



STA BOARD MEETING AGENDA

**6:00 p.m., Regular Meeting
 Wednesday, June 13, 2012
 Suisun City Hall Council Chambers
 701 Civic Center Drive
 Suisun City, CA 94585**

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

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

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

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

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

ITEM

BOARD/STAFF PERSON

- | | |
|---|------------------------|
| <p>I. CALL TO ORDER/PLEDGE OF ALLEGIANCE
(6:00 – 6:05 p.m.)</p> | <p>Chair Batchelor</p> |
| <p>II. CONFIRM QUORUM/ STATEMENT OF CONFLICT
<i>An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.</i></p> | <p>Chair Batchelor</p> |

STA BOARD MEMBERS

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

Rick Fuller	Ron Rowlett	Alan Schwartzman	Rick Vaccaro	Janith Norman	Mike Hudson	Erin Hannigan	John Vasquez
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III. APPROVAL OF AGENDA

IV. OPPORTUNITY FOR PUBLIC COMMENT

(6:05 – 6:10 p.m.)

V. EXECUTIVE DIRECTOR’S REPORT – Pg. 1

(6:10 – 6:15 p.m.)

Daryl Halls

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

(6:15 – 6:35 p.m.)

A. Presentation on Governor’s CAP and Trade Proposal

Gus Khouri

B. Transit Presentations:

1. Brian McLean, Vacaville City Coach
2. Mona Babauta, Consortium Chair

C. Directors Report:

1. Planning
2. Projects
3. Transit/Rideshare

Robert Macaulay
Janet Adams
Judy Leaks/Liz Niedziela

VII. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:35 - 6:40 p.m.)

A. Minutes of the STA Board Meeting of May 9, 2012

Johanna Masielat

Recommendation:

Approve STA Board Meeting Minutes of May 9, 2012.

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B. Draft Minutes of the TAC Meeting of May 30, 2012

Sheila Jones

Recommendation:

Approve Draft TAC Meeting Minutes of May 30, 2012.

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

Susan Furtado

Recommendation:

Receive and file.

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D. STA’s Fiscal Year (FY) 2011-12 Final-Year Budget Revision

Daryl Halls
Susan Furtado

Recommendation:

Adopt the STA’s FY 2011-12 Final-Year Budget Revision as shown in Attachment A.

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- E. Extension of Administrative Services Contract with the City of Vacaville** Susan Furtado
Recommendation:
Authorize the Executive Director to renew the Administrative Services Contract with the City of Vacaville for Accounting and Personnel Services for a three-year contract term beginning FY 2012-13 through FY 2014-15 for a total amount of \$162,700.
Pg. 27
- F. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – June 2012** Liz Niedziela
Recommendation:
Approve the FY 2012-13 Solano TDA Matrix – June 2012 as shown in Attachment A for SolTrans, Vacaville City Coach, and STA.
Pg. 33
- G. Regional Measure 2 (RM 2) SolanoExpress Fiscal Year (FY) 2012-13 Marketing** Liz Niedziela
Recommendation:
Authorize the Executive Director to enter into an agreement with Metropolitan Transportation Commission (MTC) in the amount of \$260,000 for the FY 2012-13 RM 2 Funding for SolanoExpress marketing.
Pg. 35
- H. Fiscal Year (FY) 2012-13 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds** Robert Guerrero
Recommendation:
Approve the City of Benicia’s Matthew Turner Elementary Smart Growth Project for \$59,828 from the FY 2012-13 TFCA Program Manager funds.
Pg. 39
- I. I-80/I-680/State Route (SR) 12 Interchange Project** Janet Adams
Recommendation:
Approve the attached Resolution No. 2012-07 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$1.5 million in bridge toll funds for the I-80/I-680/SR 12 Interchange Project for the environmental document preparation and detailed preliminary engineering.
Pg. 43
- J. Solano Comprehensive Transportation Plan (CTP) Update – Contract Amendment** Robert Macaulay
Recommendation:
Authorize the Executive Director to execute a contract amendment with Fehr Peers for the Solano CTP update for an additional \$5,000 for a total contract not-to-exceed \$125,000 through September 28, 2012.
Pg. 49

- K. STA Participation in Emergency Ride Home Program** Judy Leaks
Recommendation:
Authorize STA to register for the Solano County Emergency Ride Home Program.
Pg. 51

- L. Fiscal Year (FY) 2011-12 and 2012-13 Transportation Development Act (TDA) Claims for the West B Street Undercrossing Project** Liz Niedziela
Recommendation:
Approve the following:
 1. *Resolution No. 2012-08 authorizing the filing of a claim with MTC for TDA funds for the purpose of transit operations, planning, administration and capital for FY 2011-12; and*
 2. *Resolution No. 2012-09 authorizing the filing of a claim with MTC for TDA funds for the purpose of transit operations, planning, administration and capital for FY 2012-13.***Pg. 53**

VIII. ACTION FINANCIAL ITEMS

- A. Fiscal Year (FY) 2012-13 State Transit Assistance Funds (STAF) Initial Projects** Liz Niedziela
Recommendation:
Approve the following:
 1. *FY 2012-13 STAF priorities as specified in Attachment D; and*
 2. *FY 2012-13 Regional Paratransit STAF as specified in Attachment F.**(6:40 – 6:45 p.m.)*
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IX. ACTION NON-FINANCIAL ITEMS

- A. STA Overall Work Plan (OWP) for Fiscal Year (FY) 2012-13 and 2013-14** Daryl Halls
Recommendation:
Approve the STA's Overall Work Plan for FY 2012-13 and FY 2013-14 as specified in Attachment A.
(6:45 – 6:55 p.m.)
Pg. 65
- B. Comprehensive Transportation Plan (CTP) Introduction Chapter** Robert Macaulay
Recommendation:
Adopt the Draft Solano CTP Introduction Chapter as specified in Attachment A.
(6:55 – 7:00 p.m.)
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- C. Legislative Update** Jayne Bauer
Recommendation:
Adopt the specified position on the following bills:
- AB 2200 (Ma) – Oppose
 - AB 1706 (Eng) – Support with proposed amendment “to prohibit increased bus weights on residential streets”
- (7:00 – 7:05 p.m.)
Pg. 99

- D. Proposed SolanoExpress Route 78 Service Changes** Liz Niedziela
Recommendation:
Approve the following to SolanoExpress Route 78 as recommended by SolTrans:
1. Service Modifications; and
 2. Authorize the Executive Director to forward a letter to SolTrans with comments as specified.
- (7:05 – 7:10 p.m.)
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X. INFORMATIONAL – DISCUSSION

