Plan            B. Implement Mobility Management Program            C. Monitor Program</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>Mobility Management Grant obtained to fund plan and program start-up</li> <li>Mobility Management Plan to be developed by December 2012.</li> <li>Mobility Program to be implemented January 2013.</li> </ul>	STA/ County/ Transit Operators	JARC/STAF	X	X	\$400,000	Transit/ Liz Niedziela
STA Lead – Programs	33.	<p><b><u>Solano Napa Commuter Information (SNCI) Program</u></b></p> <p>A. Employer Outreach Program            B. Vanpool Program            C. Incentives Program            D. Emergency Ride Home (ERH) Program            E. Employer Commute Challenge            F. Campaigns/Events – Bike to Work Promo            G. Coordination with Napa County</p>	STA	MTC/RRP TFCA ECMAQ	X X X X X X X	X X X X X X X	\$500,000	Transit/SNCI Judy Leaks

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		<p>H. College Coordination</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>Implement Spring Bike to Work campaign and continue to deliver overall services to Solano and Napa employers and the general public.</li> <li>Fifth Commute Challenge completed with reduced employer and employee participation 768</li> <li>35 new vans were started to/from Solano/Napa counties and SSCI supported 191 vanpools</li> <li>New Facebook and website launched.</li> </ul>			X	X		
STA Co-Lead Programs	34.	<p><b><u>SolanoExpress Route Management</u></b></p> <p>A. Rt. 30/78/90</p> <ol style="list-style-type: none"> <li>Performance &amp;-Monitoring</li> <li>Funding Agreement Update</li> </ol> <p>B. Countywide Intercity SolanoExpress Marketing &amp; Capital Replacement</p> <p>C. Development of multi-year funding plan</p> <p><u>Status:</u></p> <p>STA coordinated with FAST on proposed service changes for Rt. 30/90 and SolTrans regarding Rt. 78.</p> <ul style="list-style-type: none"> <li>Ridership increased for all three routes.</li> <li>Services to be evaluated as part of coordinated SRTTP</li> </ul>	STA	TDA RM2 Lifeline	X	X		Transit/Liz Niedziela



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STA Monitoring Projects	35.	<p><b><u>Capitol Corridor Rail Stations/Service</u></b></p> <p><u>Status:</u> Individual Station Status:</p> <p>A. Fairfield/Vacaville Train Station: First phases Fairfield/Vacaville station fully funded; design underway. Construction anticipated 2013/2014.</p> <p>B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. funding plan for downtown crossing improvements</p> <p>C. Update Solano Passenger Rail Station Plan; identify ultimate number and locations of rail stations.</p> <p>D. Monitor Vallejo's Rail Service Plan for Mare Island</p> <p><u>ECD:</u> Updated Solano Passenger Rail Station Plan in 2012/13. Fairfield/Vacaville Station construction scheduled to begin in 2013/2014.</p>	City of Fairfield	RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds	X	X	\$42 M FF/VV Station (Preliminary estimates for required track access and platform improvements.	Planning Robert Macaulay
			City of Dixon		X	X		
			STA City of Benicia	STP Planning, Vaca TDA, CCJPA		X	\$66,050	
			STA/ NCTPA	MTC Rail Program		X	X	



**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2012-13, & FY 2013-14  
(Updated May 18, 2012)**

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Monitoring Projects	36.	<b><u>WETA Ferry Support and Operational Funds</u></b>	Vallejo	RTIP	X	X	\$65M	Projects Jessica McCabe Sam Shelton
		A. Vallejo Station		Fed Demo			\$10.8M	
		B. Maintenance Facility Phase I & II		Fed Boat			\$0.5M	
		C. Ferry Service Transition Plan		TCRP				Transit/Liz Niedziela
		<u>Status:</u>		Fed				
		<ul style="list-style-type: none"> <li>Monitor project schedule and phasing plan for Vallejo Station.</li> <li>Assist Vallejo in effort to relocate post office to facilitate Phase 2</li> <li>Vallejo Transit Center completed in 2011. Phases I of the Maintenance Facility are funded.</li> <li>STA is supporting Vallejo's efforts on WETA Transition Plan and implementation issues.</li> <li>Support Rt. 200 ferry complementary service and NCTPA VINE's new Ferry Feeder service.</li> <li>Bus Transfer Center under construction.</li> <li>Vallejo Station Phase A under construction with completion scheduled for Summer 2012.</li> </ul>		RM2				
		<u>Milestone</u>		RTIP				
		Vallejo Transfer Center – COMPLETED		Funding Plan TBD				

SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2012-13, & FY 2013-14  
(Updated May 18, 2012)

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	37.	<p><b><u>Countywide Traffic Model and Geographic Information System</u></b></p> <p>A. Develop 2040 network, land uses and projections</p> <p>B. Maintenance of Model, including formalizing Model TAC and creation of Land use subcommittee</p> <p>C. Develop in-house modeling capacity</p> <p>D. Develop in-house GIS expertise</p> <p><u>Milestones:</u> Work started on new model to be consistent with RTP/SCS. Continue to use Cambridge Systematics as consultant.</p> <p><u>Status:</u> Land use and network consistent with draft 2040 RTP/SCS to be completed in second half of 2012. Traffic counts to support 2013 CMP update to be done in spring 2013.</p> <p>ECD: Model update 9/12.</p>	<p>STA, NCTPA STA</p> <p>STA</p>	<p>Funded by T-PLUS</p> <p>T-Plus</p>	X	X	<p>\$200,000</p> <p>\$24,000</p>	<p>Planning Robert Macaulay/ Robert Guerrero</p> <p>Projects Sam Shelton (GIS)</p>
STA Lead – Programs	38.	<p><b><u>Abandoned Vehicle Abatement Program</u></b></p> <p><u>Status:</u> Ongoing – 1,146 vehicles abated in the first 6 months of FY 2011-12.</p>	STA	DMV	X	X	09-10 \$254,180 county wide distribution	Projects/ Finance Susan Furtado

Completed Work in FY 2011-12

- I-80/I-680/SR 12 EIR/EIS – EXPECTED JUNE/JULY 2012 COMPLETED

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2012-13, & FY 2013-14  
(Updated May 18, 2012)**

- Jepson Parkway FEIS – COMPLETED
- I-80 EB Cordelia Truck Scales PS&E and R/W COMPLETED
- I-80 Express Lanes PSR – COMPLETED
- Redwood Parkway/Fairgrounds Drive Draft EIR/EA – EXPECTED JUNE 2012 COMPLETED
- SR 12 Jameson Canyon PS&E and R/W COMPLETED
- B Street Undercrossing – ED and PS&E COMPLETED
- Vallejo Transit Facility – COMPLETED
- Solano Countywide Bicycle Plan – COMPLETED
- Solano Countywide Pedestrian Plan – COMPLETED
- Transportation for Sustainable Communities Plan – COMPLETED
- SR 12 Corridor Study – EXPECTED JUNE 2012 COMPLETION
- SolTrans Consolidation - COMPLETED



DATE: May 22, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 11, 2012, the STA Board adopted its amended 2012 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2012. A matrix listing legislative bills of interest is included as Attachment A. Legislative Updates for April 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 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. 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 postponed from last month's meeting and is scheduled during the Consortium meeting of May 30<sup>th</sup>. Attachment E is Mr. Khouri's memo on Cap and Trade.

The Governor's May Budget Revise was released on May 14<sup>th</sup>. Even though the state budget deficit has nearly doubled from what was anticipated, transportation funds have been generally preserved. For more details, see the brief analysis by Gus Khouri of the budget (Attachment F).

Assembly Bill (AB) 2200 (Ma), proposes to limit the existing High Occupancy Vehicle (HOV) lanes hours of operation on I-80 within the Metropolitan Transportation Commission's jurisdiction to only be in use during the peak period in the commute direction. Thus, the reverse commute direction lanes would operate as mixed flow lanes. The reverse commute is defined as Eastbound (towards Sacramento) direction in the am peak period and Westbound (towards San Francisco) direction in the pm peak period. This suspension would be in effect until January 2020. The author has stated the basis of this Bill is that the HOV Lanes in the reverse commute direction are underutilized. AB 2200 raises concerns that diminishing the functionality of HOV lanes will impact efforts by STA, MTC and other Bay Area counties to expand HOV lanes throughout the Bay Area, and jeopardize the implementation of Express Lanes in the future. For these reasons, staff recommends opposing AB 2200. The May 1<sup>st</sup> amended bill (Attachment G) and committee analysis (Attachment H) are included for your review.

Senate Bill (SB) 1149 (DeSaulnier) relates to the establishment of the Bay Area Regional Commission (Attachment I). SB 1149 was significantly amended after last month's TAC meeting and staff brought the bill directly to the STA Board. The Board approved an oppose position on the bill (STA Opposition Letter, Attachment J), and to staff's knowledge, 5 other Bay Area CMAs have also formalized their opposition. The author issued a press release on May 18<sup>th</sup> stating he would withdraw this current legislation (SB 1149) and work with various regional agencies and advocates to reform regional governance.

**Recommendation:**

Forward a recommendation to the STA Board to adopt an oppose position for AB 2200 (Ma).

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. State Budget May Revise Memo (Shaw/Yoder/Antwih)
- G. AB 2200 Amended 05-01-12
- H. AB 2200 Analysis 05-03-12
- I. SB 1149 Amended 05-15-12
- J. SB 1149 STA Letter to Oppose

**STA Matrix  
as of 4/26/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 41</a> <a href="#">Hill D</a></p> <p>High-Speed Rail Authority: conflicts of interest: disqualification .</p>	<p>SENATE THIRD READING 4/9/2012 - Read second time. Ordered to third reading.</p>	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local levels of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified. This bill would add members of the High-Speed Rail Authority to those specified officers who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly. <b>Last Amended on 3/29/2012</b></p>	
<p><a href="#">AB 57</a> <a href="#">Beall D</a></p> <p>Metropolitan Transportation Commission.</p>	<p>SENATE T&amp;H 3/5/2012 - From comm. chair, with author's amendments: Amend, and re- refer to comm. Read second time, amended, and re-referred to Com. on T&amp;H</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and one member appointed by the San Francisco Bay Conservation and Development Commission, and establishes a 4-year term of office for members of the commission. This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would prohibit more than 3 members of the commission from being residents of the same county, as specified. The bill would require the member from the San Francisco Bay Conservation and Development Commission to be a member of that commission, a resident of San Francisco, and to be approved by the Mayor of San Francisco. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. <b>Last Amended on 3/5/2012</b></p>	<p>SUPPORT 5/11/11</p>
<p><a href="#">AB 441</a> <a href="#">Monning D</a></p> <p>State planning.</p>	<p>SENATE T. &amp; H. 2/16/2012 - Referred to Com. on T. &amp; H.</p>	<p>Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan. This bill would require that the commission , by no later than 2014, include voluntary health and health equity factors, strategies, goals, and objectives in the guidelines promulgated by the commission for the preparation of regional transportation plans. <b>Last Amended on 1/23/2012</b></p>	

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

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1191</a> <a href="#">Huber D</a></p> <p>Local government finance.</p>	<p>SENATE G. &amp; F. 2/16/2012 - Referred to Com. on GOV. &amp; F.</p>	<p>Existing law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally requires that each jurisdiction be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. Existing property tax law also reduces the amounts of ad valorem property tax revenue that would otherwise be annually allocated to the county, cities, and special districts pursuant to these general allocation requirements by requiring, for purposes of determining property tax revenue allocations in each county for the 1992-93 and 1993-94 fiscal years, that the amounts of property tax revenue deemed allocated in the prior fiscal year to the county, cities, and special districts be reduced in accordance with certain formulas. Existing law requires that the revenues not allocated to the county, cities, and special districts as a result of these reductions be transferred to the Educational Revenue Augmentation Fund in that county for allocation to school districts, community college districts, and the county office of education. This bill would, for the 2012-13 fiscal year and for each fiscal year thereafter, if there is not enough ad valorem property tax revenue that is otherwise required to be allocated to a county Educational Revenue Augmentation Fund for the county auditor to complete the decreases required during the fiscal adjustment period, require the county auditor to calculate an amount, as specified, and to submit a claim to the Controller for that amount. This bill would require the Controller, upon appropriation by the Legislature, to deposit the amount of the claim into the Sales and Use Tax Compensation Fund, and would require the county auditor to allocate that amount among the county and to each city in the county. <b>Last Amended on 1/23/2012</b></p>	
<p><a href="#">AB 1444</a> <a href="#">Feuer D</a></p> <p>Environmental quality: record of proceedings.</p>	<p>ASSEMBLY APPR. 4/23/2012 - Do pass as amended and be re-referred to the Committee on Appropriations.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant and the agreement of the project applicant to bear the costs incurred by the lead agency, to, among other things, prepare a record of proceedings concurrently with the preparation, and adoption or certification, of an environmental document. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. In an action or proceeding filed challenging the lead agency's action pursuant to CEQA, the bill would require the court to schedule a hearing within 30 days of the filing of the statement of issues regarding the record of proceedings. <b>Last Amended on 3/29/2012</b></p>	
<p><a href="#">AB 1448</a> <a href="#">Furutani D</a></p> <p>Home-to-school transportation: funding.</p>	<p>ASSEMBLY APPR. 4/19/2012 - From com: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (4/18) Re-referred to Com. on APPR.</p>	<p>Existing law authorizes school district governing boards to provide for the transportation of pupils to and from school whenever, in the judgment of the governing board, the transportation is advisable and reasons exist therefor. Existing law also authorizes school district governing boards to purchase or rent and provide for the upkeep, care, and operation of vehicles, or contract and pay for the transportation of pupils to and from school by common carrier or municipally owned transit system, or contract with and pay responsible private parties for the transportation. This bill would , 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. <b>Last Amended on 3/19/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1455</a> <a href="#">Harkey R</a>  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. <b>Last Amended on 2/9/2012</b>	
<a href="#">AB 1523</a> <a href="#">Perea D</a>  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. <b>Last Amended on 4/17/2012</b>	
<a href="#">AB 1532</a> <a href="#">John A.</a> <a href="#">Pérez D</a>  California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.	ASSEMBLY APPR. 4/23/2012 - Do pass as amended and be re-referred 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 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 state 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. <b>Last Amended on 4/17/2012</b>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1549</a> <a href="#">Gatto D</a></p> <p>Development: expedited permit review.</p>	<p>ASSEMBLY APPR. 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. <b>Last Amended on 3/26/2012</b></p>	
<p><a href="#">AB 1570</a> <a href="#">Perea D</a></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY APPR. 4/25/2012 - 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. <b>Last Amended 4/10/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1574</a> <a href="#">Galgiani D</a> High-speed rail.	ASSEMBLY TRANS. 4/24/2012 - In committee: Set, first hearing. Hearing canceled at the request of author.	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority with 9 members to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, pursuant to that act, specifies the powers and duties of the authority, which include entering into contracts with private and public entities for the design, construction, and operation of high-speed trains, the acquisition of rights-of-way through purchase or eminent domain, and the relocation of highways and utilities, among other things. Existing law requires the authority to adopt and submit to the Legislature, every 2 years, a business plan. Existing law authorizes the authority to appoint an executive director, and authorizes the Governor to appoint up to 6 additional persons exempt from civil service. Existing law provides for the authority to establish an independent peer review group. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would repeal all of the provisions of the California High-Speed Rail Act. The bill would enact a new California High-Speed Rail Act. The bill would continue the High-Speed Rail Authority in existence with limited responsibilities and would place the authority within the Business, Transportation and Housing Agency. The 5 members of the authority appointed by the Governor would be subject to Senate confirmation, but existing members could continue to serve the remainder of their terms. The bill would authorize the authority to appoint an executive director, and would provide for the Governor to appoint up to 6 additional individuals exempt from civil service as authority staff. The bill would require the authority to adopt policies directing the development and implementation of high-speed rail, prepare and adopt a business plan and high-speed train capital program, establish a peer review group, select alignments for the routes of the high-speed train system established by law, adopt criteria for the award of franchises, and set fares or establish guidelines for the setting of fares.	
<a href="#">AB 1618</a> <a href="#">Galgiani D</a> 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. <b>Last Amended on 4/10/2012</b>	
<a href="#">AB 1627</a> <a href="#">Dickinson D</a> Energy: vehicle miles traveled.	ASSEMBLY B.,P. & C.P. 4/17/2012 - 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. <b>Last Amended on 4/10/2012</b>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1645</a> <a href="#">Norby R</a></p> <p>State highways: naming and designation by the Legislature.</p>	<p>ASSEMBLY TRANS. 4/9/2012 - In committee: Set, first hearing. Failed passage.</p>	<p>Existing law provides that the Department of Transportation shall have full possession and control of the state highway system. Existing law, when the Legislature, by concurrent resolution, has designated names for certain districts and state highway bridges and requested the placement of name plaques, authorizes the department to expend reasonable sums on those plaques. This bill would transfer the authority for naming highways, bridges, pathways, and other transportation infrastructure from the Legislature to the California Transportation Commission.</p>	
<p><a href="#">AB 1665</a> <a href="#">Galgiani D</a></p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>ASSEMBLY APPR. 4/24/2012 - From com: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 23). Re-referred to Com. on APPR.</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 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 . <b>Last Amended on 4/18/2012</b></p>	
<p><a href="#">AB 1702</a> <a href="#">Logue R</a></p> <p>California Global Warming Solutions Act of 2006.</p>	<p>ASSEMBLY PRINT 2/16/2012 - From printer. May be heard in committee March 17.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions and authorizes the state board to use market-based compliance mechanisms to achieve these ends. This bill would make a technical, non-substantive change to these provisions.</p>	
<p><a href="#">AB 1706</a> <a href="#">Eng D</a></p> <p>Vehicles: transit bus weight.</p>	<p>ASSEMBLY APPR. 4/23/2012 - Do pass as amended and be re-referred to the Committee on Appropriations .</p>	<p>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. <b>Last Amended on 4/17/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1722</a> <a href="#">Alejo D</a> 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. <b>Last Amended on 4/9/2012</b>	
<a href="#">AB 1770</a> <a href="#">Lowenthal, Bonnie D</a> 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.	
<a href="#">AB 1779</a> <a href="#">Galgiani D</a> Intercity rail agreements.	ASSEMBLY APPR. 4/25/2012 - Action From L. GOV.: Do pass.To APPR..	Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law, until December 31, 1996, authorized the department, subject to approval of the Secretary of Business, Transportation and Housing, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary. This bill would authorize the department, with the approval of the secretary, to enter into an additional interagency transfer agreement with respect to the San Joaquin Corridor, as defined, if a joint powers authority and governing board are created and organized. In that regard, the bill would provide for the creation of the San Joaquin Corridor Joint Powers Authority, to be governed by a board of not more than 11 members. The bill would provide that the board shall be organized when at least 6 of the 11 agencies elect to appoint members. The bill would provide for the authority to be created when the member agencies enter into a joint powers agreement, as specified. The bill would provide for future appointments of additional members if the service boundaries of the San Joaquin Corridor are expanded. <b>Last Amended on 4/19/2012</b>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1780</a> <a href="#">Bonilla D</a></p> <p>Department of Transportation: project studies reports.</p>	<p>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.</p>	<p>Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review and approve project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991. This bill would revise these provisions to authorize the department to prepare project study reports or equivalent planning documents for any projects on the state highway system, limited by the resources available to the department. The bill would require the department to pay for the costs of its review and approval of project study reports or equivalent planning documents that are prepared by other entities for projects that are in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or other voter-approved transportation program. In other cases, the bill would require the cost of the department's review and approval to be paid by the entity preparing the project study report or equivalent planning document. The bill would delete the provisions relating to the guidelines adopted by the California Transportation Commission and would instead require open and continuous communications between the parties during the development of project study reports or equivalent planning documents. The bill would make other related changes . <b>Last Amended on 3/29/2012</b></p>	
<p><a href="#">AB 1783</a> <a href="#">Perea D</a></p> <p>Public contracts: small business preferences.</p>	<p>ASSEMBLY CONSENT CALENDAR 4/26/2012 - Action From SECOND READING: Read second time. To CONSENT CALENDAR.</p>	<p>Existing law requires state agencies to give small businesses a 5% preference in contracts for construction, the procurement of goods, or the delivery of services, establishes a procedure by which a business can be certified as a small business by the Department of General Services for the purposes of these preferences , and specifies that a business that has been certified by, or on behalf of, another governmental entity may be eligible for certification as a small business if the certifying entity uses substantially the same or more stringent definitions as those set forth in existing law, as provided . This bill would revise the small business certification procedure to provide that the Department of General Services has the sole responsibility for certifying and determining eligibility of small businesses and would provide that local agencies have access to the department's list of certified small businesses . <b>Last Amended on 4/10/2012</b></p>	
<p><a href="#">AB 1804</a> <a href="#">Valadao R</a></p> <p>Public contracts: public entities: project labor agreements.</p>	<p>ASSEMBLY L. GOV. 4/11/2012 - In committee: Set, final hearing. Failed passage.</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project, if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, then state funding or financial assistance may not be used to support that project, as specified. This bill would repeal the above-described provisions relating to charter cities and the use of project labor agreements. This bill contains other related provisions.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1915</a> <a href="#">Alejo D</a></p> <p>Safe routes to school.</p>	<p>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.</p>	<p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law sets forth various factors to be used to rate proposals submitted by applicants for these funds. This bill would provide that up to 10% of program funds may be used to assist eligible recipients in making infrastructure improvements, other than schoolbus shelters, that create safe routes to bus stops located outside of the vicinity of schools. <b>Last Amended on 3/26/2012</b></p>	
<p><a href="#">AB 1916</a> <a href="#">Buchanan D</a></p> <p>State parks: operating agreements: Mount Diablo State Park.</p>	<p>ASSEMBLY APPR. 4/26/2012 - Action From SECOND READING: Read second time and amended.Re-referred to APPR..</p>	<p>Existing law vests with the Department of Parks and Recreation control of the state park system. Existing law authorizes the department to enter into an agreement with an agency of the United States, including a city, county, district, or other public agency, or any combination thereof, for the care, maintenance, administration, and control of lands of the state park system. This bill would authorize the department to enter into an operating agreement with Save Mount Diablo (SMD), a nonprofit organization, for the restoration of the beacon on top of the Summit Building in Mount Diablo State Park, and would require that the agreement comply with specified requirements. <b>Last Amended on 4/9/2012</b></p>	
<p><a href="#">AB 1924</a> <a href="#">Buchanan D</a></p> <p>CEQA: environmental impact reports.</p>	<p>ASSEMBLY PRINT 2/23/2012 - From printer. May be heard in committee March 24.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA prescribes certain requirements for the review of draft EIRs, as specified. This bill would make various technical, nonsubstantive changes in those provisions relating to the requirements for the review of draft EIRs.</p>	
<p><a href="#">AB 2052</a> <a href="#">Buchanan D</a></p> <p>Environmental quality: CEQA.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant impact on the environment or to adopt a negative declaration if it finds that the project will not have that impact. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for the judicial review of a lead agency's decision to certify an EIR. This bill would make a technical, nonsubstantive change to these provisions.</p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2173</a> <a href="#">Skinner D</a>  Metropolitan Transportation Commission: regional gasoline tax.	ASSEMBLY TRANS. 4/16/2012 - In committee: Set, first hearing. Hearing canceled at the request of author.	Existing law creates the Metropolitan Transportation Commission with specified powers and duties relative to transportation planning and programming for the 9-county Bay Area region comprising the commission's jurisdiction. Existing law authorizes the commission to impose a regional tax on gasoline used by motor vehicles not to exceed \$0.10 per gallon for up to 20 years within the region, subject to 2/3 voter approval. This bill would modify these provisions by providing for the commission to submit the proposed ballot measure to voters of one or more counties within the 9-county region rather than to all counties. The bill would delete the requirement for an independent audit of the State Board of Equalization relative to reimbursement of the board for its actual administrative costs associated with the regional gasoline tax, and would make various other changes. This bill contains other related provisions and other existing laws.	
<a href="#">AB 2200</a> <a href="#">Ma D</a>  Vehicles: high-occupancy vehicle lanes.	ASSEMBLY APPR. 4/23/2012 - Do pass as amended and be re-referred to the Com. 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. <b>Last Amended on 4/18/2012</b>	
<a href="#">AB 2245</a> <a href="#">Smyth R</a>  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. <b>Last Amended on 3/15/2012</b>	
<a href="#">AB 2247</a> <a href="#">Lowenthal,</a> <a href="#">Bonnie D</a>  Public transportation: offenses.	ASSEMBLY APPR. 4/24/2012 - From com: 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. <b>Last Amended on 4/18/2012</b>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 2277</u></a> <a href="#"><u>Hueso D</u></a></p> <p>Adopt a Highway Program: courtesy signs.</p>	<p>ASSEMBLY TRANS. 4/16/2012 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law provides that the Department of Transportation may enter into an agreement with a person or group to clean up litter alongside a section of state highway and to post a courtesy sign identifying the group who is providing the litter abatement services. This bill would require the department to notify and obtain the approval, as specified, of the local governing body which has jurisdiction over the area where a sign would be placed in order to post a courtesy sign identifying a group that is providing the litter abatement. The department would also be required to post the notice of the application on its Internet Web site for access by the public. The local governing body would have a specified time limit to act on the application request and the approval could not be unreasonably withheld.</p>	
<p><a href="#"><u>AB 2375</u></a> <a href="#"><u>Knight R</u></a></p> <p>Vehicles: public transit buses: illuminated signs.</p>	<p>ASSEMBLY CONSENT CALENDAR 4/25/2012 - Read second time. Ordered to consent calendar.</p>	<p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions. This bill would authorize, until January 1, 2018, a pilot program that would allow up to 25 buses operated by the Antelope Valley Transit Authority's publicly owned transit system for the first 2 years of the pilot program, and up to 30 buses thereafter, to be equipped with illuminated signs that display advertising subject to certain conditions, including a display area of not greater than 4,464 square inches. The bill would require the authority to submit a specified report to the Legislature and the Department of the California Highway Patrol by July 1, 2017, on the incidence of adverse impacts, if any. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 2382</u></a> <a href="#"><u>Gordon D</u></a></p> <p>Department of Transportation: Innovation District Demonstration Project.</p>	<p>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.</p>	<p>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.</p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2405</a> <a href="#">Blumenfeld D</a> 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. <b>Last Amended on 4/23/2012</b>	
<a href="#">AB 2498</a> <a href="#">Gordon D</a> Dept. of Transp.: Construction Manager/General Contractor project method.	ASSEMBLY APPR. 4/23/2012 - Do pass as amended and be re-referred to the Com. 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.	
<a href="#">AB 2581</a> <a href="#">Conway R</a> Vehicles: high-occupancy vehicle lanes.	ASSEMBLY PRINT 2/27/2012 - Read first time.	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which lanes may also be used, until January 1, 2015, by certain low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane. The Department of Motor Vehicles is required to make available for issuance distinctive decals, labels, and other identifiers that clearly distinguish those vehicles. This bill would make technical non-substantive changes to those provisions.	
<a href="#">AB 2679</a> <a href="#">Committee on Transportation</a> Transportation: omnibus bill.	ASSEMBLY APPR. 4/24/2012 - From com: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 8. Noes 0.) (4/23). Re-referred to Com. on APPR.	Existing law authorizes the Department of Transportation (department) to pay claims or damages up to a maximum of \$5,000 without the approval of the California Victim Compensation and Government Claims Board. This bill would adjust the claim limit that may be paid by the department under these provisions to equal the maximum amount of a claim that can be brought in small claims court. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/27/2012</b>	SUPPORT 4/11/12