- A. OneBayArea Grant (OBAG) Update** Robert Macaulay
(7:10 – 7:20 p.m.)
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NO DISCUSSION

- B. Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Grant – Summary of Recommendations** Robert Guerrero
Pg. 245
- C. Fiscal Year (FY) 2011-12 Abandoned Vehicle Abatement (AVA) Program Second Quarter Report** Susan Furtado
Pg. 249
- D. 2012 Bike to Work Campaign Wrap-up** Judy Leaks
Pg. 251
- E. Funding Opportunities Summary** Sara Woo
Pg. 253
- F. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012** Johanna Masielat
Pg. 257

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

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

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MEMORANDUM

DATE: June 6, 2012
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –June 2012

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

Approval of STA's Overall Work Plan (OWP) For FY 2012-13 and FY 2013-14 *

The STA's Overall Work Plan covers the transportation plans, projects and programs being undertaken by the STA for the forthcoming two fiscal years. It is also the basis for setting funding priorities in the STA's two year budget that will be brought back to the Board in July. Last month, staff provided the Board with a summary of the current OWP. The OWP has been updated to reflect tasks that have been completed and reorganized to combine related tasks together. Planning priorities include the completion of the STA's Comprehensive Transportation Plan, the Transit Sustainability Study, the Coordinated Short Range Transit Plan, and the Mobility Management Plan. Priority projects include the widening of SR 12 Jameson Canyon, the relocation and upgrade of the Eastbound Cordelia Truck Scales, two phases of the Jepson Parkway Project, and the new phase of the I-80/I-680/SR12 Interchange. Priority programs include the Safe Routes to School and a new Walking School Bus Program, Solano Napa Commuter Information, and a new Mobility Management Program.

Allocation of State Transit Assistance Funds *

Based on previous direction from the STA Board and discussions with the Solano Express Transit Consortium, staff is recommending the Board approve the allocation of \$2.1 million of State Transit Assistance Funds (STAF). The largest investment of \$1.2 million to be dedicated toward the local match for the future replacement of forty over the road coaches that comprise the fleet of buses serving the seven Solano Express Bus Routes (20, 30, 40, 78, 80, 85 and 90). In addition, Regional Paratransit STAF funds totaling \$459,343 is recommended to be allocated primarily to fund the implementation of Solano Mobility Management Program and additional priorities to be identified by the Senior and People with Disabilities Advisory Committee from the recently completed Senior and People with Disabilities Mobility Plan.

Proposed Changes to Route 78 *

Solano County Transit (SolTrans) has recently completed an evaluation of their overall transit service and has recommended service changes designed to bring service costs within the parameters of their anticipated funding, to improve service and on time performance, and to increase ridership. The proposed service changes include a proposed service change to Solano Express Route 78, one of three Regional Measure 2 (bridge toll) funded routes that is also funded through the Intercity Funding Agreement. Route 78 was previously operated by Vallejo Transit through an agreement with the Solano Transportation Authority (STA). The STA Board is responsible for approving any services changes to Route 78 prior to the change being implemented by SolTrans. STA staff and the Solano Express Consortium has reviewed the service changes to Route 78 and recommend approval with the specific comments to consider restoring service to Pleasant Hill BART and the request to monitor the Route's ridership to ensure it meets the performance requirements to continue to receive RM 2 funding.

STA Budget Update *

Staff has prepared the final revision to the FY 2011-12 budget in preparation for the close of the fiscal year on June 30, 2012. In addition, the 3rd Quarter Budget Report for FY 2011-12 has been provided that indicates STA's expenditures are within the resources and revenues projected for this year's budget. The STA's budget for Fiscal Years 2012-13 and 2013-14 is scheduled for consideration by the STA Board at the meeting of July 11, 2012.

OneBayAreaGrant (OBAG) Implementation *

As part of the implementation of the Regional Transportation Plan/Sustainable Communities Strategy (SCS), the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) have proposed the Bay Area Congestion Management Agencies (which includes STA) take on an expanded work plan that includes a number of land use and housing tasks as part of the implementation of the OBAG which includes the allocation of federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. A key discussion point is the implementation of Priority Development Areas (PDAs) and the timing and completion of some of the work tasks that are beyond the traditional transportation planning role of Congestion Management Agencies. This discussion has a resulted in a likely delay in the approval of the OBAG program and the subsequent roll out of the program until Fall of 2012.

Bike to Work Day

On May 10, 2012, the STA's Solano Napa Commuter Information Program staff coordinated the 18th Annual Bike to Work Day activities at energizer stations throughout Solano and Napa counties. At the meeting, the STA Board will have the opportunity to recognize the Solano Bicycle Commuter of the Year and the winning team from the Team Bike Challenge.

Attachment:

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

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

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



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
May 9, 2012

I. CLOSED SESSION:

Chair Batchelor reported there were no matters to report.

II. CALL TO ORDER

Chair Batchelor called the regular meeting to order at 6:05 p.m. A quorum was confirmed.

MEMBERS

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

MEMBERS None.

ABSENT:

STAFF

PRESENT:	Daryl K. Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Janet Adams	Deputy Executive Director/Director of Projects
	Robert Macaulay	Director of Planning
	Johanna Masielat	Clerk of the Board
	Susan Furtado	Accounting & Administrative Svc. Manager
	Jayne Bauer	Legislative & Marketing Program Manager
	Liz Niedziela	Transit Manager
	Judy Leaks	Program Manager
	Sam Shelton	Project Manager
	Sara Woo	Associate Planner
	Sheila Jones	Administrative Assistant

ALSO

PRESENT:

In Alphabetical Order by Last Name:

Morrie Barr	City of Dixon
Tom Biggs	Atkins Engineering
Jim Ducoing	Member of the Public
Amber Dunn	City of Suisun City
Bill Emlen	County of Solano
Dan Kasperson	City of Suisun City
David Kutrosky	Capitol Corridor Joint Powers Authority
Wayne Lewis	City of Fairfield
Rod Moresco	City of Vacaville
Charlie Knox	City of Benicia
Matt Tuggle	County of Solano

III. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

IV. APPROVAL OF AGENDA

On a motion by Board Member Patterson, and a second by Board Member Price, the STA Board approved the agenda to include a second recommendation as shown below in *bold italics* to Agenda Item X.A, Legislative Update to read as follows:

Recommendation:

- Adopt a support position for SB 1189 (Hancock); *and*
- *Take a position to oppose SB 1149 (De Saulnier).*

V. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

VI. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- Solano Priorities for Draft State Route (SR) 12 Corridor Study
- Senior and Persons with Disabilities Mobility Priorities Receive Grant Funds and Make Progress
- SolanoExpress Service Reaches All-Time Ridership High
- STA Advisory Committee Prioritizes Lifeline Projects for Low Income Residents
- Amendment to SolTrans JPA
- MTC's Regional Transit Sustainability Project Includes Recommendations for Solano County
- Bike to Work Day
- New Webpage for Safe Routes to School Program

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

A. MTC Report:

MTC Commissioner and STA Board Member Spring reported that MTC staff's request for approval of a framework to provide \$2.4 million to support expenses related to the formation of SolTrans was approved by MTC's Programming and Allocations Committee at its May 9, 2012 meeting.

B. Caltrans Report:

None presented.

C. STA Reports:

1. Capitol Corridor Update presented by David Kutrosky

STA Directors Report:

- a. Planning**
- b. Projects**
- c. Transit/Rideshare**

VIII. CONSENT CALENDAR

On a motion by Board Member Price, and a second by Vice-Chair Hardy, the STA Board approved Consent Calendar Items A through I.

A. Minutes of the STA Board Meeting of April 11, 2012

Recommendation:

Approve STA Board Meeting Minutes of April 11, 2012.

B. Draft Minutes of the TAC Meeting of April 25, 2012

Recommendation:

Approve Draft TAC Meeting Minutes of April 25, 2012.

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

Recommendation:

Approve the following:

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

D. 2013 Transportation Improvement Program (TIP) Development

Recommendation:

Authorize the Executive Director to submit the 2013 Transportation Improvement Program (TIP) for Solano County's projects to the Metropolitan Transportation Commission (MTC) as shown in Attachment A.

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

Recommendation:

Approve the following:

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

F. STA Bicycle and Pedestrian Transportation Plans Project List Amendments

Recommendation:

Approve amendments to the following:

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

3. Tier 2 Priority Bicycle Projects List as specified in Attachment C; and
4. Tier 2 Priority Pedestrian Projects List as specified in Attachment D.

G. Proposed Revisions to the Solano County Transit (“SolTrans”) Joint Powers Agreement

Recommendation:

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

H. Additional Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Funding for STA's Safe Routes to School (SR2S) Program

Recommendation:

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

I. Allocation of Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Funds

Recommendation:

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

IX. ACTION - FINANCIAL ITEMS

A. 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).

In addition, Liz Niedziela requested the STA Board to consider removing the contingency funding from the Faith in Action application and to the SolTrans Service Span Project since Faith in Action received notification of their New Freedom Award from Caltrans and Caltrans anticipates sending out contracts in October.

Public Comments:

None presented.

Board Comments

Board Member Vick expressed her concern regarding the funding that Delta Breeze was not recommended for by the Lifeline Committee. She stated that nearly 45% of Rio Vista's community is over the age of 60 and the increase in transit service is crucial to the lifeline of many local citizens.

Board Member Patterson agreed with Member Vick and expressed concerns about sustaining Sunday Service with SolTrans for employees and church attendees in the Vallejo area.

Daryl Halls reminded the Board that the funding and grants are generally for one year. He noted staff's concurrence with the sentiments being expressed and commented the Coordinated SRTP will be assessing sustainability of various transit services and options for funding.

Recommendation:

Approve the following:

1. The Lifeline Advisory Committee's Funding Recommendation for allocation of Solano Lifeline funding as specified in Attachment A; and
2. ***Consider to remove the contingency to the Faith in Action and award to SolTrans Service Span Project since Faith in Action received notification of their New Freedom Award from Caltrans.***

On a motion by Board Member Patterson, and a second by Board Member Price, the STA Board unanimously approved the recommendation as amended shown above in ***bold italics***.

X. ACTION – NON-FINANCIAL ITEMS

A. 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.

Public Comments:

None presented.

Board Comments

Daryl Halls provided an overview, background and status of the amended SB 1149. (DeSaulnier). Mr. Halls explained the roles of the bay area regional agencies. He expressed staff's concerns that the bill proposes that a larger regional agency or commission be formed and that there is no guarantee of representation by local agencies, specifically Solano County.

Board Member Spering discussed several negative impacts and disadvantages of this bill and how it dismantles everything the county has built. He explained that all decision making for our county needs, concerns and growth would be decided upon as a region. He stated that the bill is poor legislation and urged the Board to review the bill carefully.

Vice-Chair Hardy expressed that this bill is shameful and he is concerned that elected officials are not protecting their local constituents.

Board Member Patterson expressed her concerns on timing and suggested opposing the bill on principal of inadequate time to review, apparent contradiction of local land use controls and failure to explain what the fix is. She concluded that we need to carefully and clearly take a position to oppose the bill.

Chair Batchelor stated that he agreed with taking a position to oppose AB 1149, but suggested to also bring the bill to the City County Coordinated Council (4'Cs) for their consideration as well.

Vice-Chair Hardy suggested STA be aggressive at quickly opposing this bill.

Daryl Halls stated that staff is seeking direction with the timing issue and the other opportunity would be to present the bill at the 4 C's.

Board Member Price agreed with Chair Batchelor and Mr. Halls to present at the 4 C's to get a broader body than just the STA and ask for decisive action. He stated that this bill is a step backwards, penalizes all of the county's land use planning and jeopardizes some of the most important projects.

Board Member Sanchez strongly recommended to immediately oppose this bill.

Board Member Davis concluded that there is nothing in the bill to benefit us and reading into it for a positive outlook would be a waste of time.

Recommendation:

- Adopt a support position for SB 1189 (Hancock); **and**
- ***Take a position to oppose SB 1149 (De Saulnier).***

On a motion by Board Member Patterson, and a second by Board Member Price, the STA Board unanimously approved the recommendation to adopt a support position for SB 1189 (Hancock).

On a motion by Chair Batchelor, and a second by Vice Chair Hardy, the STA Board unanimously approved the recommendation to take a position to oppose SB 1149 (De Saulnier) as shown above in ***bold italics***.

B. State Route (SR) 12 Draft Final Report

Tom Biggs presented the three-corridor study of SR 12. He cited the recommendations that will be presented to the public that includes supporting the near term implementation of SR 12/Church and the SR 12/SR 113 Intersection projects in Solano County, identifying a preferred alignment for the Rio Vista Bridge and SR 12 through Rio Vista, and the development of a funding plan for the SR 12 Corridor. He indicated that Solano EDC and its consultant team is continuing to conduct public outreach on the economic analysis of SR 12. Additional public workshops and meetings are planned in June with a final draft to be brought back to the STA Board on July 11, 2012.

Public Comments:

None presented.