Bill ID/Topic	Location	Summary	Position
<a href="#">ACA 23</a> <a href="#">Perea D</a> Local govt transportation projects: special taxes: voter approval.	ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.	SUPPORT 4/11/12
<a href="#">SB 52</a> <a href="#">Steinberg D</a> Environmental quality: jobs and economic improvement.	ASSEMBLY DESK 2/1/2012 - In Assembly. Read first time. Held at Desk.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require instead that a project result in a minimum investment of \$100,000,000 spent on planning, design, and construction of the project. The bill, in order to maximize public health, environmental, and employment benefits, would require a lead agency to place the highest priority on feasible measures that will reduce greenhouse gas emissions on the project site and in the neighboring communities of the project site. <b>Last Amended on 1/31/2012</b>	
<a href="#">SB 749</a> <a href="#">Steinberg D</a> California Transportation Commission: guidelines.	ASSEMBLY TRANS. 4/24/2012 - Referred to Coms. on TRANS. and B., P. & C.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. <b>Last Amended on 1/4/2012</b>	
<a href="#">SB 783</a> <a href="#">Dutton R</a> Special access: liability.	SENATE 9/10/2011 - Returned to Secretary of Senate pursuant to Joint Rule 62(a).	Under existing law, a person, firm, or corporation that interferes with the access rights of a disabled individual is liable for the actual damages of each offense and any amount determined by a judge or jury of up to 3 times the amount of the actual damages, but in no case less than \$1,000. Existing law requires the State Architect to develop and submit for approval and adoption building standards for making buildings, structures, sidewalks, curbs, and related facilities accessible to, and usable by, persons with disabilities, as specified. This bill would establish notice requirements for an alleged aggrieved party to follow before bringing an action against a business for an alleged violation of the above-described provisions. The bill would require that party to provide specified notice to the owner of the property, agent, or other responsible party where the alleged violation occurred. The bill would require that owner, agent, or other responsible party to respond within 30 days with a description of the improvements to be made or with a rebuttal to the allegations, as specified. If that owner, agent, or other responsible party elects to fix the alleged violation, the bill would provide 120 days to do so. The bill would provide that its provisions do not apply to claims for recovery of special damages for an injury in fact, and would authorize the court to consider previous or pending actual damage awards received or prayed for by the alleged aggrieved party for the same or similar injury. The bill would further state the intent of the Legislature to institute certain educational programs related to special access laws. This bill contains other related provisions. <b>Last Amended on 6/6/2011</b>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 829</a> <a href="#">Rubio D</a></p> <p>Public contracts: public entities: project labor agreements.</p>	<p>SENATE CHAPTERED 4/26/2012 - Signed by the Governor</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, state funding or financial assistance may not be used to support that project, as specified. This bill would additionally provide that if a charter provision, initiative, or ordinance of a charter city prohibits, limits, or constrains in any way the governing board's authority or discretion to adopt, require, or utilize a project labor agreement that includes specified taxpayer protection provisions for some or all of the construction projects to be awarded by the city, state funding or financial assistance may not be used to support any construction projects awarded by the city, as specified. <b>Last Amended on 4/9/2012</b></p>	
<p><a href="#">SB 878</a> <a href="#">DeSaulnier D</a></p> <p>Regional planning: Bay Area.</p>	<p>ASSEMBLY DESK 1/26/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county Bay Area with comprehensive regional transportation planning and other related responsibilities, including development of a regional transportation plan with a sustainable communities strategy. Existing law requires a joint policy committee of the commission, the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission to coordinate the development and drafting of major planning documents prepared by the 4 agencies. This bill would require the joint policy committee to submit a report to the Legislature by January 31, 2013, on, among other things, methods and strategies for developing and implementing a multiagency set of policies and guidelines relative to the Bay Area region's sustainable communities strategy, including recommendations on organizational reforms for the regional agencies. The bill would require preparation of a work plan for a regional economic development strategy to be submitted to the Legislature on that date. The bill would also require the member agencies to report on public outreach efforts that they individually or jointly perform. The bill would require public meetings in each of the region's 9 counties and creation of advisory committees, as specified. By imposing new duties on local agencies, the bill would impose a state-mandated local program. <b>Last Amended on 6/9/2011</b></p>	
<p><a href="#">SB 984</a> <a href="#">Simitian D</a></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY DESK 4/23/2012 - 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. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require, until January 1, 2016, the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs or other environmental documents for specified projects. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. <b>Last Amended on 4/9/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 985</a> <a href="#">La Malfa</a> R  Transportation bonds.	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.	
<a href="#">SB 997</a> <a href="#">Strickland</a> R  Environmental quality: environmental leadership development project.	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.	
<a href="#">SB 1076</a> <a href="#">Emmerson</a> R  California Global Warming Solutions Act of 2006: tire inflation regulation.	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. <b>Last Amended on 3/19/2012</b>	
<a href="#">SB 1102</a> <a href="#">DeSaulnier</a> D  State transportation improvement program.	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.	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1117</a> <a href="#">DeSaulnier D</a>  Statewide passenger rail transportation plan.	SENATE APPR. 4/25/2012 - Do pass as amended, and re-refer to the Committee on Appropriations	Existing law creates the Department of Transportation with various powers and duties relating to the state highway system and other transportation modes, including the authority to contract for conventional rail passenger service. Existing law requires the department to prepare a 10-year State Rail Plan on a biennial basis. Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including preparation of a business plan on a biennial basis. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would require the California Transportation Commission to prepare a statewide passenger rail transportation plan relative to conventional and high-speed intercity passenger rail, commuter rail, and urban rail transit containing various elements. The bill would require the commission to adopt the plan by September 2014, and update the plan every 4 years thereafter. The bill would require the plan to contain goals for integrated passenger rail services and facilities, and to adopt policies and guidelines to be used by the department, the authority, and regional transportation agencies in the development of their plans, and would prohibit those agencies from taking inconsistent actions. The bill would require regional transportation planning agencies to submit their plans for commuter rail and urban rail transit to the commission by December 31, 2013. <b>Last Amended on 3/29/2012</b>	
<a href="#">SB 1149</a> <a href="#">DeSaulnier D</a> Metropolitan Transportation Commission.	SENATE T. & H. 4/19/2012 - 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.	OPPOSE 5/9/12
<a href="#">SB 1160</a> <a href="#">Padilla D</a>  Communication s: 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 . <b>Last Amended on 4/9/2012</b>	
<a href="#">SB 1189</a> <a href="#">Hancock D</a>  The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: project funding.	SENATE APPR. 4/20/2012 - 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. <b>Last Amended on 3/26/2012</b>	SUPPORT 5/9/12

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1214</a> <a href="#">Cannella R</a>  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.	
<a href="#">SB 1252</a> <a href="#">Rubio D</a>  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. <b>Last Amended on 4/9/2012</b>	
<a href="#">SB 1257</a> <a href="#">Hernandez D</a>  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. <b>Last Amended on 4/25/2012</b>	
<a href="#">SB 1269</a> <a href="#">Fuller R</a>  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.	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1339</a> <a href="#">Yee D</a>  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.	
<a href="#">SB 1380</a> <a href="#">Rubio D</a>  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. <b>Last Amended on 4/10/2012</b>	
<a href="#">SB 1417</a> <a href="#">Hancock D</a>  Local government: infrastructure financing districts.	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 be more than 30 years from the date on which the ordinance forming the district is adopted. Existing law prohibits a district from including any portion of a redevelopment project area. This bill instead would specify that the date a district shall cease to exist may not be more than 45 years from the date on which the ordinance forming the district is adopted or not more than 45 years from the date on which bonds have been issued, whichever is later. The bill would delete the prohibition on a district including any portion of a redevelopment project area. The bill would make technical changes to a provision on bond issuance. <b>Last Amended on 4/9/2012</b>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1464</a> <a href="#">Lowenthal D</a></p> <p>Vehicles: bicycles: passing distance.</p>	<p>SENATE APPR. 4/24/2012 - Read second time and amended. Re- referred to Com. on APPR.</p>	<p>Under existing law, a driver of a vehicle overtaking another vehicle or a bicycle proceeding in the same direction is required to pass to the left at a safe distance without interfering with the safe operation of the overtaken vehicle or bicycle, subject to certain limitations and exceptions. A violation of this provision is an infraction punishable by a fine not exceeding \$100 for a first conviction, and up to a \$250 fine for a 3rd and subsequent conviction occurring within one year of 2 or more prior infractions. This bill would recast this provision as to overtaking and passing a bicycle by requiring, with specified exceptions, the driver of a motor vehicle overtaking and passing a bicycle that is proceeding in the same direction on a highway to pass in compliance with specified requirements applicable to overtaking and passing a vehicle, and to do so at a safe distance that does not interfere with the safe operation of the overtaken bicycle, having due regard for the size and speed of the motor vehicle and the bicycle, traffic conditions, weather, and the surface and width of the highway. The bill would prohibit, with specified exceptions, the driver of the motor vehicle that is overtaking or passing a bicycle proceeding in the same direction on a highway from passing at a distance of less than 3 feet between any part of the motor vehicle and any part of the bicycle or its operator. The bill would make a violation of 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. <b>Last Amended on 4/24/2012</b></p>	
<p><a href="#">SB 1499</a> <a href="#">Anderson R</a></p> <p>California Transportation Commission: review of expenditures.</p>	<p>SENATE T. &amp; H. 4/17/2012 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work. This bill would require the commission to allocate funds for construction support costs for a project in the state transportation improvement program at the time of allocation of funds for construction capital costs. The bill would require a supplemental project allocation request to be made for all state transportation improvement program projects that experience construction support costs equal to or more than 120% of the amount originally allocated. The bill would also require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction support costs at project close for each state transportation improvement program project completed during the previous fiscal year.</p>	
<p><a href="#">SB 1512</a> <a href="#">Cannella R</a></p> <p>Environmental quality: California Environmental Quality Act: litigation.</p>	<p>SENATE RLS. 3/22/2012 - Referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make technical, nonsubstantive changes to that provision. This bill contains other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1533</a> <a href="#">Padilla D</a></p> <p>Electricity: energy crisis litigation.</p>	<p>SENATE APPR. 4/24/2012 - pass as amended, and re-refer to Committee on Appropriations</p>	<p>Existing law, until January 1, 2013, requires the Attorney General to represent the Department of Finance and to succeed to all rights, claims, powers, and entitlements of the Electricity Oversight Board in any litigation or settlement to obtain ratepayer recovery for the effects of the 2000-02 energy crisis. Existing law additionally prohibits the Attorney General from expending the proceeds of any settlements of those claims, except as specified. This bill would delete the repeal of the above-described requirements. <b>Last Amended on 3/27/2012</b></p>	
<p><a href="#">SB 1545</a> <a href="#">DeSaulnier D</a></p> <p>Bay Area toll bridges.</p>	<p>SENATE APPR. 4/20/2012 - Set for hearing April 30.</p>	<p>This bill would prohibit public money from being used on the development or improvement of an office building at 390 Main Street, San Francisco, until after the State Auditor has completed a specified audit relating to the move of the headquarters of the Metropolitan Transportation Commission. Upon completion of the audit, the bill would require the issues raised in the audit to be addressed and a report in that regard to be submitted to the Legislature prior to future expenditure of public money on the headquarters project. These provisions would apply to the Bay Area Toll Authority, the Metropolitan Transportation Commission, and the Bay Area Headquarters Authority. The bill would thereby impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 1549</a> <a href="#">Vargas D</a></p> <p>Transportation projects: construction Manager/General Contractor project method.</p>	<p>SENATE APPR. 4/18/2012 - Do pass as amended, and re-refer to the Committee on Appropriations</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for projects, as specified, and for local agencies for public works contracts, as specified. This bill would, upon authorization by the California Transportation Commission, allow a consolidated San Diego regional transportation entity, as specified, or the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for up to 20 total projects for either local street or road, bridge, tunnel, or public transit projects within the jurisdiction of the local transportation entity or state highway, bridge, or tunnel projects by the Department of Transportation. 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.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1566</a> <a href="#">Negrete</a> <a href="#">McLeod</a> <b>D</b></p> <p>Vehicle license fees: allocation.</p>	<p>SENATE APPR. 4/25/2012 - From com.: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 1.) (4/24). Re-referred to Com. on APPR.</p>	<p>Existing law requires that a specified amount of motor vehicle license fees deposited to the credit of the Motor Vehicle License Fee Account in the Transportation Tax Fund be allocated by the Controller to the Local Law Enforcement Services Account in the Local Revenue Fund 2011, for allocation to cities, counties, and cities and counties. This bill would instead require, on and after July 1, 2012, that those revenues be distributed first to each city that was incorporated from an unincorporated territory after August 5, 2004, in an amount determined pursuant to a specified formula , second to each city that was incorporated before August 5, 2004, in an amount determined pursuant to a specified formula , and third to the Local Law Enforcement Services Account in the Local Revenue Fund 2011, for allocation to cities, counties, and cities and counties . By authorizing within the Motor Vehicle License Fee Account in the Transportation Tax Fund, a continuously appropriated fund, to be used for a new purpose, the bill would make an appropriation. <b>Last Amended on 4/10/2012</b></p>	
<p><a href="#">SB 1572</a> <a href="#">Pavley</a> <b>D</b></p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.</p>	<p>SENATE APPR. 4/23/2012 - Do pass as amended, and re-refer to the Committee on Appropriations</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act. This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, be used for purposes of carrying out the California Global Warming Solutions Act of 2006. The bill would declare the intent of the Legislature to enact legislation that would establish criteria for the development and implementation of an expenditure plan, as specified, for moneys appropriated from the Greenhouse Gas Reduction Account.</p>	
<p><a href="#">SCA 7</a> <a href="#">Yee</a> <b>D</b></p> <p>Public bodies: meetings.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 8/25/2011 - Set, second hearing. Held in com. and under submission.</p>	<p>The California Constitution requires meetings of public bodies to be open to public scrutiny. This measure would also include in the California Constitution the requirement that each public body provide public notice of its meetings and disclose any action taken. <b>Last Amended on 4/13/2011</b></p>	



**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**

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

\*New Funding Opportunity

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

\*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
<a href="#">Economic Development Programs - Economic Adjustment Assistance Program</a>	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	<b>\$50 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)</b>	12/15/11 for funding cycle 1; 3/9/2012 for funding cycle 2; 06/08/12 for funding cycle 3; and 09/14/12 for funding cycle 1 of FY 2013	Provides a wide range of construction and non-construction assistance, including public works, technical assistance, strategies, and revolving loan fund (RLF) projects, in regions experiencing severe economic dislocations that may occur suddenly or over time. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		

\*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](mailto:jbauer@sta-snci.com)

## STA Federal Funding Matrix

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

\*New Funding Opportunity

## STA Federal Funding Matrix

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

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

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

\*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](mailto:jbauer@sta-snci.com)

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">National Clean Diesel Funding Assistance Program</a>	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](mailto: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 MMTCO<sub>2</sub>/year in 2020 and 15 MMTCO<sub>2</sub>/year in 2035 cited in ARB's August 9, 2010 staff report on the Proposed Greenhouse Gas Emission Reduction Targets Pursuant to SB 375.