Board Comments

Board Member Vick requested to incorporate the following comments in the letter to Caltrans:

STA Comments on Draft SR 12 Final Report (Attachment B):

2. ***Add a 3rd priority to the requested improvements adding Liberty Island Road to Drounin Drive to bring that section of the highway up to standards.***
6. ***In addition to the Rio Vista Bridge, add the Mokelumme Bridge since both bridges need to be replaced***

In addition, Board Member Vick cited that on May 31st, she plans to meet with the Vice Mayor and City staff to outline the strategies to open discussions on bridge alignments with the business community and the residents of Rio Vista, respectively.

After further discussion, the STA Board approved the following comments to the Draft SR 12 Final Report:

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

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

5. That Caltrans work with the STA and the City of Rio Vista to identify the preferred alignment of the Rio Vista Bridge and SR12 through the City of Rio Vista.
6. That the SR 12 Corridor partners develop a funding plan for the SR12 Corridor that includes the Rio Vista Bridge and the Mokelumne River Bridge.

Recommendation:

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

On a motion by Board Member Vick, and a second by Board Member Spring, the STA Board unanimously approved the recommendation to include additional comments listed shown above in *bold italics*.

C. Bay Area Transit Sustainability Project (TSP)

Kenneth Folan, MTC, provided a presentation on the Bay Area Transit Sustainability project. He highlighted transit performance, initiative and incentive programs. Mr. Folan summarized recommendations for transit programs and cost savings.

Public Comments:

None presented.

Board Comments

Board Member Patterson asked if a regional gas tax would be added to the potential funding mechanism. She asked if cap and trade could be added to the potential funding mechanism to get the proceedings to go towards transit.

Kenneth Folan responded that based on a recent public opinion poll, a regional gas tax was not supported by MTC their committee for 2012. He noted that he will follow-up to get further direction on potential cap and trade for transit.

Daryl Halls expressed concerns raised at a follow-up meeting with the Transit Consortium and MTC Commissioner Spring on the language used in the heading on page 154 under Institution. He requested that #2 be removed from the recommendation.

Board Member Spring cited to have this language remain to help recognize work in progress and indicated support for recommendation #2 being removed.

Recommendation:

Approve the following:

1. Request MTC to approve a funding formula that holds small operators harmless as part of the Transit Performance Initiative investment program to be developed; and
2. ~~***Support MTC's Transit Sustainability Project recommendation as outlined in MTC Resolution No. 2040 Attachment B with the deletion of the sentence stated above.***~~

On a motion by Board Member Patterson, and a second by Board Member Spring, the STA Board unanimously approved the recommendation as amended shown above in ~~***strikethrough bold italics.***~~

XI. INFORMATIONAL – WORKSHOP

A. SolanoExpress 2011-12 Mid-Year Ridership Report

Liz Niedziela provided an overview of the overall ridership for the seven SolanoExpress intercity routes in the past six (6) months. She outlined the adjustments and enhancements to the intercity routes to improve service and efficiency. She provided a brief timeline of the changes that took from July-December 2011. The changes are as follows: 1.) On July 2011, the Benicia Breeze, Vallejo Transit, and Vallejo Runabout Service were consolidated to form Solano County Transit (SolTrans); 2.) On July 1, 2011, service was adjusted on FAST Route 40 by scheduling efficiencies in reducing the service hours per day without affecting the number of trips; and 3.) On November 1, 2011, service was adjusted on FAST Route 30 to improve efficiency, reliability and on-time performance in direct response to customer complaints regarding the poor on-time performance in the afternoon, especially on Fridays. She cited that annual ridership was on track to reach over 1 million riders for the year.

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

Liz Niedziela provided an overview and provided a progress update to the Solano Seniors and People with Disabilities Transportation Advisory Committee Recommended Strategies.

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

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

NO DISCUSSION

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

E. Yolo Solano Air Quality Management District Clean Air Grant Program Update

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

G. Funding Opportunities Summary

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

XII. BOARD MEMBER COMMENTS

XIII. ADJOURNMENT

The meeting was adjourned at 8:05 p.m.

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

Attested by:



Johanna Masielat
Clerk of the Board

/May 29, 2012
Date

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**TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the meeting of
May 30, 2012**

I. CALL TO ORDER

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order at approximately 1:47 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

Present:

TAC Members Present	Mike Roberts	City of Benicia
	George Hicks	City of Fairfield
	Dave Mellili	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Shawn Cunningham	City of Vacaville
	Allan Panganiban	City of Vallejo
	Matt Tuggle	County of Solano
	Charlie Knox	City of Benicia

STA Staff Present:

(In Alphabetical Order by Last Name)

Janet Adams	STA
Jayne Bauer	STA
Robert Guerrero	STA
Daryl Halls	STA
Sheila Jones	STA
Liz Niedziela	STA
Sara Woo	STA

Others Present:

(In Alphabetical Order by Last Name)

Amanda Dum	City of Suisun City
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II. APPROVAL OF THE AGENDA

Janet Adams announced that STA Staff would like to pull the Projects Update Item VIII.B from the agenda.

Liz Niedziela announced changes to the TDA Matrix, Item V.B and provided a revised matrix to the members.

At the request of the SolanoExpress Intercity Transit Consortium and with the support of the Technical Advisory Committee, AB 1706 Support was added to Item VII.C to discuss under the same agenda item as AB 2200.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Robert Guerrero announced the Alternative Fuel Infrastructure Plan will hold its first technical working group in June.

Other: None presented.

V. CONSENT CALENDAR

On a motion by Dan Kasperson, and a second by Matt Tuggle, the STA TAC approved Consent Calendar Items A through D.

A. Minutes of the TAC Meeting of April 25, 2012

Recommendation:

Approve TAC Meeting Minutes of April 25, 2012.

B. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – June 2012

Recommendation:

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

C. Regional Measure 2 (RM 2) SolanoExpress FY 2012-13 Marketing Funding Request

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.

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

Recommendation:

Forward a recommendation to the STA Board to approve the City of Benicia's Matthew Turner Elementary Smart Growth Project for \$59,828 from the FY 2012-13 TFCA Program Manager funds.

VI. ACTION FINANCIAL ITEMS

A. Fiscal Year (FY) 2012-13 State Transit Assistance Funds (STAF) Initial Projects
Liz Niedziela provided an overview of the Fiscal Year 2012-13 State Transit Assistance Funds Initial Projects.

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.

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

VII. ACTION NON-FINANCIAL ITEMS

A. **Proposed STA Overall Work Plan (OWP) for Fiscal Year (FY) 2012-13 and 2013-14**

Daryl Halls provided an overview of the proposed STA Overall Work Plan for FY 2012-14.

At the request from the SolanoExpress Intercity Transit Consortium and with the support of the Technical Advisory Committee #34. "D" was added as Capital Replacement for SolTrans to page 50 under SolanoExpress Route Management.

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.

On a motion by Matt Tuggle, and a second by George Hicks, the STA TAC approved the recommendation as amended above in *bold italics*.

B. **Comprehensive Transportation Plan Introduction Chapter**

Robert Guerrero provided a brief summary of this item. Mike Roberts requested to include reference to recent legislation on climate change and complete streets and to include reference to the recent changes approved from legislation regarding SB 375 and Complete Streets.

Recommendation:

Forward a recommendation to the STA Board to adopt the Draft Solano CTP Introduction Chapter as specified in Attachment A *to include reference to the recent changes approved from legislation regarding SB 375 and Complete Streets.*

On a motion by Dave Mellili, and a second by Dan Kasperson, the STA TAC unanimously approved the recommendation with an amendment to the recommendation in Attachment A and as specified above in *bold italics*.

C. **Legislative Update**

Jayne Bauer presented a summary of AB 2200 and recommended the TAC members oppose it.

Recommendation:

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

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

Jayne Bauer presented a summary of AB 1706 as amended by the Solano Express Consortium and recommended the TAC members support it.

Mike Roberts stated that the buses were overweight due to the need to conform to CARB and ADA requirements, which was no fault of the transit operators, and that the buses served a segment of the population that couldn't afford other transportation alternatives.

Adopt and support of AB 1706 with the amendment to prohibit increased bus weights on streets.

On a motion by George Hicks, and a second by Dan Kasperson, the STA TAC unanimously approved the recommendation as amended below in ***bold italics***.

VIII. INFORMATIONAL - DISCUSSION

A. Update on OneBayArea Grant (OBAG) Programming

Robert Guerrero provided a brief summary of this item. Mr. Guerrero discussed changes and requirements of the OBAG program with the members. He highlighted on housing and employment allocations. Daryl Halls added additional information on PDA's, criteria and strategies.

B. Projects Update

With approval from the Technical Advisory Committee, this item was pulled by STA Staff from the agenda.

C. Yolo Solano Air Quality Management District (YSAQMD) Status – Summary of Recommendations

Robert Guerrero provided a brief summary of this item.

NO DISCUSSION NECESSARY

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

E. 2012 Bike to Work Campaign Wrap-up

F. Funding Opportunities Summary

G. STA Board Meeting Highlights of May 9, 2012

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

IX. ADJOURNMENT

The meeting was adjourned at 2:20 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, June 27, 2012.**



DATE: June 4, 2012
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Fiscal Year (FY) 2011-12 Third Quarter Budget Report

Background:

The Solano Transportation Authority (STA) staff regularly provides the STA Board with budget updates on a quarterly basis. In April 2012, the STA Board was presented with the Second Quarter Budget Report for FY 2011-12.

Discussion:

The STA revenue and expenditure activity (Attachment A) for the FY 2011-12 Third Quarter Budget reflects the overall STA program administration and operations expenditure at 35% of the budget with total revenue received at 41% of budget projections.

Revenues:

Revenues received during the Third Quarter of the fiscal year primarily consist of quarterly or annual advances. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the Third Quarter were billed and received after the quarter ending March 31, 2012. As of March 31, 2012, the total revenue billed and received is \$11.3 million (41%). The revenue budget highlights are as follows:

1. The Transportation Development Act (TDA) Article 3, the Transportation for Clean Air (TFCA) passed through Napa County Transportation Planning Agency (NCTPA), the Congestion Mitigation Air Quality (CMAQ), and the Community Based Transportation Plan (CBTP) funds are being used for activities planned and revenue will be reflected in the next quarter.
2. The TFCA Program Funds in the total amount of \$297,960 was received, which is \$65,154 more than anticipated.
3. The Abandoned Vehicle Abatement (AVA) Program funds in the total amount of \$279,179 was received for the fiscal year, which includes the amount of \$8,375 for Administration.
4. The Regional Measure (RM) 2 funds in the amount of \$5.73 million (32%) were received for the different RM 2 projects: I-80 Interchange Project, I-80 East Bound Truck Scales Relocation Project, I-80 Express Lanes, I-80 High Occupancy Vehicle (HOV) Lanes Project Follow up, and the North Connector East Project Closeout and Mitigation.

Expenditures:

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

1. STA's Management and Operations is within the Third Quarter budget projection at 62% of budget.
2. Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) is at 36% of budget.
3. Project Development is at 32% of budget.
4. Strategic Planning is at 44% of budget.

Consultant billings and expenditures for projects such as the Bike to Work Campaign, Bike links, Community Based Transportation Plan (CBTP), Transit Consolidation Implementation Phase 2, and Ridership Survey were submitted after the end of the Quarter. Therefore, the forecasted expenditures for these projects for actual work completed are not reflective of the budget ratio for the third quarter. The I-80/I-680/I-780/SR 12 Transit Corridor Study Update, the Consolidated Short Range Transit Plan (SRTP), and the Alternative Fuel Plan Implementation are studies which are under recruitment and selection process for consultants, and are being reprogrammed for next fiscal year.

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

Fiscal Impact:

The Third Quarter Budget for FY 2011-12 is within budget projections for the Revenue received of \$11.3 million (41%) and Expenditures of \$9.7 million (35%).

Recommendation:

Receive and file.

Attachments:

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



**Third Quarter Budget Report
FY 2011-12
July 1, 2011 - March 31, 2012
June 13, 2012**

REVENUES				EXPENDITURES			
STA Fund	FY 11-12 Budget	Actual Received	%	Operations & Administration	FY 11-12 Budget	Actual Spent YTD	%
Members/Contribution/Gas Tax (Reserve Accounts)	108,000	108,000	100%	Operations Management	1,492,198	1,018,470	68%
Members Contribution/Gas Tax	184,767	185,227	100%	STA Board of Directors/Administration	44,000	35,764	81%
Transportation Dev. Act (TDA) Art. 4/8	358,079	358,080	100%	Expenditure Plan	50,000	-	0%
TDA Art. 3	22,100	-	0%	Contributions to STA Reserve Account	108,000	-	0%
State Transit Assistance Fund (STAF)	1,668,248	1,439,006	86%	Subtotal	\$1,694,198	\$1,054,234	62%
Surface Transportation Program (STP)	842,335	537,062	64%	Transit and Rideshare Services/SNCI			
STIP Planning, Programming and Monitoring (PPM)	576,705	329,968	57%	Transit/SNCI Management/Administration	435,113	327,837	75%
CMA Block Grant	464,354	119,305	26%	Employer Van Pool Outreach	14,200	8,075	57%
Federal Earmark	19,916	8,960	45%	SNCI General Marketing	34,000	5,016	15%
Regional Measure (RM) 2 - North Connector - Design	11,522	4,035	35%	Commute Challenge	34,000	32,258	95%
RM 2 - I-80 Express Lanes	22,475	14,988	67%	Bike to Work Campaign	20,000	-	0%
RM 2 - I-80 HOV Lanes	13,505	5,161	38%	Bike Links	15,000	-	0%
RM 2 - I-80 Interchange Project	39,487	40,018	101%	Incentives	7,500	4,741	63%
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	30,939	15,022	49%	Emergency Ride Home (ERH) Program	5,000	977	20%
Transportation for Clean Air (TFCA)	194,778	128,861	66%	Solano Express Marketing	100,000	1,038	1%
TFCA - NCTPA	40,000	-	0%	Rideshare Services - Napa	40,000	3,494	9%
TFCA Regional Grant	66,750	22,190	33%	Transit Management Administration	138,048	76,056	55%
Yolo/Solano Air Quality Management District (YSAQMD)	81,557	81,557	100%	Community Based Transportation Plan (CBTP)	60,000	-	0%
Congestion Mitigation Air Quality (CMAQ)	756,529	-	0%	Lifeline Program	16,000	5,116	32%
Eastern Solano Congestion Mitigation Air Quality (ECMAQ)	150,000	104,226	69%	Paratransit Coordinating Council (PCC)	45,000	16,760	37%
Regional Rideshare Program (RRP)	240,000	183,568	76%	Solano Senior & People with Disabilities Plan Implementation/Committee	200,200	10,068	5%
Community Based Transportation Plan (CBTP)	60,000	-	0%	SoTrans Transition & Marketing	612,359	432,142	71%
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	8,375	84%	I-80/I-680/I-780/SR12 Transit Corridor Study Update	100,000	-	0%
Local Funds - Cities/County	532,203	489,500	92%	Transit Consolidation Implementation Phase 2	6,000	-	0%
Sponsors	18,000	19,508	108%	Coordinated Short Range Transit Plan (SRTP)	140,000	-	0%
Interest	-	8,136	0%	Ridership Survey	150,000	-	0%
Subtotal	\$ 6,512,249	\$ 4,210,753	65%	Safe Route to School (SR2S)Program	872,986	179,796	21%
TFCA Program				Subtotal	\$3,045,406	1,103,374	36%
Transportation for Clean Air (TFCA)	232,806	297,960	128%	Project Development			
Interest	-	49	0%	Project Management/Administration	71,893	69,140	96%
Subtotal	\$ 232,806	\$ 298,009	128%	Regional Impact Fee (Feasibility Study/AB 1600)	70,221	22,150	32%
Abandoned Vehicle Abatement Program				Management Assistant for Projects in Solano (MAPS)	49,726	2,822	6%
Department of Motor Vehicle (DMV)	443,020	270,804	61%	Public Private Partnership (P3) Feasibility Study	29,000	11,088	38%
Interest	-	693	0%	Local Streets & Roads Annual Report	18,115	18,530	102%
Subtotal	\$ 443,020	\$ 271,497	61%	Dixon B Street Undercrossing	400,000	64,400	16%
Jepson Parkway Project				Jepson Parkway	1,385,000	101,513	7%
State Transportation Improvement Program (STIP)	1,250,000	18,041	1%	SR12/Jameson Canyon Project	205,305	194,090	95%
Federal Earmark	125,486	39,700	32%	I-80/I-680/SR 12 Interchange Project	5,540,490	2,557,667	46%
County of Solano	9,514	-	0%	North Connector-East Project Closeout/Mitigation	1,500,000	431,869	29%
Interest	-	2,338	0%	I-80 East Bound (EB) Truck Scales Relocation Project	8,823,700	1,196,180	14%
Subtotal	\$ 1,385,000	\$ 60,079	4%	I-80/HOV Lanes Project Follow Up/Ramp Metering	50,000	24,053	48%
I-80 East Bound (EB) Truck Scales Relocation Project				I-80 Express Lanes Project	2,000,000	1,573,604	79%
RM 2 Funds	8,823,700	1,195,785	14%	Redwood Parkway Drive Improvement Project	919,629	453,396	49%
Interest	-	733	0%	SR 12 Bridge Realignment/Economic Analysis Study	150,000	46,156	31%
Subtotal	\$ 8,823,700	\$ 1,196,518	14%	DMV Abandoned Vehicle Abatement (AVA) Program	443,020	149,862	34%
Jameson Canyon Project				Subtotal	\$21,656,099	\$6,916,520	32%
STIP/TCRP	205,305	205,305	100%	Strategic Planning			
Interest	-	633	0%	Planning Management/Administration	222,075	171,852	77%
Subtotal	\$ 205,305	\$ 205,938	100%	Events	15,000	8,412	56%
I-80 High Occupancy Vehicle (HOV) Lanes Project Follow Up/Ramp Metering				Model Development/Maintenance	68,495	46,506	68%
PA/ED Design RM-2	50,000	20,523	41%	Solano County TLC Program	260,446	79,176	30%
Interest	-	(116)	0%	Jepson Parkway TLC Plan Update	133,000	1,065	1%
Subtotal	\$ 50,000	\$ 20,407	41%	SR 12 MIS/Corridor Study	185,000	59,492	32%
North Connector East Project Closeout/Mitigation				Comprehensive Transportation Plan (CTP) Follow Up	162,111	142,762	88%
Preliminary Engineering/Right of Way - RM-2 Funds	1,500,000	382,972	26%	Safe Route to Transit Implementation	-	-	0%
County of Solano	-	-	0%	Alternative Fuel Plan Implementation	75,000	-	0%
Interest	-	4,598	0%	Climate Change Strategy	12,563	11,464	91%
Subtotal	\$ 1,500,000	\$ 387,570	26%	TFCA Programs	232,806	83,238	36%
I-80/I-680/SR 12 Interchange Project				Subtotal	\$1,366,496	\$603,967	44%
RM 2 Funds	5,540,490	2,485,691	45%	TOTAL, ALL REVENUE			
Interest	-	330	0%	\$ 27,762,199	\$ 11,273,708	41%	
Subtotal	\$ 5,540,490	\$ 2,486,021	45%	TOTAL, ALL EXPENDITURES			
I-80 Express Lanes Project				\$27,762,199	\$9,678,095	35%	
RM 2 Funds	2,000,000	1,564,237	78%				
Interest	-	(147)	0%				
Subtotal	\$ 2,000,000	\$ 1,564,090	78%				
SR 12 Bridge Realignment/Economic Analysis Study							
Federal Earmark	75,189	81,500	108%				
Members Contribution/Gas Tax	74,811	74,793	100%				
Subtotal	\$ 150,000	\$ 156,293	104%				
Redwood Parkway Drive/Fairgrounds Improvement Project							
Federal Earmark	735,703	330,990	45%				
Local Match Funds-STA	26,636	19,677	74%				
Local Match Funds-Solano County/City of Vallejo	157,290	65,866	42%				
Subtotal	\$ 919,629	\$ 416,533	45%				