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

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

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

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

**Conversion Factors:**

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

Notes:

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

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

Data Source:

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

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

May 14, 2012

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

**RE: STATE LEGISLATIVE UPDATE- MAY REVISE**

On May 14, Governor Brown released his May Revision to the 2012-13 State Budget and stated that the budget deficit has increased from \$9.2 billion in January, to \$15.7 billion, with a structural deficit of \$8.2 billion (\$4.4 billion was anticipated in January). The \$6.5 billion increase in the size of the deficit is attributable to three factors:

- **Prior Revenue Forecast Was Too High (\$4.3 billion):** The Department of Finance's (DOF) January Forecast was too reliant upon strong April and June receipts in 2011, which have been wiped out by weak receipts in April 2012. A modest recovery is projected.
- **Proposition 98 Spending Increases (\$2.4 billion):** Proposition 98 funding for K-14 education relies on year-to-year changes in revenues. They receive 40% of all General Fund revenue. Lower property taxes have also increased General Fund costs.
- **Federal Government and Courts Blocked Budget Cuts (\$1.7 billion)** resulted in denying the state to require co-payments for Medi-Cal services, an In-Home Supportive Services provider fee, and cuts to Medi-Cal providers.
- The cost increases however are somewhat offset by \$1.9 billion in reduce caseloads.

In order to address the shortfall, the Governor proposes \$16.7 billion in solutions (including a \$1 billion reserve) as follows:

- **50% (\$8.3 billion)** from making various cuts to education and health and human services, scoring savings from the elimination of redevelopment agencies, and reduced compensation for state employees, and;
- **35% (\$5.9 billion)** from the imposition of temporary taxes which includes increasing the personal income tax for seven years on income earners making over \$250,000 and a ¼ percent sales tax for four years. The taxes would be placed on this November's ballot, and;
- **15% (\$2.5 billion)** from loan repayment extensions, transfers and loans from special funds, and additional weight fee revenue, among other things.

The tax proposals will include trigger cuts of \$6.1 billion that would go into effect in January 1, 2013 if the measures fail. This includes a reduction of \$5.5 billion for schools and community colleges, \$250 million each to the University of California and California State University, and a variety of reductions for public safety programs.

### **Impact on Transportation**

Overall, the May Revision does not make any significant changes to funding for transportation or public transit from the January budget, with the exception of 1) using \$705,000 in Public Transportation Account funding to enable Caltrans to work with the High-Speed Rail Authority (HSRA) and other local and regional rail operators to improve service on Northern California intercity rail lines consistent with the blended system presented in HSRA's revised 2012 Business Plan, and 2) a reduction of capital outlay support and 330 positions in 2012-13 due to ramping down work on the federal American Recovery and Reinvestment Act funds.

### **Impact on State Transit Assistance Funding**

As reported in January, the gas tax swap and subsequent reenactment in 2011 made the State Transit Assistance (STA) program solely reliant upon the consumption of the sales tax on diesel (both the 4.75% base rate and new add-on which is scheduled to be 2.17% for FY 12-13), which is volatile. In fact, STA was estimated to be \$416 million in FY 11-12 and has been adjusted to \$376 million. The administration estimated in January that STA for FY 12-13 would be \$420 million. We will verify the May Revision number and continue to work with DOF, Board of Equalization, and State Controller's Office to monitor quarterly receipts of the sales tax on diesel.

### **Redevelopment Agencies**

Chapter 5, Statutes of 2011 (AB x1 26) eliminated redevelopment agencies (RDAs) and designated local organized successor agencies tasked with retiring the former RDAs' outstanding debts and other legal obligations. According to the Governor, the elimination of RDAs will provide additional property tax funding for education and reduce General Fund obligations. The May Revision reflects an estimate that approximately \$818 million in additional property tax that K-14 schools will receive. Beginning in 2012-13, the Governor proposes that K-14 schools be allowed to retain 1 percent of these funds, above the Proposition 98 guarantee.

### **Proposition 1A Funding**

The High-Speed Rail Authority (Authority) is responsible for the development and construction of a high-speed passenger train service between San Francisco and Los Angeles/Anaheim (Phase I), with extensions to San Diego and Sacramento and points in-between (Phase II). Proposition 1A, enacted in November 2008, authorizes \$9 billion in bond proceeds for the rail lines and equipment, and an additional \$950 million for state and local feeder lines. The federal government also has awarded the Authority nearly \$3.5 billion, most of which has been designated to fund portions of the project in the Central Valley.

On April 2, the High-Speed Rail Authority (HSRA) released its revised Business Plan. The latest version calls for a \$68.4 billion investment (down from the \$98.5 billion proposed in November) to build the high-speed train network. It recommends making substantial investments in the San Francisco Bay Area / Peninsula corridor, as well as in Southern California, in order to modernize the existing transit infrastructure in "the bookends" -- to improve the current systems and prepare for linkage to a high-speed rail system in the future.

The DOF has recommended that the \$816 million in remaining Proposition 1A connectivity funding be appropriated for the first time (for non-positive train control projects), but they have conditioned that the revenue will only be available if \$5.8 billion in funding for the Central Valley is appropriated concurrently.

AMENDED IN ASSEMBLY MAY 1, 2012  
 AMENDED IN ASSEMBLY APRIL 18, 2012  
 AMENDED IN ASSEMBLY MARCH 29, 2012  
 CALIFORNIA LEGISLATURE—2011–12 REGULAR SESSION

**ASSEMBLY BILL****No. 2200****Introduced by Assembly Member Ma**

February 23, 2012

An act to add *and repeal* Section 21655.10 to of the Vehicle Code, relating to vehicles.

## LEGISLATIVE COUNSEL'S DIGEST

AB 2200, as amended, Ma. Vehicles: high-occupancy vehicle lanes.

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, *until January 1, 2020*, 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.

This bill would make legislative findings and declarations as to the necessity of a special statute for the Interstate 80 corridor in the San Francisco Bay area.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

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

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

1 SECTION 1. Section 21655.10 is added to the Vehicle Code,  
2 to read:

3 21655.10. (a) To the extent consistent with the state  
4 implementation plan for the San Francisco Bay area adopted  
5 pursuant to the federal Clean Air Act (42 U.S.C. Sec. 7401 et seq.)  
6 and other requirements pursuant to federal law, the hours of  
7 operation for highway lanes designated for high-occupancy  
8 vehicles, pursuant to Section 21655.55 or 21655.8, in the Interstate  
9 80 corridor within the Metropolitan Transportation Commission's  
10 jurisdiction, shall be suspended during the reverse commute  
11 direction.

12 (b) For purposes of this section, "reverse commute direction"  
13 means eastbound on Interstate 80 between the hours of 5 a.m. to  
14 10 a.m., inclusive, and westbound on Interstate 80 between the  
15 hours of 3 p.m. to 7 p.m., inclusive.

16 (c) *This section shall remain in effect only until January 1, 2020,*  
17 *and as of that date is repealed, unless a later enacted statute, that*  
18 *is enacted before January 1, 2020, deletes or extends that date.*

19 SEC. 2. The Legislature finds and declares that a special law  
20 is necessary and that a general law cannot be made applicable  
21 within the meaning of Section 16 of Article IV of the California  
22 Constitution because of the unique nature of the Interstate 80  
23 corridor in the San Francisco Bay area.

24 SEC. 3. If the Commission on State Mandates determines that  
25 this act contains costs mandated by the state, reimbursement to  
26 local agencies and school districts for those costs shall be made

- 1 pursuant to Part 7 (commencing with Section 17500) of Division
- 2 4 of Title 2 of the Government Code.

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Date of Hearing: April 23, 2012

ASSEMBLY COMMITTEE ON TRANSPORTATION  
Bonnie Lowenthal, Chair  
AB 2200 (Ma) - As Amended: May 1, 2012

SUBJECT : High-occupancy vehicle lanes: Interstate 80

SUMMARY : Suspends, until January 1, 2020, 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, as defined. Specifically, this bill :

- 1) Suspends, until January 1, 2020, operation of the HOV lanes on this particular corridor during this particular period, so long as doing so is consistent with the State Implementation Plan (SIP) for the San Francisco Bay Area and with other federal requirements.
- 2) Defines "reverse commute direction" to mean eastbound on Interstate 80 between the hours of 5 a.m. to 10 a.m. and westbound on Interstate 80 between the hours of 3 p.m. and 7 p.m.
- 3) Makes findings and declarations regarding the unique nature of the Interstate 80 corridor in the San Francisco Bay area.

EXISTING LAW :

- 1) Authorizes the California Department of Transportation (Caltrans) and local authorities, with respect to highways under their respective jurisdictions, to permit preferential use of highway lanes for HOVs, under specific conditions.
- 2) Requires Caltrans, or the appropriate local entity, to produce engineering reports that estimate the effect of an HOV lane prior to establishing the lane. The reports must evaluate the proposals for safety, congestion, and highway capacity.
- 3) Vests, under federal law, state departments of transportation with responsibility for establishing occupancy requirements for vehicles using HOV lanes, except that the requirement can be no less than two occupants.

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- 4) Under the federal Clean Air Act Amendments of 1990, requires states that do not meet federal standards for carbon monoxide and ozone to develop SIPs.
- 5) Also requires, under federal law, SIPs to result in emission reductions to federal standards and to conform with regional transportation plans;
- 6) Authorizes federal sanctions for a state's failure to conform to SIP requirements; sanctions include withholding approval for federal highway projects.

FISCAL EFFECT : Unknown

COMMENTS : The primary purpose of an HOV lane is to increase the total number of people moved through a congested corridor by offering two kinds of incentives: a savings in travel time and a reliable and predictable travel time. Because HOV lanes carry vehicles with a higher number of occupants, they may move significantly more people during congested periods, even when the number of vehicles that use the HOV lane is lower than on the adjoining general-purpose lanes. In general, carpoolers, vanpoolers, and transit users are the primary beneficiaries of HOV lanes.

HOV lanes work best where significant roadway congestion during the peak periods occurs. Experience with HOV lanes from around the country has shown a positive relationship between ridership and travel time savings, suggesting that, as congestion grows, the travelers' willingness to carpool or ride on a bus that uses an HOV lane also grows.

In the Bay Area, HOV lane occupancy requirements are 2+ except on parts of the system that feed into the San Francisco-Oakland Bay Bridge, Carquinez Bridge, and the Benicia-Martinez Bridge, which have HOV occupancy requirements of 3+. While federal law vests states with the authority to set the minimum HOV occupancy requirements, in practice this decision is made in the Bay Area jointly by Caltrans, the Federal Highway Administration (FHWA), and MTC.

HOV lanes in the Bay Area are operated contiguous with general purpose lanes and have continuous unlimited access into and out of the lane, with no buffer (neither physical nor striped) separating them from the adjacent lanes. The lane restrictions

are in effect only during weekday commute periods (e.g. 5-9 a.m. and 3-7 p.m.). During off-peak periods and on weekends, the lanes are open to all traffic. Typically, HOV lanes work at their optimum when the vehicular volume is approximately 1650 vehicles per hour. (In contrast, mixed flow lanes are generally expected optimally to carry between 1,800 and 2,000 vehicles per hour.)

This bill suspends operation of the HOV lanes in Interstate 80 between the Carquinez Bridge and the San Francisco-Oakland Bay Bridge during the reverse commute direction. The author asserts that HOV lanes in this corridor are not fully utilized at all times. She cites as evidence recent HOV volume reports demonstrating that while the HOV lanes may be at or near capacity in the morning (approximately 1750 vehicles per hour), only 200 vehicles per hour used the HOV lane in the reverse commute direction.

MTC is pursuing an ambitious plan to develop a region-wide HOT lane network throughout the San Francisco Bay Area, including Interstate 80 within its jurisdiction. Because of that, the bill includes a January 1, 2020, sunset date to ensure that the proposed HOT lane is not impacted by suspending operation of the HOV lanes.

Previous legislation: AB 2132 (Sher), Chapter 940, Statutes of 1991, authorized Caltrans to establish HOV lanes on the new Dumbarton and San Mateo bridges and the bridge approaches and established the occupancy requirements for those HOV lanes at 2+. (These provisions were later repealed by SB 916 (Perata), Chapter 716, Statutes of 2003.)

REGISTERED SUPPORT / OPPOSITION :

Support

None on file

Concern

Western Contra Costa Transportation Advisory Council

Opposition

None on file

AMENDED IN SENATE MAY 15, 2012

AMENDED IN SENATE MAY 1, 2012

**SENATE BILL**

**No. 1149**

**Introduced by Senator DeSaulnier  
(Principal coauthor: Senator Steinberg)**

February 21, 2012

An act to add Title 7.1.5 (commencing with Section 66538) to the Government Code, relating to the Bay Area Regional Commission.

LEGISLATIVE COUNSEL'S DIGEST

SB 1149, as amended, DeSaulnier. Bay Area Regional Commission.

Existing law creates the Metropolitan Transportation Commission, the Bay Area Toll Authority, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission, with various powers and duties relative to all or a portion of the 9-county San Francisco Bay Area region with respect to transportation, air quality, and environmental planning, as specified. Another regional entity, the Association of Bay Area Governments, is created as a joint powers agency comprised of cities and counties under existing law with regional planning responsibilities. Existing law provides for a joint policy committee of certain regional agencies to collaborate on regional coordination. Existing law requires regional transportation planning agencies, as part of the regional transportation plan in urban areas, to develop a sustainable communities strategy coordinating transportation, land use, and air quality planning, with specified objectives.

This bill would create the Bay Area Regional Commission, ~~to be governed by 15 commissioners elected beginning in 2014 from districts in the Bay Area region,~~ with specified powers and duties, including the

powers and duties previously exercised by the joint policy committee. The bill would require the regional entities that are funding the joint policy committee to continue to provide the same amount of funding as provided in the 2012–13 fiscal year, as adjusted for inflation, but to provide those funds to the commission rather than to the committee. The bill would provide for the Bay Area Toll Authority to make contributions to the commission, as specified, in furtherance of the exercise of the authority’s toll bridge powers. The bill would require federal and state funds made available to the Metropolitan Transportation Commission for purposes of transportation planning to be budgeted to the Bay Area Regional Commission. The bill would specify the powers and duties of the commission relative to the other regional entities referenced above, including the power to approve the budgets of those regional entities and to develop an integrated budget for the commission and the regional entities. The bill would provide for the commission’s executive director to develop a regional reorganization plan, with consolidation of certain administrative functions of the regional entities under the commission, with a final plan to be adopted by the commission by June 30, 2016. The bill would require organization of the regional entities as divisions of the commission, and would require the executive director to recommend candidates for vacant executive director positions at the regional entities as these positions become vacant. The bill would require the commission to adopt public and community outreach policies by October 31, 2015. The bill would require the commission to review and comment on policies and plans relative to the transportation planning sustainable communities strategy of the regional entities under Senate Bill 375 of the 2007–08 Regular Session, and beginning on January 1, 2017, the bill would provide for the commission to adopt or seek modifications to the functional regional plan adopted by each regional entity in that regard and would provide that the commission is responsible for ensuring that the regional sustainable communities strategy for the region is consistent with Senate Bill 375 of the 2007–08 Regular Session. The bill would require the commission to prepare a 20-year regional economic development strategy for the region, to be adopted by December 31, 2015, and updated every 4 years thereafter. The bill would require any changes proposed by the commission with respect to bridge toll revenues managed by the Bay Area Toll Authority to be consistent with bond covenants, and would prohibit investment in real property of toll revenues in any reserve fund.

This bill would enact other related provisions.

Because the bill would impose various requirements on local entities, it would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

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

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

1 SECTION 1. Title 7.1.5 (commencing with Section 66538) is  
2 added to the Government Code, to read:

3

4 TITLE 7.1.5. BAY AREA REGIONAL COMMISSION

5

6 66538. The Legislature finds and declares all of the following:

7 (a) Various institutional reforms were initiated in the nine-county  
8 San Francisco Bay region during the mid-20th century to address  
9 the needs for regional intergovernmental cooperation, including  
10 the formation of the Bay Area Air Quality Management District  
11 in 1955; the formation of a voluntary council of governments, the  
12 Association of Bay Area Governments in 1961 to enhance the  
13 coordination of land use policy decisions across municipal and  
14 county boundaries; the formation of the Bay Conservation and  
15 Development Commission in 1965 with the mission of preserving  
16 and protecting San Francisco Bay and its estuary system from  
17 destructive and ill-planned encroachment; and the establishment  
18 of the Metropolitan Transportation Commission in 1970,  
19 California's first statutorily created regional transportation planning  
20 agency, to plan the region's transportation infrastructure, to  
21 prioritize transportation investments, and to organize and manage  
22 the allocation of financial resources necessary to implement the  
23 regional transportation plan.

24 (b) Regional planning requirements have increased significantly  
25 during the last 40 years. Among the most important changes in

1 state law governing the terms and conditions of regional planning  
2 are those mandated by Senate Bill 375 of the 2007–08 Regular  
3 Session (Chapter 728 of the Statutes of 2008). Among the  
4 provisions of this statute is a requirement that a regional  
5 transportation plan in urban areas include a sustainable  
6 communities strategy designed to achieve greenhouse gas emission  
7 reduction targets established by the State Air Resources Board.  
8 The successful implementation of the sustainable communities  
9 strategy requires close cooperation between regional and local  
10 agencies in preparing land use, transportation, and regional air  
11 quality management plans. Existing law requires collaboration  
12 between the Metropolitan Transportation Commission and the  
13 Association of Bay Area Governments when preparing the  
14 sustainable communities strategy; however, there is no independent  
15 policy body governing the collaboration. In addition to regional  
16 collaboration, there is a need, when preparing the sustainable  
17 communities strategy, for collaboration with the cities and counties  
18 responsible for land use planning, but where that responsibility  
19 resides is unspecified. This title is intended to address and remedy  
20 these deficiencies.

21 (c) There is a need to integrate regional policymaking among  
22 the Metropolitan Transportation Commission and its associated  
23 agency, the Bay Area Toll Authority; the Bay Area Air Quality  
24 Management District; the Bay Conservation and Development  
25 Commission; and the Association of Bay Area Governments. These  
26 regional entities have important responsibilities associated with  
27 establishing and maintaining the region’s sustainable communities  
28 strategy. Recognizing the need to integrate regional planning, this  
29 title establishes a regional policymaking process, in collaboration  
30 with the governing boards of the regional entities, to ensure that  
31 regional policies are developed within a common framework and  
32 establishes a single point of contact for the general public and  
33 public agencies having an interest in regional policies and  
34 programs. Further, in an effort to achieve efficiencies, it  
35 consolidates common administrative functions and establishes  
36 processes for coordinating professional functions among the  
37 regional entities. It also provides for direct public accountability  
38 on regional issues by establishing a ~~regionally-elected~~ governing  
39 board, to be known as the Bay Area Regional Commission.

1 (d) An important objective of Senate Bill 375 of the 2007–08  
2 Regular Session was to reduce the migration of workers and jobs  
3 outside of the region because of the need for affordable housing.  
4 In light of these circumstances, there is a need to create an  
5 economic development strategy for the region that will attract and  
6 retain businesses. To this end, the creation of an economic strategy  
7 is necessary that builds on the education resources of the region,  
8 including high schools, community colleges, and public and private  
9 universities, and recognizes the need for a diversified regional  
10 economy with employment opportunities for a wide spectrum of  
11 skills. In developing this strategy, it is important to sustain the  
12 environment and the social and cultural amenities that historically  
13 have made the bay area an unquestionably desirable place to live  
14 and work.

15 66538.1. For purposes of this title, the following definitions  
16 shall apply:

17 (a) “Commission” means the Bay Area Regional Commission.

18 (b) “Commissioners” means the governing board of the Bay  
19 Area Regional Commission.

20 (c) “Region” means the area encompassed by the Counties of  
21 Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo,  
22 Santa Clara, Solano, and Sonoma.

23 (d) “Regional entities” means the Metropolitan Transportation  
24 Commission, including any joint exercise of powers agencies that  
25 include the commission as a member agency; the Bay Area Toll  
26 Authority; the Bay Area Air Quality Management District; the San  
27 Francisco Bay Conservation and Development Commission; and  
28 the Association of Bay Area Governments.

29 66538.2. (a) The Bay Area Regional Commission is hereby  
30 established, and the commission shall succeed to and is vested  
31 with all the duties, powers, purposes, responsibilities, and  
32 jurisdiction of the joint policy committee described in Sections  
33 66536, 66536.1, and 66536.2, as well as any additional duties,  
34 powers, purposes, responsibilities, and jurisdiction provided in  
35 this title.

36 (b) The regional entities that are funding the joint policy  
37 committee shall continue to provide that level of funding, with the  
38 funding to be provided to the commission rather than to the  
39 committee. The amount to be provided by each regional entity  
40 shall be, at a minimum, the amount provided in the 2012–13 fiscal

1 year, adjusted annually for inflation, but may be a greater amount.  
2 The commission may seek additional funding for purposes of  
3 implementing this title from the regional entities.

4 (c) The Bay Area Toll Authority shall make contributions to  
5 the Bay Area Regional Commission in furtherance of the exercise  
6 of the authority's powers under Division 17 (commencing with  
7 Section 30000) of the Streets and Highways Code, including,  
8 without limitation, contributions in the form of personnel services,  
9 office space, and funding. The authority shall also make  
10 contributions to the commission on a reimbursement-for-cost basis;  
11 provided, however, that reimbursement shall not be required to  
12 the extent that the contributions provided are determined by the  
13 commission to be in furtherance of the exercise of the authority's  
14 powers under that division.

15 (d) Federal and state funds made available to the Metropolitan  
16 Transportation Commission for purposes of transportation planning  
17 shall be budgeted to the Bay Area Regional Commission.

18 (e) The joint policy committee shall employ an interim executive  
19 director for the commission to serve until June 30, 2015, or until  
20 his or her successor has been appointed pursuant to Section  
21 66538.3, whichever first occurs. The interim executive director  
22 may act on behalf of the commission until commissioners ~~are~~  
23 ~~elected and~~ take office.

24 (f) During a transition period, until January 1, 2017, the  
25 commission shall review and comment on draft plans and proposed  
26 final plans for the regional transportation system, the sustainable  
27 communities strategy as described in Section 65088 of this code  
28 and Chapter 4.2 (commencing with Section 21155) of Division 13  
29 of the Public Resources Code, and other plans and regulations.  
30 Thereafter, review of these plans and regulations shall be subject  
31 to Section 66538.11.

32 ~~(g) (1) The commission shall draw the boundaries for 15~~  
33 ~~districts from which candidates for the commissioners shall be~~  
34 ~~elected. The commission shall ensure compliance with all~~  
35 ~~applicable state and federal laws regarding the apportionment of~~  
36 ~~population among the districts.~~

37 ~~(2) Initial commission elections, including primary and general~~  
38 ~~elections, shall take place in 2014.~~

39 ~~(3) The term of office for each commissioner shall be four years,~~  
40 ~~except as otherwise provided by Section 66538.3.~~

1 ~~(h) The commission shall undertake a study to determine the~~  
2 ~~feasibility of publicly financing the elections of commissioners~~  
3 ~~for subsequent elections.~~

4 66538.3. (a) The commissioners ~~elected in 2014~~ shall take  
5 office on the first Monday after January 1, 2015.

6 ~~(b) No later than January 15, 2015, the commissioners shall~~  
7 ~~draw lots to determine the initial terms of office by district. Seven~~  
8 ~~commissioners shall serve an initial term of two years and eight~~  
9 ~~commissioners shall serve an initial term of four years.~~

10 (e)

11 (b) The commission shall appoint an executive director, a chief  
12 legal counsel, and a chief financial officer by June 30, 2015. These  
13 officers shall serve at the pleasure of the commission. The  
14 executive director may appoint additional staff of the commission.

15 66538.4. (a) The commission shall authorize its executive  
16 director to prepare a regional reorganization plan. The commission  
17 shall adopt goals and policies to govern the preparation of the plan.  
18 Among the goals shall be a statement as to the expected reduction  
19 in the cost of overhead and in the operation and management of  
20 the regional entities. All cost saving shall be directed to the  
21 commission's general fund. In addition, goals shall be adopted for  
22 integrating the regional planning requirements for the regional  
23 plans of each regional entity into a comprehensive regional plan.

24 (b) When preparing the regional reorganization plan, the  
25 executive director shall include a plan for consolidating the  
26 functions that are common to the regional entities, including, but  
27 not limited to, personnel and human resources, budget and financial  
28 services, electronic data and communications systems, legal  
29 services, contracting and procurement of goods and services, public  
30 information and outreach services, intergovernmental relations,  
31 transportation, land use, economic, and related forecasting models,  
32 and other related activities. Consideration shall be given to ensuring  
33 that there are common personnel classifications where appropriate  
34 among the regional entities, and the consolidation of other functions  
35 or activities, as deemed feasible, that will further the mission of  
36 the commission and will reduce redundancy. The plan shall be  
37 updated as determined by the commission.

38 (c) On or before December 31, 2015, the executive director  
39 shall submit to the commission a draft regional reorganization  
40 plan. The commission shall hold at least one public hearing in each

1 county of the region to receive public comment. A final plan shall  
2 thereafter be adopted for implementation on or before June 30,  
3 2016.

4 66538.5. The commission shall be the fiscal agent for the  
5 regional entities, responsible for preparing the annual budget and  
6 managing the financial resources for each entity.

7 66538.6. (a) In consultation with the regional entities, the  
8 executive director shall, on or before April 1, 2015, and on or  
9 before April 1 of each year thereafter, prepare and submit to the  
10 governing board of each regional entity a recommended integrated  
11 budget for the commission and for the regional entities for the  
12 subsequent fiscal year. The commission shall adopt the integrated  
13 budget for the 2015–16 fiscal year by June 30, 2015, and by June  
14 30 of each fiscal year thereafter.

15 (b) Prior to developing the integrated budget, the executive  
16 director shall submit to the commission, for adoption, proposed  
17 performance criteria to govern budgetary priorities. After the  
18 adoption of the initial integrated budget, the executive director  
19 shall report in subsequent annual budgets the extent to which the  
20 performance criteria for the previous fiscal year were met. A new  
21 set of performance criteria may be proposed and adopted for  
22 subsequent fiscal years.

23 66538.7. To integrate the management of the commission with  
24 that of the regional entities, the commission's executive director  
25 shall do both of the following:

26 (a) Organize the regional entities as divisions of the  
27 commission, with each regional entity to continue to be governed  
28 by any applicable statute pertaining to that entity, except for  
29 resource allocation, which shall be governed by Section 66538.5,  
30 and except as otherwise provided in this title.

31 (b) Recommend a candidate for the executive director of each  
32 regional entity as positions become vacant.

33 66538.8. The commission shall develop and adopt public and  
34 community outreach policies to govern the scheduling of  
35 commission meetings, the meetings of regional entities, the  
36 meetings of standing committees, and meetings of ad hoc or other  
37 temporary committees. In developing the policies, the commission  
38 shall ensure that outreach programs will utilize all available  
39 communication technologies, including webcasting and social  
40 media, print, radio, and television. The commission shall also

1 establish policies for the holding *of* workshops of the commission  
2 and the regional entities in the cities and counties of the region.  
3 The commission shall provide an opportunity for the public to  
4 comment on the draft and the final recommended policies. The  
5 policies shall be adopted on or before October 31, 2015.

6 66538.9. The commission shall maintain an Internet Web site  
7 containing relevant information pertaining to the commission’s  
8 activities.

9 66538.10. The commission shall be subject to the Ralph M.  
10 Brown Act (Chapter 9 (commencing with Section 54950) of Part  
11 1 of Division 2 of Title 5).

12 66538.11. (a) Beginning on January 1, 2017, the commission  
13 shall review the policies and plans, and associated regulations, of  
14 each regional entity as provided in this section. The review shall  
15 include an assessment of the consistency of the policies, plans,  
16 and regulations among the regional entities with the requirements  
17 of Senate Bill 375 of the 2007–08 Regular Session. The  
18 commission shall issue a consistency report describing the findings  
19 of this review. The commission shall hold public and community  
20 hearings in accordance with its public outreach policies regarding  
21 the draft consistency findings. The findings of the consistency  
22 review shall be used in fulfilling the commission’s regional  
23 planning responsibilities.

24 (b) The commission shall establish a process to develop and  
25 implement its own policies, goals, and regulations, including  
26 performance measures, governing the preparation and adoption of  
27 the plans prepared by the regional entities, provided they are  
28 consistent with the relevant state and federal laws governing  
29 transportation planning and programming, the management of  
30 regional air resources, bay shoreline planning, toll bridges, and  
31 regional land use and housing policies. The commission shall  
32 develop a schedule for implementing this subdivision.

33 (c) Consistent with the policies adopted pursuant to subdivision  
34 (b), the governing board of each regional entity shall submit its  
35 functional regional plan to the commission for adoption. The  
36 commission shall adopt the functional regional plans, except as  
37 provided in this subdivision. Should the commission determine  
38 not to adopt a recommended ~~function~~ *functional* regional plan, it  
39 shall submit to the applicable regional entity its findings underlying  
40 its decision, including referencing policies, goals, and performance

1 measures adopted pursuant to subdivision (b), the goals of the  
2 economic development strategy, and any inconsistency with Senate  
3 Bill 375 of the 2007–08 Regular Session. The regional entity shall  
4 redraft its functional regional plan in response to the findings of  
5 the commission and resubmit the plan.

6 (d) The commission shall be responsible for ensuring that the  
7 sustainable communities strategy for the region integrates  
8 transportation, land use, and air quality management consistent  
9 with the requirements of Senate Bill 375 of the 2007–08 Regular  
10 Session.

11 66538.12. (a) The commission shall prepare a 20-year regional  
12 economic development strategy for the region. The goal of the  
13 economic development strategy shall be to ensure that the regional  
14 economy is capable of adapting to changes in technology, market  
15 demand, and direction of the national and international economy.  
16 The strategy shall include, but not be limited to, all of the  
17 following:

18 (1) A socioeconomic profile of each county shall be developed.

19 (2) Identification of the types and location of major clusters of  
20 firms that are both competitive and complementary enterprises for  
21 each county.

22 (3) Identification of the sectors of the economy where there is  
23 underinvestment and a workforce with high unemployment or  
24 underemployment.

25 (4) Identification of sectors where investment in specific sectors  
26 of the economy would enhance the probability of increasing the  
27 employment opportunities for the unemployed or underemployed.

28 (5) Identification of the public and private investments that are  
29 needed to facilitate the development of new or enhancement of  
30 existing sectors of the regional economy.

31 (6) Identification of the social equity issues within the region  
32 and the extent these issues may be addressed by the economic  
33 development strategy. The strategy may identify institutional issues  
34 that are barriers to addressing social equity.

35 (7) A profile of the unique regional environmental amenities as  
36 well as the social and cultural amenities that are found to contribute  
37 to employers being attracted to and remaining in the region.

38 (b) In consultation with the regional entities, the commission  
39 shall adopt goals and policies related to the inclusion of economic  
40 development opportunities in the plans of the regional entities and

1 in its own plans. The goals and policies shall also promote  
2 amenities that are special to the region and contribute to the  
3 region's quality of life.

4 (c) The commission shall appoint an advisory committee with  
5 members from the business community, including representatives  
6 of small businesses, technology and manufacturing sectors,  
7 community colleges, public and private universities, labor, local  
8 governments, and other organizations involved with the private  
9 economy. The commission shall coordinate the preparation of the  
10 strategy with the advisory committee and with the regional entities.

11 (d) Consistent with its public outreach plan, the commission  
12 shall hold public and community outreach as it deems appropriate  
13 for both draft and final economic development strategies. The  
14 commission may hold other public outreach sessions as appropriate  
15 during the course of preparing the economic development strategy.

16 (e) The commission shall adopt the first economic development  
17 strategy plan by December 31, 2015, and an updated strategy every  
18 four years thereafter.

19 66538.13. (a) Changes proposed by the commission in policies  
20 related to tolls and the management of the seven state-owned toll  
21 bridges within the jurisdiction of the Bay Area Toll Authority shall  
22 be consistent with and shall conform with the terms and conditions  
23 of any covenants and agreements related to the use of toll revenues  
24 and the financing and refinancing of any associated debt.

25 (b) Toll revenues managed by the Bay Area Toll Authority shall  
26 be used only to acquire, construct, manage, maintain, lease, operate,  
27 or construct facilities required for the management of the  
28 state-owned toll bridges within its jurisdiction, for improvements  
29 to the toll bridges, to provide access to the toll bridges within its  
30 jurisdiction, or for associated transportation projects specifically  
31 authorized to be undertaken with bridge toll revenues pursuant to  
32 the relevant provisions of the Streets and Highways Code.  
33 Revenues in any reserve funds established pursuant to bond  
34 covenants or other related agreements shall not be invested in real  
35 property.

36 (c) No more than 5 percent of the toll revenues shall be used  
37 for administration and planning of the transportation system that  
38 serves the travel corridors that are served by the toll bridges.

1 66538.14. To the extent of any conflict between this title and  
2 a statute governing any of the regional entities, this title shall  
3 prevail.

4 SEC. 2. If the Commission on State Mandates determines that  
5 this act contains costs mandated by the state, reimbursement to  
6 local agencies and school districts for those costs shall be made  
7 pursuant to Part 7 (commencing with Section 17500) of Division  
8 4 of Title 2 of the Government Code.

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Solano Transportation Authority

... working for you!

Member Agencies:

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

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May 18, 2012

**The Honorable Noreen Evans**  
State Senator, Senate District 2  
State Capitol  
1303 10<sup>th</sup> Street  
Sacramento, CA 95814

**The Honorable Lois Wolk**  
State Senator, Senate District 5  
State Capitol, Room 4032  
Sacramento, CA 95814

**The Honorable Michael Allen**  
Office of Assembly, District 7  
State Capitol  
P.O. Box 942849  
Sacramento, CA 94249-0007

**The Honorable Mariko Yamada**  
Office of Assembly, District 8  
State Capitol  
P.O. Box 942849  
Sacramento, CA 94249-0008

**RE: Senate Bill 1149 (DeSaulnier) - Oppose**

Dear State Senators and Assembly Representatives:

On behalf of the Solano Transportation Authority's Board of Directors, I am writing to convey our opposition to recently amended legislation, SB 1149 (DeSaulnier), that would create a new Bay Area Regional Commission (BARC) governed by 15 new commissioners to be elected beginning in 2014. STA's opposition to this legislation is based on the proposed transfer of the planning, programming, and regulatory functions of all four agencies with the potential for a lessening or elimination of representation for Solano County.

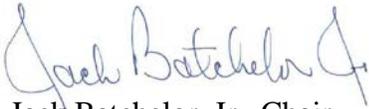
This legislation would have a significant impact on Solano County's transportation planning and funding, future economic development efforts, and future planning for air quality, housing, and jobs creation. As noted by bill author, Senator Mark DeSaulnier in his press release, this legislation is the most significant change to regional government in decades. This bill was amended on May 1st without consultation with Solano County officials or the other counties that would be affected. The creation of another layer of regional government in the Bay Area without any discussion or consultation with the public officials from counties and communities that would be impacted by the proposed bill is not good public policy.

The STA actively coordinates with two of the four regional agencies affected by this bill, the Bay Area Air Quality Management District (BAAQMD) and the Metropolitan Transportation Commission (MTC), in its role as the Congestion Management Agency (CMAs) for Solano County. This coordination includes comprehensive transportation planning for all modes of mobility for children, seniors, persons with disabilities, commuters, and low income individuals.

Recently, STA and Solano's City County Coordinating Council has been working in partnership with the Association of Bay Area Governments (ABAG) and MTC to develop the policies, programs and implementation plan to successfully implement the new Bay Area Regional Transportation Plan (RTP)/Sustainable Communities Strategy which is intended to meet the provisions and goals of AB 32 and SB 375. SB 1149 will not further our collective efforts to address climate change and plan for future growth, but it will hamper and delay these efforts by adding another layer of regional review at a time when local government and transportation resources are at an all-time low.

We request your opposition to SB 1149 and request the author withdraw this legislation and work with the STA and the various regional partners in the Bay Area that are committed to working together to successfully improve the coordination of transportation and land use planning to achieve the many environmental, equity and economic goals that we collectively face.

Sincerely,



Jack Batchelor, Jr., Chair  
Mayor, City of Dixon

Cc: STA Board Members  
Solano County Board of Supervisors



DATE: May 22, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Robert Macaulay, Director of Planning  
RE: Update on OneBayArea Grant (OBAG) Programming

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**Background:**

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

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

In late December 2011, MTC released a preview of updated the guidelines for the OneBayArea Grant (OBAG) program. OBAG is a new program developed by MTC and ABAG for the allocation of the region's federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. Historically, these have been titled federal cycle funds. The OBAG proposal will combine funds for local streets and roads maintenance, Transportation for Livable Communities (TLC), regional bicycle network and Congestion Management Agency (CMA) Planning activities. The draft OBAG program proposed to direct \$16 million to Solano County for the three year federal Cycle 2 funding. Safe Routes to Schools (SR2S) is eligible for OBAG funding, but will also be receiving funds that are specifically allocated to SR2S.

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

On April 4<sup>th</sup>, MTC staff released additional proposed amendments to the OBAG guidelines. Those amendments are included in the MTC memo provided as Attachment A. One of the most significant changes is the proposal to add a fourth year to the OBAG cycle, and to add one additional year of funding for the CMAs. For STA, the funding would increase from \$16 million over 3 years to \$19 million over 4 years.

**Discussion:**

On May 7<sup>th</sup>, 2012, MTC and ABAG released the final proposed housing and employment allocations for the Draft SCS, the proposed transportation investment strategy for the RTP, and the Guidelines for OBAG. The MTC SCS/RTP staff report is included as Attachment A. The updated OBAG Guidelines are provided as Attachment B. On May 11<sup>th</sup>, the joint MTC Planning and ABAG Administrative Committee met to discuss the SCS/RTP proposal and the OBAG Guidelines. The Committee recommended the SCS/RTP be selected by their Boards for use in developing the Draft Environmental Impact Report (DEIR) for the project. The MTC Planning Committee also recommended that the full MTC Commission adopt the OBAG Guidelines, with the three amendments discussed below.

MTC staff recommendations for projects and programs to be eligible for OBAG funds have remained constant through various editions of the draft OBAG guidelines, and are:

- Project Locations in Priority Development Areas (PDAs). For the four North Bay counties including Solano, 50% of the OBAG funds must be spent on projects that are in or directly connect to PDAs. This includes (LS&R) maintenance funds. There are 11 designated PDAs in Solano County and 1 proposed PDA.
- Complete Streets. Agencies must have some form of Complete Streets requirement to be eligible. The form and date of adoption has changed several times.
- Housing Element Certification. This requires each local jurisdiction to have a housing element that is certified by the State Department of Housing and Community Development.

MTC staff also proposed requiring development of a PDA Growth Strategy that would require Congestion Management Agencies (CMAs), such as the STA, to assess the inventory and potential of housing in PDAs, with an emphasis on affordable housing, and require the CMAs to develop investment strategies that would promote the development of housing in PDAs. The key elements of the MTC staff's recommended PDA Growth Strategy presented to the MTC Planning Committee are summarized below:

- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
  - *Short-term:* By January 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
  - *Long-term:* Starting in January 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals, such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing.

The locally crafted policies are proposed by MTC and ABAG to be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through a Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

The draft OBAG guidelines also call for the CMAs to focus transportation investments in communities and PDAs that take on significant housing growth, preserve existing housing, and/or support Communities of Concern. Overall, these proposed requirements would result in a significant increase in STA's involvement with member agency's land use planning staff, and as proposed would require STA to attempt to influence many land use planning decisions with transportation funds.

On May 11, 2012, the MTC Planning Committee considered the draft OBAG Guidelines. The Bay Area CMAs submitted comments, which are provided as Attachment B. The MTC Planning Committee recommended one amendment to the Draft OBAG Guidelines that would impact STA. The amendment was to extend the date for development of the short-term strategy from January 2013 to May 1, 2013.

On May 17<sup>th</sup>, the MTC and ABAG governing bodies met to consider the OBAH Guidelines and other RTP/SCS issues. The two Boards approved the SCS Land Use Scenario and the RTP Transportation Investment Scenario, but made two amendments in recognition of some of the concerns raised by the Bay Area CMAs: shifting \$70 million from the Smart Driving regional program to PDA Implementation, with administrative details to be worked out later; and, designating \$660 million in transit reserve funds for potential North Bay and East Bay New Starts transit programs, provided San Francisco, Peninsula and Santa Clara transit projects are fully funded first. MTC also adopted the OBAG Guidelines, but modified the land use and housing requirements to provide the CMAs additional time to develop workable PDA Investment Strategies. MTC has not published the final guidelines which incorporate the amendments of May 17<sup>th</sup>.

STA staff intends to adopt the schedule for developing locally-identified OBAG projects in order to accommodate the revisions to the process made by MTC. One of these MTC requirements is an extensive public involvement process, including a "Unified Call for Projects." These requirements are based on the need to comply with Title VI of the 1964 Civil Rights Act, which is designed to insure that all members of the community have a voice in public decision making. STA staff intends to develop an updated process to seek out additional public input and accommodate early-delivery projects, such as the Dixon West B Street undercrossing, and bring the updated process to the TAC in June of this year. STA selection of OBAG projects would occur in September of 2012.

**Recommendation:**

Informational.

Attachments:

- A. MTC OneBayArea Cycle 2 Funding Commitments Overview
- B. Proposed Membership CMA Comments to MTC dated May 10, 2012
- C. MTC Resolution No. 4035 (Adopts Project Selection Policies and Programming for Federal Surface Transportation Authorization Act) dated May 17, 2012

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# New Surface Transportation Authorization Act:

# OneBayArea

## Cycle 2 OneBayArea Grant Program

### Funding Overview

MTC receives federal funding for local programming through the State from federal surface transportation legislation currently known as SAFETEA (the Safe, Accountable, Flexible, Efficient Transportation Equity Act). This includes Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Transportation Enhancement Program (TE) funds. Every two to three years MTC develops policies about how the region will use this funding for projects and programs.

Anticipating the reauthorization of the federal program, on September 30, 2009, MTC approved funding commitments to address a new authorization act (Cycle 1). However, the successor to SAFETEA has not yet been enacted, and SAFETEA has been extended through continuing resolutions. Cycle 1 covers the first three years of SAFETEA extensions through FY 2011-12.

Consistent with Cycle 1, MTC will program multiple years of funding in Cycle 2 (FY2012-13, FY 2013-14, FY 2014-2015, and FY 2015-2016) pending the enactment of a new federal authorization. MTC may program funds “forward” based on reasonable estimates of revenues. Roughly \$795 million is available for the Cycle 2 OneBayArea Grant (OBAG) program. Of this amount, \$475 million will fund the continuation and enhancement of programs implemented at the regional level and \$320 million will be directed to the counties for local project selection.

## Cycle 2 Funding Commitments Overview

(Millions \$, rounded)

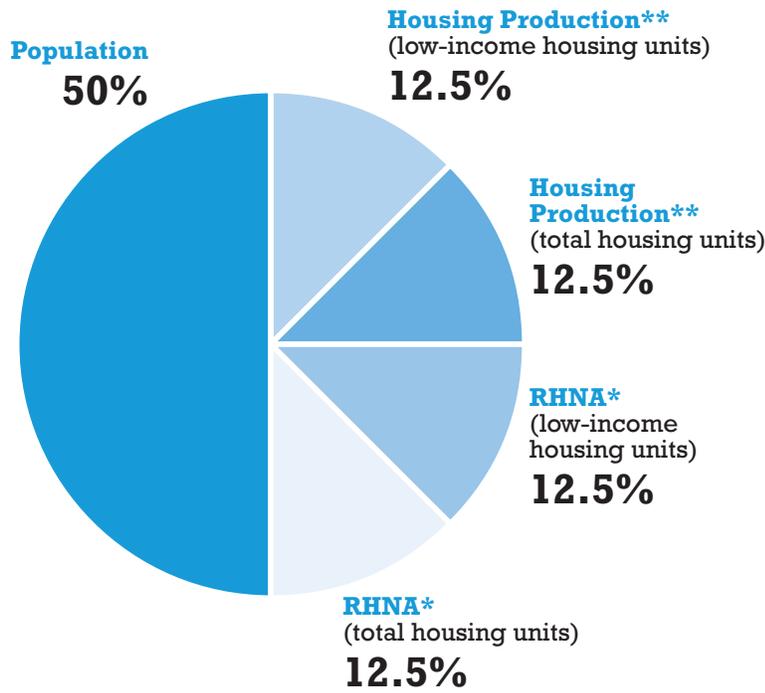
Program Categories	4-Year Total Funding
<b>Regional Program</b>	
Regional Planning	\$7
Regional Operations	\$95
Freeway Performance Initiative	\$96
Pavement Technical Assistance Program	\$7
Priority Development Area Planning Program	\$40
Climate Initiatives	\$20
Safe Routes To School	\$20
Transit Capital Rehabilitation	\$150
Transit Performance Initiative	\$30
Priority Conservation Areas Pilot	\$10
<b>County Program</b>	
One Bay Area Grant	\$320
<b>TOTAL</b>	<b>\$795</b>

## OneBayArea Grant Program: A New Funding Approach

**For Cycle 2, the OneBayArea Grant (OBAG) Program is a new funding approach that better integrates the region’s federal transportation program with California’s climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will consider progress toward achieving local land-use and housing policies by:**

- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing using transportation dollars as incentives.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program that will support open space preservation in Priority Conservation Areas (PCA).
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program investment targets. The OBAG program allows flexibility to invest in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

# OBAG Distribution Formula



## OBAG County Fund Distribution

(Millions \$, rounded)

County	Total Funds
Alameda	\$63
Contra Costa	\$44
Marin	\$10
Napa	\$6
San Francisco	\$38
San Mateo	\$26
Santa Clara	\$87
Solano	\$18
Sonoma	\$23
<b>Regional Total</b>	<b>\$320</b>

The OneBayArea Grant distribution formula is based on the following factors: population, past housing production and future housing commitments. This includes weighting to acknowledge jurisdiction efforts to produce low-income housing. The county Congestion Management Agencies (CMA) are responsible for local project solicitation, evaluation, and selection.

\* RHNA 2014-2022

\*\* Housing Production Report 1999-2006, ABAG

## OBAG Policies

### Priority Development Area Focus

Priority Development Areas (PDAs) are infill development opportunity areas within existing communities identified by local jurisdictions. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a bicycle and pedestrian-friendly environment served by transit.

### PDA Investment Minimums

The CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa

Clara) shall direct at least 70% of their OBAG investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) the threshold is 50%. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. Refer to <http://geocommons.com/maps/141979>, which provides a GIS overlay of the PDAs in the Bay Area. The counties will be expected to have an open decision process to justify projects that geographically fall outside of a PDA but are considered directly connected to or providing proximate access to a PDA.

### PDA Investment and Growth Strategy

By May 1, 2013, CMAs shall prepare and adopt a PDA Investment and Growth Strategy to guide transportation investments that are supportive of PDA infill development.

### Affordable Housing Production and Preservation

As part of the PDA Investment and Growth Strategy, CMAs will need to consider strategies for the production of affordable housing. By May 2013, CMAs will have analyzed housing production progress and completed an inventory of existing and planned housing units by income category in PDAs and affordable housing

## Priority Development Area Focus

► *continued from previous page*

policies currently enacted for those respective jurisdictions. By May 2014, CMAs will work with PDA based jurisdictions to identify which, if any, policies/ ordinances are recommended to promote and preserve affordable housing in PDAs. Based on this information and recommendations in the PDA Growth Strategy, MTC will link the release of future cycle funding (after FY 2015–16) to the implementation of affordable housing policies around which local officials reach consensus. Additionally, the regional PDA Planning Program will assist jurisdictions to develop and implement PDA investment plans.

## Eligible OBAG Projects

**Each county CMA may program OBAG funds to projects that meet the eligibility requirements of any one of the following six transportation improvement categories:**

- Local Streets and Roads Preservation
- Bicycle and Pedestrian Improvements
- Transportation for Livable Communities
- Safe Routes to School
- Priority Conservation Areas
- CMA Planning Activities



MTC Graphics/pb — 5.11.12

## Additional Information

For additional information about Cycle 2 investments, policies and the OneBayArea Grant Program, go to <http://www.mtc.ca.gov/funding/onebayarea/> or contact **Craig Goldblatt** at [cgoldblatt@mtc.ca.gov](mailto:cgoldblatt@mtc.ca.gov) or 510.817.5837.

## Performance and Accountability

Jurisdictions receiving OBAG funds need to comply with the following:

### Complete Streets Policy Resolution

Aside from meeting MTC's complete streets policy, a jurisdiction will need to adopt a complete streets resolution by January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the California Complete Streets Act of 2008.

### RHNA Compliant General Plan

A jurisdiction is required to have its general plan housing element adopted and certified by the State Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. If a jurisdiction submitted its housing element to the state but the state's comment letter identifies deficiencies that the local jurisdiction must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning/ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.

Note that jurisdictions will be required to have general plans with approved housing elements and that comply with the Complete Streets Act of 2008 by October 31, 2014 to be eligible for the OBAG cycle subsequent to FY 2015-16.

### Report to the Commission

After OBAG programming is completed at the county level, MTC staff will present a report to the Commission in late 2013 on the performance and project selection outcomes of the OBAG program. The CMAs will also present their PDA Investment and Growth Strategies to the Joint MTC Planning/ABAG Administrative Planning Committee.

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## One Bay Area Grant Program CMA Comments

May 10, 2012

- The OBAG program has been under development since summer of 2011 and the CMAs have generally been supportive of the OBAG grant and understand its relationship to advancing the Sustainable Communities Strategy.
- There have been several versions released for review to the CMAs and the public, and each iteration has included significant policy, financial and inventory requirements that have a strong focus on supporting the SCS, which is under development and planned to be adopted with a certified EIR in April 2013.
- The CMAs have worked collaboratively and closely with MTC staff providing feedback on each version of the OBAG grant.
- However, the most recent version of OBAG released on May 5<sup>th</sup>, has extensive requirements for the CMAs to fulfill that are not in the purview of the CMA responsibilities, and are specifically related to housing, which is more appropriately a function of ABAG.
- Our roles and responsibilities as CMAs are to manage and make investments in transportation projects and programs that address congestion, improve access and expand mobility.
- The OBAG grant as currently proposed doesn't have any transportation related criteria in the funding formula for STP/CMAQ funding allocations. The transportation funding components have been abandoned and completely replaced with housing criteria for funding allocations.
- This cycle of OBAG should be focused on a transition period between the adopted T-2035 RTP goals, which largely focus on Fix-it-First, and a new SCS focused program as proposed for Plan Bay Area.
- More specifically, this cycle of OBAG should do the following:
- ***Make this funding cycle a transition period to allow jurisdictions time to develop local policies to support the proposed OBAG requirements***
  - The CMAs need to have adequate time to develop good quality policies in collaboration with our local jurisdictions so they can have buy in and the CMAs can make effective funding and implementation decisions.

- For example, MTC could work closely with the CMAs over the coming year to develop effective policies that will ultimately result in greater achievement of the goals intended by the OBAG grant, rather than a rushed process.
- ***Allow the Complete Streets requirement to be fulfilled in the form of a General Plan amendment, policy, or other enforceable action at the discretion of the jurisdiction's governing body that meets the intent of the complete streets requirement, and allow it to be adopted by July 2013.*** We appreciate that a resolution is allowed in the current version, but request more time to fulfill this requirement.
- ***Change the PDA Investment and Growth Strategy into a PDA Transportation Investment Strategy***
  - In the current OBAG proposal, we are concerned that the timeframe for development of a PDA Investment and Growth Strategy is not realistic and many of the requirements are beyond the roles and responsibilities of CMAs. CMAs have no jurisdiction over housing elements or local development regulations. Developing a detailed PDA transportation investment strategy by the end of the OBAG cycle will allow enough time for the detailed work that is necessary.
  - The current proposal to require a percentage (70% or 50% depending upon the county) of OBAG funds to be spent in PDAs is an adequate short-term requirement to obtain PDA-focused investments. The results of this PDA-focused spending can be measured and reported upon at the end of the OBAG period.
  - Allow this to be defined locally and accept previous locally adopted Growth strategies.
  - It is requested that MTC continue working with local jurisdictions to develop a workable process and to provide adequate time and resources to do so; the current timeframe to complete this work is unrealistic.
- ***Allow projects that already meet the intent of the OBAG program to be advanced now***
  - Several of the CMAs have projects ready now that meet the intent of the OBAG program and the funding requirements of STP/CMAQ funds, and should be allowed to move forward now, and not be held up by policies that will take time to develop. This should include allowing projects that meet the OBAG intent to move forward even if a jurisdiction does not currently meet the OBAG requirements.
- ***The adoption of the OBAG program as it currently is written will create difficult challenges for delivery of projects and programs and could result in significant delays.***
- ***These issues need to be resolved so we can ensure we are delivering high quality and effective transportation investments to the public, based upon sound policies and practices.***

Date: May 17, 2012  
W.I.: 1512  
Referred by: Planning

ABSTRACT

Resolution No. 4035

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012.

Date: May 17, 2012  
W.I.: 1512  
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:  
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4035

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the “Project Selection Policies and Programming” for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Date: May 17, 2012  
W.I.: 1512  
Referred by: Planning

Attachment A  
Resolution No. 4035

# **Cycle 2 Program Project Selection Criteria and Programming Policy**

**For  
FY 2012-13, FY 2013-14,  
FY 2014-15 and FY 2015-16**

# Cycle 2 Program Policy and Programming

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## BACKGROUND

Anticipating the end of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) on September 30, 2009, MTC approved Cycle 1 commitments (Resolution 3925) along with an overall framework to guide upcoming programming decisions for Cycle 2 to address the new six-year surface transportation authorization act funding. However, the successor to SAFETEA has not yet been enacted, and SAFETEA has been extended through continuing resolutions. Without the new federal surface transportation act, MTC may program funds forward based on reasonable estimates of revenues. It is estimated that roughly \$795 million is available for programming over the upcoming four-year Cycle 2 period.

Cycle 2 covers the four years from FY 2012-13 to FY 2015-2016 pending the enactment of the new authorization and/or continuation of SAFETEA.

This attachment outlines how the region will use Cycle 2 funds for transportation needs in the MTC region. Funding decisions continue to implement the strategies and objectives of the Regional Transportation Plan (RTP), Transportation 2035, which is the Bay Area's comprehensive roadmap to guide transportation investments in surface transportation including mass transit, highway, local road, bicycle and pedestrian projects over the long term. The program investments recommended for funding in Cycle 2 are an outgrowth of the transportation needs identified by the RTP and also take into consideration the preferred transportation investment strategy of the Sustainable Communities Strategy (SCS).

Appendix A-1 provides an overview of the Cycle 2 Program commitments which contain a regional program component managed by MTC and a county program component to be managed by the counties.

## CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE

MTC receives federal funding for local programming from the State for local programming in the MTC region. Among the various transportation programs established by SAFETEA, this includes regional Surface Transportation Program (STP) Congestion Mitigation and Air Quality Improvement (CMAQ) Program and to a lesser extent, Regional Transportation Improvement Program (RTIP) and Transportation Enhancement (TE) funds. The STP/CMAQ/RTIP/TE programming capacity in Cycle 2 amounts to \$795 million. The Commission programs the STP/CMAQ funds while the California Transportation Commission programs the RTIP and TE Funds. Furthermore, the Bay Area Air Quality Management District (BAAQMD) is contributing Transportation Fund for Clean Air (TFCA) funding to Cycle 2. Below are issues to be addressed as the region implements Cycle 2 programming, particularly in light that approval of Cycle 2 will precede approval of the new federal transportation act.

**Revenues:** A revenue growth rate of 3% over prior federal apportionments is assumed for the first year – FY 2012-13. Due to continued uncertainties with federal funding, the estimated revenues for the later years of the program, FY 2013-14 through FY 2015-16, have not been escalated, but held steady at the estimated FY 2012-13 apportionment amount. If there are significant reductions in federal apportionments over the Cycle 2 time period, as in the past, MTC will reconcile the revenue levels following enactment of the New Act by making adjustments later if needed, by postponement of projects or adjustments to subsequent programming cycles.

**Fund Sources:** Development of the new federal surface transportation authorization will need to be closely monitored. New federal programs, their eligibility rules, and how funding is distributed to the states and regions could potentially impact the implementation of the Cycle 2 Regional and One Bay Area Grant (OBAG) Programs. It is anticipated that any changes to the federal programs would likely overlap to a large extent with projects that are currently eligible for funding under Title 23 of the United States Code, though the actual fund sources will likely no longer be referred to as STP/CMAQ/TE in the manner we have grown accustomed. Therefore, reference to specific fund sources in the Cycle 2 programming is a proxy for replacement fund sources for which MTC has programming authority.

## **NEW FUNDING APPROACH FOR CYCLE 2—THE ONEBAYAREA GRANT**

For Cycle 2, the OneBayArea Grant (OBAG) is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will encourage land-use and housing policies that support the production of housing with supportive transportation investments. This is accomplished through the following policies:

- Using transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program in the North Bay counties that will support open space preservation in Priority Conservation Areas (PCA).
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program targets. A significant amount of funding that was used for regional programs in Cycle 1 is shifted to local programs (the OneBayArea Grant). The OBAG program allows investments in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities, while also providing targeted funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

### Project List

Attachment B of Resolution 4035 contains the list of projects to be programmed under the Cycle 2 Program. Attachments B-1 and B-2 are listings of projects receiving Cycle 2 funding, and reflects the programs and projects included in the regional and OBAG programs respectively. The listing is subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAs for funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected by the Commission and CMAs and are included in the federal TIP.

### OneBayArea Grant Fund Distribution Formula

The formula used to distribute OneBayArea Grant funding to the counties takes into consideration the following factors: population, past housing production, future housing commitments as determined by the Association of Bay Area Governments (ABAG) Regional Housing Needs

Assessment (RHNA) and added weighting to acknowledge very low and low income housing. The formula breakdown is as follows with distributions derived from each jurisdiction’s proportionate share of the regional total for each factor:

### OBAG Fund Distribution Factors

Factor Weighting	Percentage
Population	50%
RHNA* (total housing units)	12.5%
RHNA (low/very low income housing units)	12.5%
Housing Production** (total housing units)	12.5%
Housing Production (low/very low income housing units)	12.5%

\* RHNA 2014-2022

\*\*Housing Production Report 1999-2006

The objective of this formula is to provide housing incentives to complement the region’s Sustainable Community Strategy (SCS) which together with a Priority Development Area (PDA) focused investment strategy will lead to transportation investments that support focused development. The proposed One Bay Area Grant formula also uses actual housing production data from 1999-2006, which has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles will be based on housing production from ABAG’s next housing report to be published in 2013. The formula also recognizes jurisdictions’ RHNA and past housing production (uncapped) contributions to very low and low income housing units. The resulting OBAG fund distribution for each county is presented in Appendix A-4. Funding guarantees are also incorporated in the fund distribution to ensure that all counties receive as much funding under the new funding model as compared to what they would have received under the Cycle 1 framework.

The Commission, working with ABAG, will revisit the funding distribution formula for the next cycle (post FY2015-16) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

## CYCLE 2 GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in Cycle 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission’s adoption of the Cycle 2 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC’s advisory committees and the Bay

Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the Cycle 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAs select projects for funding at the county level, they must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-5).

2. **Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 2 Program must be amended into the federal TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be amended by MTC staff to reflect these revisions. Where responsibility for project selection in the framework of a Cycle 2 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be reviewed and approved by the Commission.
3. **Minimum Grant Size.** The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff. Funding grants per project must therefore be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).

To provide flexibility, alternatively an averaging approach may be used. A CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their OBAG program meets the county minimum grant amount threshold.

Given the typical smaller scale of projects for the Safe Routes to School (SRTS) program, a lower threshold applies to the regional Safe Routes to School Program projects which have a minimum grant size of \$100,000.

4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2011 air quality conformity finding has been completed for the 2011 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 2 Program until

the development of the 2013 TIP during spring 2013. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for PM 2.5. Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed “Projects of Air Quality Concern” must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern (POAQC) are those projects that result in significant increases in the number of or emissions from diesel vehicles.

5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with federal funds.
6. **Application, Resolution of Local Support.** Project sponsors must submit a completed project application for each project proposed for funding through MTC’s Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff, and 2) Resolution of Local Support approved by the project sponsor’s governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link:  
[http://www.mtc.ca.gov/funding/STPCMAQ/STP\\_CMAQ\\_LocalSupportReso.doc](http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc)
7. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 2 Program to ensure 1) eligibility; 2) consistency with the RTP; and 3) project readiness. In addition, project sponsors must adhere to directives such as “Complete Streets” (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.
  - ▶ **Federal Project Eligibility:** STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance

programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

In the event that the next surface transportation authorization materially alters these programs, MTC staff will work with project sponsors to match projects with appropriate federal fund programs. MTC reserves the right to assign specific fund sources based on availability and eligibility requirements.

- ▶ **RTP Consistency:** Projects included in the Cycle 2 Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 2 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.
  
- ▶ **Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists) Policy:** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are considered by the county for funds and submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions for Cycle 2.

Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.

- ▶ **Project Delivery and Monitoring.** Cycle 2 funding is available in the following four federal fiscal years: FY 2012-13, 2013-14, 2014-15, and FY 2015-16. Funds may be programmed in any one of these years, conditioned upon the availability of federal apportionment and obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in coordination with the Partnership and project sponsors. However, funds **MUST** be obligated in the fiscal year programmed in the TIP, with all Cycle 2 funds to be obligated no later than March 31, 2016. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP.

All Cycle 2 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606 at [http://www.mtc.ca.gov/funding/delivery/MTC\\_Res\\_3606.pdf](http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf)) . Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by

the MTC Regional Project Funding Delivery Policy. All funds are subject to obligation, award, invoicing, reimbursement and project close out requirements. The failure to meet these deadlines may result in the de-programming and redirection to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of Cycle 2 funding will need to identify a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future Cycle programming or including any funding revisions for the agency in the federal TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting Cycle 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe.

- ▶ Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is currently 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the required match, which is subject to change.
- ▶ Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The Cycle 2 program is project specific and the funds programmed to projects are for those projects alone. The Cycle 2 Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional Cycle 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project including contingencies.

## REGIONAL PROGRAMS

The programs below comprise the Regional Program of Cycle 2, administered by the Commission. Funding amounts for each program are included in Attachment A-1. Individual projects will be added to Attachment B as they are selected and included in the federal TIP.

### ***1. Regional Planning Activities***

This program provides funding to the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support regional planning activities. (Note that in the past this funding category included planning funding for the CMAs. Starting with Cycle 2, CMAs will access their OneBayArea Grant to fund their planning activities rather than from this regional program category). Appendix A-2 details the fund distribution.

### ***2. Regional Operations***

This program includes projects which are administered at the regional level by MTC, and includes funding to continue regional operations programs for Clipper®, 511 Traveler information (including 511 Rideshare, 511 Bicycle, 511 Traffic, 511 Real-Time Transit and 511 transit), Freeway Service Patrol / SAFE and Incident Management. Information on these programs is available at <http://www.mtc.ca.gov/services/>.

### ***3. Freeway Performance Initiative***

This program builds on the proven success of recent ramp metering projects that have achieved significant delay reduction on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. Several corridors are proposed for metering projects, targeting high congestion corridors. These projects also include Traffic Operations System elements to better manage the system as well as implementing the express lane network. This category also includes funding for performance monitoring activities, regional performance initiatives implementation, Regional Signal Timing Program, Program for Arterial System Synchronization (PASS), freeway and arterial performance initiative projects and express lanes.

### ***4. Pavement Management Program***

This continues the region's Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP). MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the state-wide local streets and roads needs assessment effort.

### ***5. Priority Development Area (PDA) Activities***

Funding in this regional program implements the following three regional programs:

***Affordable TOD fund:*** This is a continuation of MTC's successful Transit Oriented Development (TOD) fund into Cycle 2 which successfully has leveraged a significant amount of outside funding. The TOD fund provides financing for the development of affordable housing and other vital

community services near transit lines throughout the Bay Area. Through the Fund, developers can access flexible, affordable capital to purchase or improve available property near transit lines for the development of affordable housing, retail space and other critical services, such as child care centers, fresh food outlets and health clinics.

***PDA Planning Grants:*** MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production and preservation in funding agreements with grantees. Grants will be made to jurisdictions to provide support in planning for PDAs in areas such as providing housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management. These studies will place a special focus on selected PDAs with a greater potential for residential displacement and develop and implement community risk reduction plans. Also program funds will establish a new local planning assistance program to provide staff resources directly to jurisdictions to support local land-use planning for PDAs.

MTC will commence work with state and federal government to create private sector economic incentives to increase housing production.

***PDA Planning Assistance:*** Grants will be made to local jurisdictions to provide planning support as needed to meet regional housing goals.

## ***6. Climate Change Initiatives***

The proposed funding for the Cycle 2 Climate Initiative Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO<sub>2</sub> emissions reductions per SB375 and federal criteria pollutant reductions. Staff will work with the Bay Area Air Quality Management District to implement this program.

## ***7. Safe Routes to Schools***

Within the Safe Routes to School Program (SR2S program) funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2010-11. Appendix A-3 details the county fund distribution. Before programming projects into the TIP the CMAs shall provide the SR2S recommended county program scope, budget, schedule, agency roles, and federal funding recipient. CMAs may choose to augment this program with their own Cycle 2 OBAG funding.

## ***8. Transit Capital Rehabilitation***

The program objective is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs, consistent with the FTA Transit Capital Priorities program. This includes a set-aside of \$1 million to support the consolidation and transition of Vallejo and Benicia bus services to Soltrans

***9. Transit Performance Initiative:*** This new pilot program implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Specific projects are included in Attachment B.

***10. Priority Conservation Area:*** This \$10 million program is regionally competitive. The first \$5 million would be dedicated to the North Bay counties of Marin, Napa, Solano, and Sonoma.

Eligible projects would include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts and private foundations to leverage outside funds, particularly for land acquisition and open space access. An additional \$5 million will be available outside of the North Bay counties for sponsors that can provide a 3:1 match. Program guidelines will be developed over the next several months. Prior to the call for projects, a meeting will be held with stakeholders to discuss the program framework and project eligibility. The program guidelines will be approved by the Commission following those discussions. Note that tribal consultation for Plan Bay Area highlighted the need for CMAs in Sonoma and Contra Costa counties to involve tribes in PCA planning and project delivery.

## ONEBAYAREA GRANT PROGRAMMING POLICIES

The policies below apply to the OneBayArea Grant Program, administered by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ **Program Eligibility:** The congestion management agency may program funds from its One Bay Area Grant fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
  - Local Streets and Roads Preservation
  - Bicycle and Pedestrian Improvements
  - Transportation for Livable Communities
  - Safe Routes To School/Transit
  - Priority Conservation Area
  - Planning and Outreach Activities
  
- ▶ **Fund Source Distribution:** OBAG is funded primarily from three federal fund sources: STP, CMAQ and TE. Although the new federal surface transportation authorization act now under consideration may alter the actual fund sources available for MTC's programming discretion it is anticipated that any new federal programs would overlap to a large extent with existing programs. The CMAs will be provided a breakdown of specific OBAG fund sources, with the understanding that actual fund sources may change as a result of the new federal surface transportation act. In this situation, MTC staff will work with the CMAs to realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund sources available and final apportionment levels.

In determining the fund source distribution to the counties, each county was first guaranteed at least what they would otherwise received in Cycle 2 under the original Cycles 1 & 2 framework as compared to the original July 8, 2011 OBAG proposal. This resulted in the county of Marin receiving an additional \$1.1 million, county of Napa receiving \$1.3 million each, and the county of Solano receiving \$1.4 million, for a total of \$3.8 million (in CMAQ funds) off the top to hold these counties harmless. The Transportation Enhancement (TE) funds were then distributed based on the county TE shares available for OBAG as approved in the 2012 Regional Transportation Improvement Program (RTIP). STP funds were then assigned to the CMA planning and outreach activities. The remaining STP funds assigned to OBAG were then distributed to each county based on the OBAG distribution formula. The remaining funds were distributed as CMAQ per the OBAG distribution formula. The hold harmless clause resulted in a slight deviation in the OBAG formula distribution for the overall funding amounts for each county.

- ▶ **Priority Development Area (PDA) Policies**
  - PDA minimum: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG

investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. Depending on the county, CMA planning costs would partially count towards PDA targets (70% or 50%) in line with its PDA funding target. At MTC staff discretion, consideration may be given to counties that provided higher investments in PDAs in Cycle 1 as part of an overall Cycle 1 and 2 investment package. Priority Conservation Area (PCA) investments do not count towards PDA targets and must use “anywhere” funds. The PDA/’anywhere’ funding split is shown in Appendix A-4.

- PDA Boundary Delineation: Refer to <http://geocommons.com/maps/141979> which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. As ABAG considers and approves new PDA designations this map will be updated.
  - Defining “proximate access to PDAs”: The CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. For projects not geographically within a PDA, CMAs are required to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum target. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle.
  - PDA Investment & Growth Strategy: By May 1, 2013, CMAs shall prepare and adopt a PDA Investment & Growth Strategy to guide transportation investments that are supportive of PDAs. An existing Investment and Growth Strategy adopted by the County will be considered as meeting this requirement if it satisfies the general terms in Appendix A-6. See Appendix A-6 for details.
- Performance and Accountability Policies: Jurisdictions need to comply with the following policies in order to be eligible recipients of OBAG funds.
- To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008. Staff will provide minimum requirements based on best practices for the resolution. As discussed below, jurisdictions will be expected to have a general plan that complies within the Complete Streets Act of 2008 to be eligible for the next round of funding.

- A jurisdiction is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. If a jurisdiction submits its housing element to the state on a timely basis for review, but the State's comment letter identifies deficiencies that the local jurisdictions must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning / ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.
- For the OBAG cycle subsequent to FY 2015-16, jurisdictions must adopt housing elements by October 31, 2014 (based on an April 2013 SCS adoption date); therefore, jurisdictions will be required to have General Plans with approved housing elements and that comply with the Complete Streets Act of 2008 by that time to be eligible for funding. This schedule allows jurisdictions to meet the housing and complete streets policies through one general plan amendment.
- OBAG funds may not be programmed to any jurisdiction out of compliance with OBAG policies and other requirements specified in this attachment. The CMA will be responsible for tracking progress towards these requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG funds to its projects in the TIP.
- For a transit agency project sponsor under a JPA or district (not under the governance of a local jurisdiction), the jurisdiction where the project (such as station/stop improvements) is located will need to comply with these policies before funds may be programmed to the transit agency project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or transit maintenance facility.
- CMAs will provide documentation for the following prior to programming projects in the TIP:
  - The approach used to select OBAG projects including outreach and a board adopted list of projects
  - Compliance with MTC's complete streets policy
  - A map delineating projects selected outside of PDAs indicating those that are considered to provide proximate access to a PDA including their justifications as outlined on the previous page. CMA staff is expected to use this exhibit when it presents its program of projects to explain the how "proximate access" is defined to their board and the public.
- MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:
  - Mix of project types selected;
  - Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
  - Complete streets elements that were funded;
  - Adherence to the performance and accountability requirements;

- Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
  - Public participation process.
  - The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning / ABAG Administrative Committee.
- **Project Selection:** County congestion management agencies or substitute agencies are given the responsibility to develop a project selection process along with evaluation criteria, issue a call for projects, conduct outreach, and select projects
- **Public Involvement:** The decision making authority to select projects for federal funding accompanies responsibilities to ensure that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG is in compliance, CMAs are required to lead a public outreach process as directed by Appendix A-5.
  - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects for their One Bay Area grant, with a final project list due to MTC by June 30, 2013. CMA staff need to ensure that all projects are submitted using the Fund Management System (FMS) no later than July 30, 2013. The goal of this process is to reduce staff time, coordinate all programs to respond to larger multi-modal projects, and provide project sponsors the maximum time to deliver projects.
  - **Project Programming Targets and Delivery Deadlines:** CMAs must program their block grant funds over the four-year period of Cycle 2 (FY 2012-13 through FY 2015-16). The expectation is that the CMA planning activities \ project would use capacity of the first year to provide more time for delivery as contrasted to other programs which tend to have more complex environmental and design challenges, but this is not a requirement. The funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606 or its successor) including the Request for Authorization (RFA) submittal deadline and federal authorization/obligation deadline. Furthermore the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
    - Half of the OBAG funds, including all funds programmed for the PE phase, must be obligated (federal authorization/E-76) by March 31, 2015.
    - All remaining OBAG funds must be obligated by March 31, 2016.

## **CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE**

The categories below comprise the Cycle 2 County One Bay Area Grant Program, administered by the county congestion management agencies. Project selection should ensure that all of the eligibility requirements below are met. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

### ***1. CMA Planning and Outreach***

This category provides funding to the nine county Congestion Management Agencies (CMAs) to support regional planning, programming and outreach activities. Such efforts include: county-based planning efforts for development of the RTP/SCS; development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects. The base funding level reflects continuing the Transportation 2035 commitment level by escalating at 3% per year from the base amount in FY 2011-12. In addition, the CMAs may request additional funding from their share of OBAG to enhance or augment additional activities at their discretion. All funding and activities will be administered through an interagency agreement between MTC and the respective CMA. Actual amounts for each CMA as augmented, are shown in Appendix A-2

### ***2. Local Streets and Roads Preservation***

This category is for the preservation of local streets and roads on the federally-eligible system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). The needs analysis ensures that streets recommended for treatment are cost effective. Pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. MTC is responsible for verifying the certification status. The certification status can be found at [www.mtcpms.org/ptap/cert.html](http://www.mtcpms.org/ptap/cert.html). Specific eligibility requirements are included below:

#### Pavement Rehabilitation:

Pavement rehabilitation projects including pavement segments with a PCI below 70 should be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

Preventive Maintenance: Only projects where pavement segments have a Pavement Condition Index (PCI) of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's Pavement Management Program (PMP) must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

#### Non-Pavement:

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps and features that bring the facility to current standards. The jurisdiction must still have a certified PMP to be eligible for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), capacity expansion, new roadways, roadway extensions, right of way acquisition (for future expansion), operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to

current standards), and any pavement application not recommended by the Pavement Management Program unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(5) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

Federal Aid Secondary (FAS) Program Set-Aside: While passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 dissolved the Federal Aid Secondary (FAS) program, California statutes provide the continuation of minimum funding to counties, guaranteeing their prior FAS shares. The first three years of Cycle 2 were covered up-front under the Cycle 1 FAS program (covering a total 6-year period). The fourth year of Cycle 2 will be covered under the OBAG. Funding provided to the counties by the CMAs under OBAG will count toward the continuation of the FAS program requirement.

### ***3. Bicycle and Pedestrian Improvements***

The Bicycle and Pedestrian program may fund a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities, bicycle education, outreach, sharing and parking, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation.

According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and reduce vehicle trips resulting in air pollution reductions. Also to meet the needs of users, hours of operation need to be reasonable and support bicycle / pedestrian needs particularly during commute periods. For example the policy that a trail be closed to users before sunrise or after sunset limits users from using the facility during the peak commute hours, particularly during times of the year with shorter days. These user restrictions indicate that the facility is recreational rather than commute oriented. Also, as contrasted with roadway projects, bicycle and pedestrian projects may be located on or off the federal-aid highway system.

### ***4. Transportation for Livable Communities***

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Station Improvements such as plazas, station access pocket parks, bicycle parking
- Complete streets improvements that encourage bicycle and pedestrian access
- Transportation Demand Management projects including carsharing, vanpooling traveler coordination and information or Clipper®-related projects

- Connectivity projects connecting high density housing/jobs/mixed use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Density Incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations)
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit (bulb outs, sidewalk widening , cross walk enhancements, audible signal modification, mid block crossing and signal, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refugees, way finding signage, pedestrian scaled street furniture including bus shelters, tree grates, benches, bollards, magazine racks, garbage and recycling bins, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on- site storm water management, permeable paving)
- Funding for TLC projects that incentivize local PDA Transit Oriented Development Housing

### ***5. Safe Routes to School***

The county Safe Routes to School Program continues to be a regional program. The funding is distributed directly to the CMAs by formula through the Cycle 2 regional program (see Appendix A-3). However, a CMA may use OBAG funding to augment this amount. Eligible projects include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that CMAQ is used to fund this program which is targeted towards air quality improvement rather than children's health or safety. Nevertheless CMAQ eligibility overlaps with Safe Routes to School Program projects that are eligible under the federal and state programs with few exceptions which are noted below. Refer to the following link for detailed examples of eligible projects which is followed by CMAQ funding eligibility parameters: [http://mtc.ca.gov/funding/STPCMAQ/7\\_SR2S\\_Eligibility\\_Matrix.pdf](http://mtc.ca.gov/funding/STPCMAQ/7_SR2S_Eligibility_Matrix.pdf)

### Non-Infrastructure Projects

#### Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices.
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options.
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.
- Non-construction outreach related to safe bicycle use
- Travel Demand Management Activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

### Infrastructure Projects

#### Bicycle/Pedestrian Use:

- Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds:

- Walking audits and other planning activities (STP based on availability will be provided for these purposes upon CMA's request)
- Crossing guards and vehicle speed feedback devices, traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceeding a nominal cost.

**6. Priority Conservation Areas**

This is an outgrowth of the new regional program pilot for the development of Priority Conservation Area (PCA) plans and projects to assist counties to ameliorate outward development expansion and maintain their rural character. A CMA may use OBAG funding to augment grants received from the regionally competitive program or develop its own county PCA program. Generally, eligible projects will include planning, land / easement acquisition, open space access projects, and farm-to-market capital projects.

**PROGRAM SCHEDULE**

Cycle 2 spans apportionments over four fiscal years: FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2012-13 funds. This strategy, at the same time, provides several months during FY 2012-13 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second, third and fourth years of the Cycle 2 period. If CMAs wish to program any OBAG funds in the first year, MTC will try to accommodate requests depending on available federal apportionments and obligation limitations, as long as the recipient has meet the OBAG requirements.

# Appendix A-1

## Cycle 2 Regional and County Programs FY 2012-13 through FY 2015-16 May 2012

### Proposed Cycle 2 Funding Commitments

<b>Regional Program</b> (millions \$ - rounded)		<b>4-Year Total</b>
<b>Regional Categories</b>		
1	Regional Planning Activities	\$7
2	Regional Operations	\$95
3	Freeway Performance Initiative	\$96
4	Pavement Management Program	\$7
5	Priority Development Activities	\$40
6	Climate Initiatives	\$20
7	Safe Routes To School	\$20
8	Transit Capital Rehabilitation	\$150
9	Transit Performance Initiative	\$30
10	Priority Conservation Area	\$10
<b>Regional Program Total:*</b>		<b>\$475</b>
		<b>60%</b>

<b>One Bay Area Grant (OBAG)</b> (millions \$ - rounded)		<b>4-Year Total</b>
<b>Counties</b>		
1	Alameda	\$63
2	Contra Costa	\$44
3	Marin	\$10
4	Napa	\$6
5	San Francisco	\$38
6	San Mateo	\$26
7	Santa Clara	\$87
8	Solano	\$18
9	Sonoma	\$23
<b>OBAG Total:*</b>		<b>\$320</b>
		<b>40%</b>

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<b>Cycle 2 Total Total:*</b>	<b>\$795</b>
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\* Amounts may not total due to rounding

\* OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

## Appendix A-2

### Cycle 2 Planning & Outreach FY 2012-13 through FY 2015-16 May 2012

#### OBAG - County CMA Planning

County	Agency	Cycle 2 OBAG County CMA Planning				STP Total
		2012-13	2013-14	2014-15	2015-16	
Alameda	ACTC	\$916,000	\$944,000	\$973,000	\$1,003,000	\$3,836,000
Contra Costa	CCTA	\$725,000	\$747,000	\$770,000	\$794,000	\$3,036,000
Marin	TAM	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Napa	NCTPA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
San Francisco	SFCTA	\$667,000	\$688,000	\$709,000	\$731,000	\$2,795,000
San Mateo	SMCCAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Santa Clara	VTA	\$1,014,000	\$1,045,000	\$1,077,000	\$1,110,000	\$4,246,000
Solano	STA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Sonoma	SCTA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
<b>County CMAs Total:</b>		<b>\$6,512,000</b>	<b>\$6,714,000</b>	<b>\$6,919,000</b>	<b>\$7,133,000</b>	<b>\$27,278,000</b>

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#### Regional Agency Planning

Regional Agency	Agency	Cycle 2 Regional Agency Planning				STP Total
		2012-13	2013-14	2014-15	2015-16	
ABAG	ABAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
BCDC	BCDC	\$320,000	\$330,000	\$340,000	\$351,000	\$1,341,000
MTC	MTC	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
<b>Regional Agencies Total:</b>		<b>\$1,596,000</b>	<b>\$1,646,000</b>	<b>\$1,696,000</b>	<b>\$1,749,000</b>	<b>\$6,687,000</b>

**\$33,965,000**

**Appendix A-3**

**Cycle 2  
 Safe Routes to School County Distribution  
 FY 2012-13 through FY 2015-16  
 May 2012**

**Safe Routes To School County Distribution**

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	Percentage	Total Funding
					<b>\$20,000,000</b>
<b>Alameda</b>	214,626	24,537	239,163	21%	<b>\$4,293,000</b>
<b>Contra Costa</b>	166,956	16,274	183,230	16%	<b>\$3,289,000</b>
<b>Marin</b>	29,615	5,645	35,260	3%	<b>\$633,000</b>
<b>Napa</b>	20,370	3,036	23,406	2%	<b>\$420,000</b>
<b>San Francisco</b>	56,454	23,723	80,177	7%	<b>\$1,439,000</b>
<b>San Mateo</b>	89,971	16,189	106,160	10%	<b>\$1,905,000</b>
<b>Santa Clara</b>	261,945	38,119	300,064	27%	<b>\$5,386,000</b>
<b>Solano</b>	67,117	2,855	69,972	6%	<b>\$1,256,000</b>
<b>Sonoma</b>	71,049	5,787	76,836	7%	<b>\$1,379,000</b>
<b>Total:</b>	<b>978,103</b>	<b>136,165</b>	<b>1,114,268</b>	<b>100%</b>	<b>\$20,000,000</b>

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\* From California Department of Education for FY 2010-11

# Appendix A-4

## Cycle 2 OBAG County Fund Distribution FY 2012-13 through FY 2015-16 May 2012

### OBAG Geographic Funding Distribution

County	OBAG Funds	PDA/Anywhere Split	PDA	Anywhere
<b>Alameda</b>	\$63,732,000	70/30	\$44,612,000	\$19,120,000
<b>Contra Costa</b>	\$44,787,000	70/30	\$31,351,000	\$13,436,000
<b>Marin</b>	\$10,047,000	50/50	\$5,024,000	\$5,023,000
<b>Napa</b>	\$6,653,000	50/50	\$3,327,000	\$3,326,000
<b>San Francisco</b>	\$38,837,000	70/30	\$27,186,000	\$11,651,000
<b>San Mateo</b>	\$26,246,000	70/30	\$18,372,000	\$7,874,000
<b>Santa Clara</b>	\$87,284,000	70/30	\$61,099,000	\$26,185,000
<b>Solano</b>	\$18,801,000	50/50	\$9,401,000	\$9,400,000
<b>Sonoma</b>	\$23,613,000	50/50	\$11,807,000	\$11,806,000
<b>Total:</b>	<b>\$320,000,000</b>		<b>\$212,179,000</b>	<b>\$107,821,000</b>

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OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

## Appendix A-5: One Bay Area Grant Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) has delegated OBAG project selection to the nine Bay Area Congestion Management Agencies (CMAs) as they are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties. In order to meet federal requirements that accompany the decision-making process regarding federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration for inclusion in the Cycle 2 One Bay Area Grant Program. CMAs will also serve as the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 Transportation Improvement Program.

CMAs will conduct a transparent process for the Call for Projects while complying with federal regulations by carrying out the following activities:

### 1. Public Involvement and Outreach

- **Conduct countywide outreach to stakeholders and the public to solicit project ideas.** CMAs will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at [http://www.onebayarea.org/get\\_involved.htm](http://www.onebayarea.org/get_involved.htm). CMAs are expected at a minimum to:
  - Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process.
  - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
  - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
  - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at [http://www.mtc.ca.gov/get\\_involved/lep.htm](http://www.mtc.ca.gov/get_involved/lep.htm)
  - Hold public meetings in central locations that are accessible for people with disabilities and by public transit;
  - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- **Document the outreach effort undertaken for the local call for projects.** CMAs are to provide MTC with:
  - A description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG funding. Specify whether public input was gathered at forums held specifically for the OBAG project solicitation or as part of a separate planning or programming outreach effort;

- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

## 2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG Program.*** CMAs will assist with agency coordination by:
  - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders

## 3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
  - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding;
  - Remove barriers for persons with limited-English proficiency to have access to the project submittal process;
  - For Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: [http://www.onebayarea.org/get\\_involved.htm](http://www.onebayarea.org/get_involved.htm)
  - Additional resources are available at
    - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
    - ii. [http://www.dot.ca.gov/hq/LocalPrograms/DBE\\_CRLC.html#TitleVI](http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI)
    - iii. [http://www.mtc.ca.gov/get\\_involved/rights/index.htm](http://www.mtc.ca.gov/get_involved/rights/index.htm)

## Appendix A-6: PDA Investment & Growth Strategy

MTC shall consult with the CMAs and amend the scope of activities identified below, as necessary, to minimize administrative workload and to avoid duplication of effort. This consultation may result in specific work elements shifting to MTC and/or ABAG. Such changes will be formalized through a future amendment to this appendix.

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

### **(1) Engaging Regional/Local Agencies**

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess toxic-air contaminants and particulate matter, as well as related mitigation strategies, as part of regional PDA Planning Program.

### **(2) Planning Objectives – to Inform Project Priorities**

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
  - *Short-term:* By May 1, 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
  - *Long-term:* Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals<sup>1</sup>. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

**(3) Establishing Local Funding Priorities -** Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

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<sup>1</sup> Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

- **Projects located in high impact project areas.** Key factors defining high impact areas include:
  - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production
  - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
  - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
  - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: [http://www.mtc.ca.gov/planning/smart\\_growth/tlc/2009\\_TLC\\_Design\\_Guidelines.pdf](http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf)
  - e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** – Favorably consider projects located in PDAs with highest exposure to particulate matter and toxic air contaminants where jurisdictions employ best management practices to mitigate exposure.

**Process/Timeline**

CMA's develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMA's to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMA's amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMA's submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	May 2014, Ongoing

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**Cycle 2  
 Regional Programs Project List  
 FY 2012-13 through FY 2015-16  
 May 2012**

**Regional Programs Project List**

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TE/TFCA	Total Cycle 2
<b>CYCLE 2 PROGRAMMING</b>			<b>\$435,187,000</b>	<b>\$40,000,000</b>	<b>\$475,187,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (PL)</b>					
ABAG Planning	Region-Wide	ABAG	\$2,673,000	\$0	\$2,673,000
BCDC Planning	Region-Wide	BCDC	\$1,341,000	\$0	\$1,341,000
MTC Planning	Region-Wide	MTC	\$2,673,000	\$0	\$2,673,000
<b>1. REGIONAL PLANNING ACTIVITIES (PL)</b>			<b>TOTAL: \$6,687,000</b>	<b>\$0</b>	<b>\$6,687,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>					
Clipper® Fare Media Collection	Region-Wide	MTC	\$21,400,000	\$0	\$21,400,000
511 - Traveler Information	Region-Wide	MTC	\$48,770,000	\$0	\$48,770,000
SUBTOTAL			\$70,170,000	\$0	\$70,170,000
FSP/Incident Management	Region-Wide	MTC/SAFE	\$25,130,000	\$0	\$25,130,000
SUBTOTAL			\$25,130,000	\$0	\$25,130,000
<b>2. REGIONAL OPERATIONS (RO)</b>			<b>TOTAL: \$95,300,000</b>	<b>\$0</b>	<b>\$95,300,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>					
Regional Performance Initiatives Implementation	Region-Wide	MTC	\$5,750,000	\$0	\$5,750,000
Regional Performance Initiatives Corridor Implementation	Region-Wide	MTC	\$8,000,000	\$0	\$8,000,000
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC	\$5,000,000	\$0	\$5,000,000
SUBTOTAL			\$18,750,000	\$0	\$18,750,000
<b>Ramp Metering and TOS Elements</b>					
<i>FPI - Specific projects TBD by Commission</i>	TBD	TBD	\$43,250,000	\$34,000,000	\$77,250,000
SUBTOTAL			\$43,250,000	\$34,000,000	\$77,250,000
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>			<b>TOTAL: \$62,000,000</b>	<b>\$34,000,000</b>	<b>\$96,000,000</b>
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>					
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	\$6,000,000	\$0	\$6,000,000
Pavement Management Program (PMP)	Region-Wide	MTC	\$1,200,000	\$0	\$1,200,000
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>			<b>TOTAL: \$7,200,000</b>	<b>\$0</b>	<b>\$7,200,000</b>
<b>5. PRIORITY DEVELOPMENT ACTIVITIES (PDA)</b>					
<b>PDA Planning</b>					
<i>Specific projects TBD by Commission</i>	TBD	TBD	\$25,000,000	\$0	\$25,000,000
SUBTOTAL			\$25,000,000	\$0	\$25,000,000
<b>Transit Oriented Affordable Development (TOD)</b>					
<i>Specific projects TBD by Commission</i>	Region-Wide	MTC	\$15,000,000	\$0	\$15,000,000
SUBTOTAL			\$15,000,000	\$0	\$15,000,000
<b>5. PRIORITY DEVELOPMENT ACTIVITIES (PDA)</b>			<b>TOTAL: \$40,000,000</b>	<b>\$0</b>	<b>\$40,000,000</b>
<b>6. CLIMATE CHANGE INITIATIVES (CCI)</b>					
Climate Strategies	TBD	TBD	\$14,000,000	\$6,000,000	\$20,000,000
<b>6. CLIMATE CHANGE INITIATIVES (CCI)</b>			<b>TOTAL: \$14,000,000</b>	<b>\$6,000,000</b>	<b>\$20,000,000</b>
<b>7. SAFE ROUTES TO SCHOOL (SR2S)</b>					
<i>Specific projects TBD by CMAs</i>					
SR2S - Alameda	Alameda	ACTC	\$4,293,000	\$0	\$4,293,000
SR2S - Contra Costa	Contra Costa	CCTA	\$3,289,000	\$0	\$3,289,000
SR2S - Marin	Marin	TAM	\$633,000	\$0	\$633,000
SR2S - Napa	Napa	NCTPA	\$420,000	\$0	\$420,000
SR2S - San Francisco	San Francisco	SFCTA	\$1,439,000	\$0	\$1,439,000
SR2S - San Mateo	San Mateo	SMCCAG	\$1,905,000	\$0	\$1,905,000
SR2S - Santa Clara	Santa Clara	SCVTA	\$5,386,000	\$0	\$5,386,000
SR2S - Solano	Solano	STA	\$1,256,000	\$0	\$1,256,000
SR2S - Sonoma	Sonoma	SCTA	\$1,379,000	\$0	\$1,379,000
<b>7. SAFE ROUTES TO SCHOOL (SR2S)</b>			<b>TOTAL: \$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>8. TRANSIT CAPITAL PROGRAM (TCP)</b>					
<i>Specific projects TBD by Transit Operators</i>					
SolTrans - Preventive Maintenance	Solano	SolTrans	\$149,000,000	\$0	\$149,000,000
SUBTOTAL			\$1,000,000	\$0	\$1,000,000
<b>8. TRANSIT CAPITAL PROGRAM (TCP)</b>			<b>TOTAL: \$150,000,000</b>	<b>\$0</b>	<b>\$150,000,000</b>
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>					
AC Transit - Line 51 Corridor Speed Protection and Restoration	Alameda	AC Transit	\$10,515,624	\$0	\$10,515,624
SFMTA - Mission Mobility Maximization	San Francisco	SFMTA	\$7,016,395	\$0	\$7,016,395
SFMTA - N-Judah Mobility Maximization	San Francisco	SFMTA	\$3,750,574	\$0	\$3,750,574
SFMTA - Bus Stop Consolidation and Roadway Modifications	San Francisco	SFMTA	\$4,133,031	\$0	\$4,133,031
SCVTA - Light Rail Transit Signal Priority	Santa Clara	SCVTA	\$1,587,176	\$0	\$1,587,176
SCVTA - Steven Creek - Limited 323 Transit Signal Priority	Santa Clara	SCVTA	\$712,888	\$0	\$712,888
Unprogrammed Transit Performance Initiative Reserve	TBD	TBD	\$2,284,312	\$0	\$2,284,312
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>			<b>TOTAL: \$30,000,000</b>	<b>\$0</b>	<b>\$30,000,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>					
<i>Specific projects TBD by Commission</i>	TBD	TBD	\$10,000,000	\$0	\$10,000,000
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>			<b>TOTAL: \$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>
<b>Cycle 2 Total</b>			<b>TOTAL: \$435,187,000</b>	<b>\$40,000,000</b>	<b>\$475,187,000</b>

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# Attachment B-2

## Cycle 2 OBAG Project List FY 2012-13 through FY 2015-16 May 2012

### OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TE	Total Cycle 2
<b>CYCLE 2 COUNTY OBAG PROGRAMMING</b>		<b>\$301,964,000</b>	<b>\$18,036,000</b>	<b>\$320,000,000</b>
<b>ALAMEDA COUNTY</b>				
<i>Specific projects TBD by Alameda CMA</i>	TBD	\$56,170,000	\$3,726,000	\$59,896,000
CMA Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
<b>ALAMEDA COUNTY</b>	<b>TOTAL:</b>	<b>\$60,006,000</b>	<b>\$3,726,000</b>	<b>\$63,732,000</b>
<b>CONTRA COSTA COUNTY</b>				
<i>Specific projects TBD by Contra Costa CMA</i>	TBD	\$39,367,000	\$2,384,000	\$41,751,000
CMA Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
<b>CONTRA COSTA COUNTY</b>	<b>TOTAL:</b>	<b>\$42,403,000</b>	<b>\$2,384,000</b>	<b>\$44,787,000</b>
<b>MARIN COUNTY</b>				
<i>Specific projects TBD by Marin CMA</i>	TBD	\$6,667,000	\$707,000	\$7,374,000
CMA Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
<b>MARIN COUNTY</b>	<b>TOTAL:</b>	<b>\$9,340,000</b>	<b>\$707,000</b>	<b>\$10,047,000</b>
<b>NAPA COUNTY</b>				
<i>Specific projects TBD by Napa</i>	TBD	\$3,549,000	\$431,000	\$3,980,000
CMA Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
<b>NAPA COUNTY</b>	<b>TOTAL:</b>	<b>\$6,222,000</b>	<b>\$431,000</b>	<b>\$6,653,000</b>
<b>SAN FRANCISCO COUNTY</b>				
<i>Specific projects TBD by San Francisco CMA</i>	TBD	\$34,132,000	\$1,910,000	\$36,042,000
CMA Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
<b>SAN FRANCISCO COUNTY</b>	<b>TOTAL:</b>	<b>\$36,927,000</b>	<b>\$1,910,000</b>	<b>\$38,837,000</b>
<b>SAN MATEO COUNTY</b>				
<i>Specific projects TBD by San Mateo CMA</i>	TBD	\$21,582,000	\$1,991,000	\$23,573,000
CMA Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
<b>SAN MATEO COUNTY</b>	<b>TOTAL:</b>	<b>\$24,255,000</b>	<b>\$1,991,000</b>	<b>\$26,246,000</b>
<b>SANTA CLARA COUNTY</b>				
<i>Specific projects TBD by Santa Clara CMA</i>	TBD	\$78,688,000	\$4,350,000	\$83,038,000
CMA Planning Activities - Santa Clara	SCVTA	\$4,246,000	\$0	\$4,246,000
<b>SANTA CLARA COUNTY</b>	<b>TOTAL:</b>	<b>\$82,934,000</b>	<b>\$4,350,000</b>	<b>\$87,284,000</b>
<b>SOLANO COUNTY</b>				
<i>Specific projects TBD by Solano CMA</i>	TBD	\$14,987,000	\$1,141,000	\$16,128,000
CMA Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
<b>SOLANO COUNTY</b>	<b>TOTAL:</b>	<b>\$17,660,000</b>	<b>\$1,141,000</b>	<b>\$18,801,000</b>
<b>SONOMA COUNTY</b>				
<i>Specific projects TBD by Sonoma CMA</i>	TBD	\$19,544,000	\$1,396,000	\$20,940,000
CMA Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
<b>SONOMA COUNTY</b>	<b>TOTAL:</b>	<b>\$22,217,000</b>	<b>\$1,396,000</b>	<b>\$23,613,000</b>
<b>Cycle 2 Total</b>	<b>TOTAL:</b>	<b>\$301,964,000</b>	<b>\$18,036,000</b>	<b>\$320,000,000</b>

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DATE: May 17, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Solano Mobility Management Plan and Solano Mobility Management Program Update

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**Background:**

Development of a Mobility Management Plan is one of the priority strategies listed in the Solano Transportation Study for Seniors and People with Disabilities. This Study has been approved by the Consortium, TAC and the Solano Seniors and People with Disabilities Advisory Committee. It was presented for final review by the STA Board in December 2011 and approved. Per the Study, Mobility Management is “short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers.”

The STA Board has taken action to support the development of a Solano Mobility Management Plan which includes potential programs for Seniors and People with Disabilities, the County Health and Social Services and First Five Program clients. The Paratransit Coordinating Council and the Solano Seniors and People with Disabilities Transportation Advisory Committee are supportive and requested to be involved in the process.

**Discussion:**

The short term strategies identified in the Solano Transportation Study for Seniors and People with Disabilities included Mobility Management, Countywide ADA Paratransit eligibility process, Travel Training, and identify and support older driver programs and workshops. All of these strategies were included in the scope of work for the Solano Mobility Management Program.

In preparation of the release of the Request for Proposal (RFP), STA presented the draft scope of work to the Consortium in November 2011 and asked for input. Staff received comments and incorporated them into the scope of work. The scope of work was presented to the Consortium and TAC in December. The scope of work was presented to the Paratransit Coordinating Council on January 19, 2012 and the Solano Seniors and People with Disabilities Transportation Advisory Committee on January 26, 2012 to receive input and comments. All committees forwarded a recommendation to the STA Board to approve the Solano Mobility Management Plan scope of work as specified in Attachment A.

STA staff released a Request for Qualifications (RFQ) to establish a Pre-Qualified List of Consultants for Project Management services to assist STA staff in several studies and plans this fiscal year. This includes the Solano Mobility Management Plan. STA plans to have a project manager on board to assist with the release of the Request for Proposals (RFP) for the Solano Mobility Management Plan in May 2012. A draft plan is scheduled for October 2012 to present to the Seniors and People with Disabilities Advisory Committee and the Paratransit Coordinating Council.

Caltrans released a call for projects for Job Access and Reverse Commute (JARC) and New Freedom projects in the state's small urbanized areas (UAs) and rural areas. The program purpose of JARC is to improve access to transportation services to employment-related activities for welfare recipients and eligible low-income individuals. The program purpose for New Freedom is to provide additional tools to overcome existing barriers facing Americans with Disabilities seeking integration into the work force and full participation in society. Estimated available federal funding statewide is \$13.5 million for JARC and \$5.8 million for New Freedom. Applicants may apply for up to three (3) years of funding per projects. Toll Credits are available and Caltrans will apply them as local match so applicants will not be required to provide a local match source for the awarded projects. One of the eligible projects for both JARC and New Freedom include Mobility Management activities.

STA staff recommended submitting a grant application to Caltrans for the Solano Mobility Management Program from JARC and New Freedom before the Solano Mobility Management Plan is complete as to not lose out of these potential funding opportunities. The Consortium requested that the Solano Mobility Management Plan grant submittal not compete with the Intercity Taxi Scrip Program for New Freedom Funds. STA staff submitted a JARC application for Mobility Management Program for \$250,000 and one year of JARC grant funding was awarded.

Once the consultant team is selected, STA will start the discussion on the mobility management opportunities in Solano County as a Coordinated effort.

**Fiscal Impact:**

For the Solano County Mobility Management Plan, the fiscal impact is \$150,000. State Transit Assistance Funds (STAF) Regional Paratransit will cover \$100,000 of the plan and STAF will cover \$50,000.

**Recommendation:**

Informational.

Attachment:

- A. Mobility Management Plan Scope of Work

## SCOPE OF WORK for Solano Mobility Management Plan

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### **Purpose:**

Goal is to coordinate transportation services for older adults, individuals with disabilities, and individuals with low incomes.

The STA completed the first Solano Senior and Disabled Study in June 2004. The second study, Solano County Transportation Study for Seniors and People with Disabilities was recently completed and will be presented to the STA Board for final approval in December 2011. Both studies recommended a further focus on the Solano Mobility Management in Solano County. The Consultant Team will develop a coordinated plan for outreach programs, policies and build local partnership specific to Solano County and work closely with the transit operators and stakeholders in development of implementation plans.

### **Tasks:**

- 1. Confirm Project Goals and Finalize Scope of Services and Work Plan**
- 2. Review Relevant Studies and Related Programs including, but not exclusive to:**
  - a. Solano County Senior and Disabled Transit
  - b. Solano County Transportation Study for Seniors and People with Disabilities
  - c. Taxi Scrip Programs (Intercity and Local)
  - d. Community-Based Transportation Plans in Solano County
  - e. Identify key stakeholders in the County that contribute to the planning, provision, delivery and/or funding of transportation services for Seniors and People with Disabilities and Individual of Low-Income. Present this information in a table that is categorized by function (i.e. Funding, Service Delivery, Service Planning, etc.)
- 3. Identify All Existing Transportation Services Provided in Solano County for Seniors, People with Disabilities and Low Income**
  - a. Inventory services such as, provider's contact information, agency's contact person, cost, hours of operations, who is eligible, wheel chair accessible, how far the service is provided, etc.
  - b. Create a strategy to partner and network with all transportation providers and other stakeholders in Solano County
- 4. Develop an one-stop transportation traveler call center and website to coordinate transportation information**
  - a. Identify and recommend training for staff to refer customers to the appropriate available transportation service
  - b. Provide a detailed description of the different elements of the recommended program, as well as a plan for implementation.
  - c. The implementation plan that would identify the cost, resources, staffing, and other requirements necessary for successful implementation including potential issues with solutions
  - d. Develop policies and procedures for the program
  - e. Identify at least two examples of successful mobility management programs in other counties/communities that share similarities with Solano County such as demographics, geography, resources, and existing programs/services

- f. Recommend a mobility management program for Solano County based on the information gathered in activities 2-4 of this scope of work, as well as on the transportation needs of seniors and people with disabilities identified in the Solano Transportation Study for Seniors and People with Disabilities
  - Provide a detailed description of the different elements of the recommended program, as well as a plan for implementation
  - The implementation plan would identify the cost, resources, staffing, and other requirements necessary for successful implementation
  - Identify the benefits and prioritize

#### **5. Develop Travel Training Programs**

- a. Identify different Travel Training Options
- b. Provide a detailed description of the different elements of the recommended program, as well as a plan for implementation.
- c. The implementation plan that would identify the cost, resources, staffing, and other requirements necessary for successful implementation including potential issues with solutions
- d. Identify any partnerships that could be formed that provide similar services
- e. Develop policies and procedures for the program

#### **6. Develop a Countywide ADA Eligibility Process**

- a. Identify different options
- b. Provide a detailed description of the different elements of the recommended program, as well as a plan for implementation.
- c. The implementation plan that would identify the cost, resources, staffing, and other requirements necessary for successful implementation including potential issues with solutions
- d. Develop policies and procedures for the program

#### **7. Identify Older Driver Safety Programs and Mobility Workshops in Solano County**

- a. Inventory Programs
- b. Describe when offered and contact information
- c. Develop policies and procedures to keep information current

#### **8. Public Outreach**

- a. Present findings and seek input from Transit Consortium, Paratransit Coordinating Council, Solano County Seniors, Senior Coalition and People with Disabilities Transportation Advisory Committee

#### **11. Draft Study**

- a. Present the existing services and programs
- b. Develop a 1 to 10 year Implementation Plan which will include detail project task, cost and a funding plan
- c. Present to committees and input process
- d. Present Mobility Management Programs
- e. Obtain input from various groups in Solano County prior to the STA Board.

#### **12. Final Study**

- a. Finalize the report incorporating input from public and committee review of draft study
- b. Prepare the report for electronic and hard copy distribution.



DATE: May 17, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Judy Leaks, SNCI Program Manager/Analyst  
RE: 2012 Bike to Work Campaign Wrap-up

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**Background:**

May 7-11, 2012 marked the eighteenth (18<sup>th</sup>) annual Bike to Work campaign in the Bay Area. Bike to Work (BTW) Day was Thursday, May 10<sup>th</sup>. The goal of the campaign is to promote bicycling as a commute option by encouraging individuals to pledge to bike to work (or school, or transit) at least one day during Bike to Work Week. Prizes, energizer stations, and participant rewards were just some of the methods of encouragement.

STA's Solano Napa Commuter Information (SNCI) staff organized the campaign in Solano and Napa counties. Staff participated in regional Bike to Work Technical Advisory Committee meetings and coordinated locally with the Solano County Bicycle Advisory Committee and the Napa County Bicycle Coalition.

A mailing of BTW campaign materials was sent mid-April to major employers in Napa and Solano Counties. BTW pledge forms were distributed by mail, events, and displays. Posters were distributed throughout the community. Web pages were updated on the STA's website so that individuals may register on-line as well as learn where energizer stations were located. Articles and advertisements for this event were placed in several newspapers and community publications.

Local businesses provided sponsorship for Bike to Work. Based on the level of support, sponsors had their logos printed on event posters, local print ads, musette bags and t-shirts. Sponsorship could be in any form, including products and services for our local prizes as well as financial contributions. This year's contributions totaled \$3,100 from sponsors that included Fisk's Cyclery, Ray's Cycle, Authorized Bicycle Shop, and Velo Wrench in Solano County and The Hub, Bicycle Works, Napa River Velo, St Helena Cyclery and Calistoga Bike Shop in Napa County.

**Discussion:**

The evaluation of Bike to Work Day is based on the number of bicyclists who stop or pass by Energizer Stations on that day (May 10<sup>th</sup>). This year there were 28 stations in Solano and Napa counties. Overall there were 1,069 visitors at these stations, a 35% increase over 2011 (791 visitors). Five hundred fifty-five (555) cyclists visited 16 Energizer Stations in Solano County, an increase of 48% from last year; while there were 12 stations in Napa County with 514 visitors, a 24% increase.

In addition the Energizer Stations on Bike to Work Day, there are two additional activities to honor cyclists. The **Bike Commuter of the Year Award** honors a resident from each county who is committed to biking. This person epitomizes the health, environmental, social, and economic benefits of bicycling. Tom Crawl of Vacaville was selected as Solano County's Bike Commuter of the Year. He bikes the 5-mile trip from his home to his job at Genentech daily. He has been a bike commuter for 25 years in many different places from China to Pennsylvania to Vacaville.

The **Team Bike Challenge** is a competition where teams compete to see who can travel the most days by bicycling during the month of May. The team with the most points wins a grand prize. There are sixteen (16) teams in Solano County competing in the Team Bike Challenge this year. Winners of the Team Bike Challenge will be determined the first week in June.

**Recommendation:**  
Informational.



DATE: May 17, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Robert Guerrero, Senior Planner  
RE: Alternative Fuel and Infrastructure Plan Status Update

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**Background:**

The Solano Express Intercity Transit Consortium requested to include the Alternative Fuel and Infrastructure Plan status report as a standing item on the Consortium meeting agenda.

The STA Board approved the development of Solano Alternative Fuels and Infrastructure Plan as a strategy for addressing climate change. Alternative fuels can be defined as any fuel used in place of gasoline or diesel fuel. The fuels and technologies that are either in use in Solano County or are being considered for use by the local agencies include: biodiesel, electricity, fuel cells, hybrid electric, liquefied and compressed natural gas (L/CNG), low sulfur (clean) diesel, propane (LPG), and methanol. The STA Board approved budget for the Plan's completion is a maximum of \$75,000 from State Transit Assistance Funds (STAF).

The Request for Proposals (RFP) for this planning project was released on March 19, 2012 to consultants included in the STA's consultant database and added on the STA website. In addition to the RFP distribution, a consultant pre-proposal meeting was held Conference Room 1 on April 5<sup>th</sup> to solicit questions and clarify any questions potential consultant firms might have regarding the RFP.

**Discussion:**

As a result of the RFP outreach effort, three firms submitted an RFP and we're invited for an interview based on the qualifications submitted in their proposals. The three submittals were from:

1. Environ (based out Novato)
2. Tiax (based out of Cupertino)
3. ICF (based out of Sacramento)

All three firms include a local sub-consultant as part of their team, consistent with the STA's local preference policy.

The interview panel evaluations were held on Thursday, May 3, 2012. Participants on the panel included:

1. Brian Mclean, City of Vacaville (representing Fleet Managers)
2. Mona Babauta, City of Fairfield (representing Transit Managers)
3. Sara Woo, STA (alternate to David Mellili)
4. Robert Guerrero (representing STA)

Based on the interview panel recommendation and the review criteria, ICF International was selected to assist in completing the plan. A kickoff meeting is anticipated to occur between staff and the consultant team during the month of June.

STA staff is currently seeking input on the plan's Technical Working Group participation. A draft list of potential participants is attached based on a previous survey list created last year for this effort. The technical working group will be responsible for providing technical assistance and overall guidance to the development of the plan.

**Fiscal Impact:**

A maximum of \$75,000 from State Transit Assistance Funds (STAF) was approved to complete the Alternative Fuels and Infrastructure Plan.

**Recommendation:**

Informational.

Attachment:

- A. Potential Technical Working Group Members

## Alternative Fuels and Infrastructure Plan Potential Technical Working Group Participants

Name	Agency
Brian McLean	Vacaville City Coach
David Renschler	City of Fairfield Fleet Manager
Philip Kamhi	Fairfield Suisun Transit
New General Manager	SolTrans
Jeanine Wooley	SolTrans
Matt Jones	YSAQMD
Jim Antone	YSAQMD
Damien Breen	BAAQMD
Janet Koster	City of Dixon
David Bastian	Solano County Fleet Manager
Mike Roberts	Benicia Rep
Dave Mellili	Rio Vista Rep.
Robert Guerrero	STA
Liz Niedziela	STA

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DATE: May 21, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Susan Furtado, Accounting & Administrative Services Manager  
RE: Local Transportation Development Act (TDA) and Contributions from Member Agencies

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**Background:** (This agenda item has been provided at the request of Fairfield transit staff.) 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 (generally gas tax funds) based on the prior calendar year gas tax revenues received by all the agencies in Solano County. Prior to this, STA claimed TDA and Gas Tax based on budget and resource needs of the STA, not based on the amount of TDA or Gas Tax available to the County.

Since 1996, when STA separated from the County and became an independent staffed agency, these two fund sources, combined with federal transportation planning funds provided by MTC, 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:**  
The Local TDA Fund from member agencies is based on the Metropolitan Transportation Commission (MTC)'s annual TDA fund estimate released every February for each local jurisdiction (Attachment A). This fund estimate is used to calculate the total TDA fund STA claims on behalf of the Member Agencies based on the adopted index rate of 2.7%. The amount is then claimed from the member agencies using the ratio of TDA funds allocated to each member agencies from MTC. Since these allocations are based on TDA funding estimates, revisions and adjustments are made as actual TDA data is released in the subsequent fiscal year. These funds are claimed directly from MTC by STA.

The Members Contribution received from all agencies in Solano County is calculated based on the gas tax revenues received by each member agencies in a calendar year. 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.

Attachment B shows the historical Local TDA Funds and Contributions from Member Agencies since Fiscal Year (FY) 1999-2000 through FY 2011-12. In May 2012, the STA Board approved the FY 2012-13 TDA Funds and Members Contributions (Attachment C).

**Fiscal Impact:**

Approved FY 2012-13 Local TDA Funds is \$403,064 and the Members Contributions is \$346,286.

**Recommendation:**

Informational.

Attachments:

- A. MTC FY 2012-13 Fund Estimate TDA Funds Solano County (February 22, 2012)
- B. Summary of Local TDA Funds and Members Contributions from FY 1999-2000 through FY 2012-13.
- C. FY 2012-13 Local TDA Funds and Members Contributions from Member Agencies.

<b>FY 2012-13 FUND ESTIMATE</b>												
<b>TRANSPORTATION DEVELOPMENT ACT FUNDS</b>												
<b>SOLANO COUNTY</b>												
										Attachment A		
										Res No. 4051		
										Page 9 of 16		
										February 22, 2012		
<b>FY 2011-12 TDA Revenue Estimate Adjustment</b>					<b>FY 2012-13 TDA Estimate</b>							
<b>FY 2011-12 Generation Estimate Adjustment</b>					<b>FY 2012-13 County Auditor's Generation Estimate</b>							
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		<b>FY 2012-13 Planning and Administration Charges</b>					
3. Revenue Adjustment (Lines 2-1)					1,045,360		14. MTC Administration (0.5% of Line 13)					72,308
<b>FY 2011-12 Planning and Administration Charges Adjustment</b>					<b>FY 2012-13 TDA Apportionment By Article</b>							
4. MTC Administration (0.5% of Line 3)					5,227		15. County Administration (0.5% of Line 13)					72,308
5. County Administration (0.5% of Line 3)					5,227		16. MTC Planning (3.0% of Line 13)					433,846
6. MTC Planning (3.0% of Line 3)					31,361		17. Total Charges (Lines 14+15+16)					578,462
7. Total Charges (Lines 4+5+6)					41,814		18. TDA Generations Less Charges (Lines 13-17)					13,883,081
8. Adjusted Generations Less Charges (Lines 3-7)					1,003,546		19. Article 3.0 (2.0% of Line 18)					277,662
<b>FY 2011-12 TDA Adjustment By Article</b>					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							
<b>TDA APPORTIONMENT BY JURISDICTION</b>												
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C=Sum(A:B)</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(C:G)</i>	<i>I</i>	<i>J=Sum(H:I)</i>		
	6/30/2011	FY 2010-11	6/30/2011	FY 2010-12	FY 2011-12	FY 2011-12	FY 2011-12	6/30/2012	FY 2012-13	FY 2012-13		
Apportionment Jurisdictions	Balance (w/o interest) <sup>1</sup>	Interest	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	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												
<b>SUBTOTAL</b>	<b>292,331</b>	<b>3,772</b>	<b>296,104</b>	<b>(314,173)</b>	<b>0</b>	<b>257,591</b>	<b>20,071</b>	<b>259,592</b>	<b>277,662</b>	<b>537,254</b>		
Article 4/8												
Benicia <sup>3</sup>	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 <sup>3</sup>	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		
<b>SUBTOTAL<sup>4</sup></b>	<b>8,694,473</b>	<b>104,536</b>	<b>8,799,009</b>	<b>(17,924,472)</b>	<b>0</b>	<b>12,621,945</b>	<b>983,475</b>	<b>4,479,957</b>	<b>13,605,420</b>	<b>18,085,376</b>		
<b>GRAND TOTAL</b>	<b>8,986,805</b>	<b>108,308</b>	<b>9,095,113</b>	<b>(18,238,645)</b>	<b>0</b>	<b>12,879,536</b>	<b>1,003,546</b>	<b>4,739,549</b>	<b>13,883,081</b>	<b>18,622,630</b>		

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.



**SUMMARY OF LOCAL TDA FUNDS AND MEMBERS CONTRIBUTIONS  
FISCAL YEAR (FY) 1999-00 THROUGH FY 2012-13**

**TDA Funds Claimed from Member Agencies**

Agency	Fiscal Year (FY)													Approved
	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05 <sup>1</sup>	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
City of Benicia	19,054	20,093	20,832	19,326	19,326	24,543	28,224	28,635	30,696	29,077	27,279	23,847	23,475	26,459
City of Dixon	9,887	10,572	11,170	11,581	11,581	14,653	16,932	17,499	19,805	19,137	17,548	14,982	14,746	16,585
City of Fairfield	62,672	64,689	68,458	70,198	70,198	93,002	107,720	110,452	117,612	113,039	105,446	90,994	89,308	99,820
City of Rio Vista	2,682	3,045	3,484	3,403	3,403	5,194	6,403	6,810	8,035	8,437	7,364	6,879	6,904	7,842
City of Suisun City	17,994	18,728	19,575	18,970	18,970	24,362	28,590	29,112	31,074	29,574	27,707	24,031	24,233	27,285
City of Vacaville	60,004	62,589	65,728	64,798	64,798	85,199	98,689	101,582	108,478	102,246	96,254	82,601	80,921	91,672
City of Vallejo	76,219	78,971	82,393	84,408	84,408	108,971	126,135	128,891	134,342	128,781	120,921	103,222	101,580	114,405
Solano County	13,958	14,282	14,977	13,961	13,961	17,829	20,406	21,080	21,525	21,134	19,706	17,203	16,912	18,996
<b>Total</b>	<b>\$262,470</b>	<b>\$272,969</b>	<b>\$286,617</b>	<b>\$286,645</b>	<b>\$286,645</b>	<b>\$373,753</b>	<b>\$433,099</b>	<b>\$444,061</b>	<b>\$471,567</b>	<b>\$451,425</b>	<b>\$422,225</b>	<b>\$363,759</b>	<b>\$358,079</b>	<b>\$403,064</b>

**Members Contribution Claimed from Member Agencies**

Agency	Fiscal Year (FY)													Approved
	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05 <sup>1</sup>	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
City of Benicia	19,054	20,093	20,832	19,326	19,326	18,662	19,470	18,536	18,609	18,164	16,479	16,565	14,827	22,732
City of Dixon	9,887	10,572	11,170	11,581	11,581	11,142	11,684	11,224	11,971	11,684	10,601	10,406	9,313	14,249
City of Fairfield	62,672	64,689	68,458	70,198	70,198	70,714	74,338	71,125	71,933	70,213	63,701	63,207	56,408	85,759
City of Rio Vista	2,682	3,045	3,484	3,403	3,403	3,950	4,431	4,307	5,024	4,903	4,449	4,778	4,357	6,736
City of Suisun City	17,994	18,728	19,575	18,970	18,970	18,524	19,742	18,811	18,901	18,449	16,738	16,692	15,293	23,441
City of Vacaville	60,004	62,589	65,728	64,798	64,798	64,781	68,106	65,290	65,662	64,092	58,148	57,376	51,114	78,757
City of Vallejo	76,219	78,971	82,393	84,408	84,408	82,856	87,044	83,140	82,490	80,517	73,050	71,700	64,154	98,288
Solano County	13,958	14,282	14,977	13,961	13,961	13,556	14,074	13,525	13,444	13,124	11,905	11,950	10,681	16,321
<b>Total</b>	<b>\$262,470</b>	<b>\$272,969</b>	<b>\$286,617</b>	<b>\$286,645</b>	<b>\$286,645</b>	<b>\$284,185</b>	<b>\$298,889</b>	<b>\$285,958</b>	<b>\$288,034</b>	<b>\$281,146</b>	<b>\$255,071</b>	<b>\$252,674</b>	<b>\$226,147</b>	<b>\$346,283</b>

**Total TDA and Members**

<b>Contribution</b>	<b>\$524,940</b>	<b>\$545,938</b>	<b>\$573,234</b>	<b>\$573,290</b>	<b>\$573,290</b>	<b>\$657,938</b>	<b>\$731,988</b>	<b>\$730,019</b>	<b>\$759,601</b>	<b>\$732,571</b>	<b>\$677,296</b>	<b>\$616,433</b>	<b>\$584,226</b>	<b>\$749,347</b>
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<sup>1</sup> STA Board approved the Indexing policy January 2004.

**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	<b>26,459</b>	23,476	<b>12.7%</b>
Dixon	16,067	518	<b>16,585</b>	14,746	<b>12.5%</b>
Fairfield	96,699	3,121	<b>99,820</b>	89,308	<b>11.8%</b>
Rio Vista	7,597	245	<b>7,842</b>	6,904	<b>13.6%</b>
Suisun City	26,432	853	<b>27,285</b>	24,233	<b>12.6%</b>
Vacaville	88,805	2,867	<b>91,672</b>	80,921	<b>13.3%</b>
Vallejo	110,827	3,578	<b>114,405</b>	101,580	<b>12.6%</b>
Solano County	18,403	594	<b>18,997</b>	16,912	<b>12.3%</b>
<b>TOTAL</b>	<b>390,462</b>	<b>12,603</b>	<b>403,064</b>	<b>358,080</b>	<b>12.6%</b>

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

**Total Contributions from Member Agencies**

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

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DATE: May 21, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Judy Leaks, SNCI Program Manager/Analyst  
RE: SNCI Monthly Issues

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**Background:**

Each month, the STA's Solano Napa Commuter Information (SNCI) program staff provides an update to the Consortium on several key issues: Napa and Solano transit schedule status, marketing, promotions and events. Other items are included as they become relevant.

**Discussion:**

**Transit Schedules:**

The monthly transit schedule matrix was distributed to all Solano and Napa operators the week of May 21. Based on the response received, an updated transit matrix will be provided at the meeting.

**Vanpool Formations:**

SNCI formed four new vanpools during the third quarter of this year for a fiscal year total of 27 new vanpools.

**Marketing/Promotions:**

The 2012 Bike to Work Day (BTWD) was a success! Overall there were 1,069 visitors at Energizer Stations in Solano and Napa counties, a 35% increase over 2011 (791 visitors). Five hundred fifty-five (555) cyclists visited 16 Energizer Stations in Solano County, an increase of 48% from last year; while there were 12 stations in Napa County with 514 visitors, a 24% increase. Some of the more successful energizer stations were located at transit transfer points. The Team Bike Challenge will continue through the month of May. There are sixteen (16) teams vying to win the Challenge in Solano County, double the amount from last year. For more details, see the "Bike to Work Results" under separate cover.

SNCI staff continues to resupply the commuter info display racks throughout Solano and Napa counties with current SolanoExpress brochures and transit schedules.

**Events:**

Staff provided transit and commute alternative information to employees at State Fund in Vacaville and are preparing to attend an event at Genentech. Staff also attended an Earth Day event in Napa.

**Recommendation:**

Informational.

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DATE: May 16, 2012  
 TO: SolanoExpress Intercity Transit Consortium  
 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
<b>Regional<sup>1</sup></b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$20 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$5,000</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
<b>State</b>			
	N/A	N/A	N/A
<b>Federal</b>			
5.	Cycle 5 HSIP Call for Projects*	Approximately <b>\$100 million. \$100,000</b> minimum; <b>\$900,000</b> maximum per project. Required local match of 10 percent.	Due On July 20, 2012

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Local Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District <b>(415) 749-4961</b> <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$20 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor  STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District <b>(916) 874-4893</b> <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyrerp/index.shtml">http://www.airquality.org/mobile/moyrerp/index.shtml</a>
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Meri Miles ARB <b>(916) 322-6370</b> <a href="mailto:mmiles@arb.ca.gov">mmiles@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/mspr/og/aqip/cvpr.htm">http://www.arb.ca.gov/mspr/og/aqip/cvpr.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>

\*New Funding Opportunity

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

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

State Grants						
N/A						
Federal Grants						
Cycle 5 HSIP Call for Projects*	Sylvia Fung Caltrans District 4 Local Assistance	Due On <b>July 20, 2012</b>	Approximately <b>\$100 million.</b> <b>\$100,000</b> minimum; <b>\$900,000</b> maximum per project. Required local match of 10 percent.	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: Funds may be used for work on publicly-owned roadways or bicycle or pedestrian pathways or trails that improves safety for its users. <a href="http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm">http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm</a>  Sponsors are strongly encouraged to view the related webinar, hosted by Caltrans, FHWA, and the National Highway Institute: <a href="https://www.nhi.fhwa.dot.gov/resources/webconference/viewconference.aspx?webconfid=24481">https://www.nhi.fhwa.dot.gov/resources/webconference/viewconference.aspx?webconfid=24481</a>
N/A						