2012 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:

JUNE	FY 2011-12 Third Quarter Budget Report FY 2011-12 Final Budget Revision
JULY	FY 2012-13 Budget Revision and FY 2013-14 Proposed Budget Adoption FY 2012-13 Provisionary Indirect Cost Rate Application Five Year Budget Projections
OCTOBER	FY 2011-12 4th Quarter Budget Report
DECEMBER	FY 2011-12 Annual Audit FY 2012-13 First Quarter Budget Report FY 2012-13 Mid-Year Budget Revision STA Employee 2013 Benefit Summary Update



DATE: June 4, 2012
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Fiscal Year (FY) 2011-12 Final-Year Budget Revision

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. This budget is usually revised mid-year and finalized at the end of the fiscal year. In January 2012, the STA Board adopted the FY 2011-12 Mid-Year Budget Revision. Attachment A is the Final-Year Budget Revision for FY 2011-12. This budget provides STA the basis for appropriate budgetary control of its financial operations for the fiscal year and for multi-year funded projects.

Discussion:

The Proposed FY 2011-12 Final-Year Budget Revision is balanced with changes to the approved budget from \$27.76 million to \$27.39 million, a reduction of \$0.38 million (1.4%). The reduction in the budget amount is primarily due to the startup of new transit studies, such as the Coordinated Short Range Transit Plan (SRTP) and the I-80/I-680/I-780/SR 12 Transit Corridor Study Update occurring in FY 2012-13, and changes to project activities. Budget changes are summarized as follows:

FY 2011-12 Revenue Changes

1. The State Transit Assistance Fund (STAF) is reduced by \$300,000 for the carryover funds to FY 2012-13 for the new transit studies due to the delayed startup process and activities that are currently underway.
2. The Congestion Management Agency Block Grant is reduced by \$140,000 to carryover funds to FY 2012-13 due to the delayed start of the Coordinated Short Range Transit Plan (SRTP).
3. The SR 12/Jameson Canyon Project fund from the STIP/Transportation Congestion Relief Program (TCRP) is increased by \$100,000 to reflect the actual project activities for the final design phase and the initial construction of the project.
4. The design and construction project for the Dixon B Street Undercrossing has various funding sources, which includes federal funds, is identified as a major project; therefore, is classified under a separate revenue category and is taken out of the General Fund.

Other revenue changes are made to reflect the anticipated project and program activities for the fiscal year.

FY 2011-12 Expenditure Changes

Changes to the approved budget are reflective of funds carryover and revenue changes as described above. The budget expenditure revisions are as follows:

1. The ***Operation and Management*** budget is reduced by \$55,219 (3%). The STA Operation & Administration budget expenditures were previously reviewed for potential expenditures reduction opportunities in these current economic times. A savings in the professional services and legal fees were identified and will be carried over to the next fiscal year.
2. The ***Transit and Rideshare Services/Solano Napa Commuter Information (SNCI)*** budget is reduced by \$392,063 (13%). The new transit studies and activities, such as the Coordinated Short Range Transit Plan (SRTP), the I-80/I-680/I-780/SR 12 Transit Corridor Study, and the Solano Senior & People with Disabilities Plan Implementation-Mobility Management are delayed due to the startup process and activities, therefore this is now reprogrammed for FY 2012-13.
3. The ***Project Development*** budget is increased by \$101,224 (0.5%) to reflect anticipated project activities for the SR 12 Jameson Canyon Project, which is now in its construction phase of the project.
4. The ***Strategic Planning*** budget is reduced by \$30,561 (2%). The Alternative Fuel Plan Implementation budget is adjusted to reflect the anticipated expenditures for the fiscal year due to the delayed start of the study, and funds is carried over to FY 2012-13 for the continuation of the project.

The total FY 2011-12 revenue and expenditure is \$27.39 million. The FY 2011-12 Proposed Budget Revision is balanced for the continued delivery of STA's priority projects and plans.

To ensure conformance with the Office of Management and Budget (OMB) Circular A-87 (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the final-year budget for FY 2011-12 is revised to reflect changes in the budget revenue and expenditures.

Fiscal Impact:

The STA's overall FY 2011-12 budget is reduced by \$376,619 (1.4%) due to delayed start of the new transit studies: Coordinated Short Range Transit Plan, I-80/I-680/I-780/SR 12 Transit Corridor Study Update, Solano Senior & People with Disabilities Plan Implementation-Mobility Management , and the Alternative Fuel Plan Implementation.

Recommendation:

Adopt the STA's FY 2011-12 Final-Year Budget Revision as shown in Attachment A.

Attachment:

- A. STA FY 2011-12 Final-Year Budget Revision dated June 13, 2012



FY 2011-12 FINAL YEAR PROPOSED BUDGET REVISION
June 13, 2012

REVENUES			EXPENDITURES		
STA Fund	Adopted FY 11-12	Proposed FY 11-12	Operations & Administration	Adopted FY 11-12	Proposed FY 11-12
MembersContribution/Gas Tax (Reserve Accounts)	108,000	108,000	Operations Management	1,492,198	1,436,979
Members Contribution/Gas Tax	184,767	148,987	STA Board of Directors/Administration	44,000	44,000
Transportation Dev. Act (TDA) Art. 4/8	358,079	358,079	Expenditure Plan	50,000	50,000
TDA Art. 3	22,100	22,100	Contributions to STA Reserve Account	108,000	108,000
State Transit Assistance Fund (STAF)	1,668,248	1,368,248	Subtotal	\$ 1,694,198	\$ 1,638,979
Surface Transportation Program (STP)	842,335	842,335	Transit and Rideshare Services/SNCI/SR2S		
STIP Planning, Programming and Monitoring (PPM)	576,705	577,929	SNCI/SR2S Management/Administration	435,113	433,050
CMA Block Grant	464,354	324,354	Employer Van Pool Outreach	14,200	14,200
Federal Earmark	19,916	19,916	SNCI General Marketing	34,000	34,000
Regional Measure (RM) 2 - North Connector - Design	11,522	11,522	Commute Challenge	34,000	34,000
RM 2 - I-80 Express Lanes	22,475	22,475	Bike to Work Campaign	20,000	20,000
RM 2 - I-80 HOV Lanes	13,505	13,505	Bike Links	15,000	15,000
RM 2 - I-80 Interchange Project	39,487	39,487	Incentives	7,500	7,500
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	30,939	30,939	Emergency Ride Home (ERH) Program	5,000	5,000
Transportation for Clean Air (TFCFA)	194,778	192,715	Rideshare Services - Napa	40,000	40,000
TFCFA - NCTPA	40,000	40,000	Safe Route to School Program (SR2S)	872,986	872,986
TFCFA Regional Grant	66,750	66,750	Transit Management Administration	138,048	138,048
Yolo/Solano Air Quality Management District (YSAQMD)	81,557	81,557	Community Based Transportation Plan (CBTP)	60,000	60,000
Congestion Mitigation Air Quality (CMAQ)	756,529	756,529	Coordinated Short Range Transit Plan (SRTP)	140,000	0
Eastern Solano Congestion Mitigation Air Quality (ECMAQ)	150,000	150,000	Lifeline Program	16,000	16,000
Regional Rideshare Program (RRP)	240,000	240,000	Paratransit Coordinating Council (PCC)	45,000	45,000
Community Based Transportation Plan (CBTP)	60,000	60,000	Solano Express	100,000	100,000
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	10,000	SolTrans Transition & Marketing	612,359	612,359
Local Funds - Cities/County	132,203	132,203	Solano Senior & People with Disabilities Plan Implementation/Committee	200,200	50,200
Sponsors	18,000	18,000	Transit Consolidation Implementation Phase 2	6,000	6,000
Subtotal	\$ 6,112,249	\$ 5,635,630	I-80/I-680/I-780 Transit Corridor Study Update	100,000	-
TFCFA Program			Ridership Survey	150,000	150,000
Transportation for Clean Air (TFCFA)	232,806	232,806	Subtotal	\$ 3,045,406	\$ 2,653,343
Subtotal	\$ 232,806	\$ 232,806	Project Development		
Abandoned Vehicle Abatement Program			Project Management/Administration	71,893	71,893
Department of Motor Vehicle (DMV)	443,020	443,020	Regional Impact Fee (Feasibility Study/AB 1600)	70,221	70,221
Subtotal	\$ 443,020	\$ 443,020	Management Assistant for Projects in Solano (MAPS)	49,726	49,726
Dixon B Street Undercrossing			Public Private Partnership (P3) Feasibility Study	29,000	29,000
City of Dixon	400,000	400,000	Local Streets & Roads Annual Report	18,115	19,339
Subtotal	\$ 400,000	\$ 400,000	Dixon B Street Undercrossing	400,000	400,000
Jepson Parkway Project			Jepson Parkway	1,385,000	1,385,000
State Transportation Improvement Program (STIP)	1,250,000	1,250,000	Jameson Canyon Project	205,305	305,305
Federal Earmark	125,486	125,486	I-80/I-680/SR 12 Interchange Project	5,540,490	5,540,490
County of Solano	9,514	9,514	North Connector-East Project Closeout/Mitigation	1,500,000	1,500,000
Subtotal	\$ 1,385,000	\$ 1,385,000	I-80 East Bound (EB) Truck Scales Relocation Project	8,823,700	8,823,700
I-80 East Bound (EB) Truck Scales Relocation Project			I-80/HOV Lanes Project Follow Up/Ramp Metering	50,000	50,000
RM 2 Funds	8,823,700	8,823,700	I-80 Express Lanes Project	2,000,000	2,000,000
Subtotal	\$ 8,823,700	\$ 8,823,700	Redwood Parkway Drive Improvement Project	919,629	919,629
Jameson Canyon Project			SR 12 Bridge Realignment/Economic Analysis Study	150,000	150,000
STIP/TCRP	205,305	305,305	DMV Abandoned Vehicle Abatement (AVA) Program	443,020	443,020
Subtotal	\$ 205,305	\$ 305,305	Subtotal	\$ 21,656,099	\$ 21,757,323
I-80 High Occupancy Vehicle (HOV) Lanes Project Follow Up/Ramp Metering			Strategic Planning		
PA/ED Design RM-2	50,000	50,000	Planning Management/Administration	222,075	230,339
Subtotal	\$ 50,000	\$ 50,000	Events	15,000	10,000
North Connector East Project Closeout/Mitigation			Model Development/Maintenance	68,495	68,495
Preliminary Engineering/Right of Way - RM-2 Funds	1,500,000	1,500,000	Solano County TLC Program	260,446	260,446
County of Solano	-	-	Jepson Parkway TLC Plan Update	133,000	133,000
Subtotal	\$ 1,500,000	\$ 1,500,000	SR 12 MIS/Corridor Study	185,000	185,000
I-80/I-680/SR 12 Interchange Project			Comprehensive Transportation Plan (CTP) Follow Up	162,111	178,286
RM 2 Funds	5,540,490	5,540,490	Safe Route to Transit Implementation	-	-
Subtotal	\$ 5,540,490	\$ 5,540,490	Alternative Fuel Plan Implementation	75,000	25,000
I-80 Express Lanes Project			Climate Change Strategy	12,563	12,563
RM 2 Funds	2,000,000	2,000,000	TFCFA Programs	232,806	232,806
Subtotal	\$ 2,000,000	\$ 2,000,000	Subtotal	\$ 1,366,496	\$ 1,335,935
SR 12 Bridge Realignment/Economic Analysis Study			TOTAL, ALL EXPENDITURES		
Federal Earmark	75,189	75,189	\$ 27,762,199	\$ 27,385,580	\$ 27,385,580
Members Contribution/Gas Tax	74,811	74,811			
Subtotal	\$ 150,000	\$ 150,000			
Redwood Parkway Drive/Fairgrounds Improvement Project					
Federal Earmark	735,703	735,703			
Local Match Funds-STA	26,636	26,636			
Local Match Funds-Solano County/City of Vallejo	157,290	157,290			
Subtotal	\$ 919,629	\$ 919,629			
TOTAL, ALL REVENUE					
\$ 27,762,199	\$ 27,385,580				

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DATE: June 5, 2012
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Extension of Administrative Services Contract with the City of Vacaville

Background:

Since 1996, Solano Transportation Authority (STA) has contracted with the City of Vacaville to provide administrative support for its accounting and personnel services. In July 2006, STA reviewed the service and renewed for a three-year contract term. The current service contract with the City of Vacaville expires June 30, 2012.

Discussion:

The City of Vacaville continues to provide STA with accounting and personnel services at an affordable and cost-effective rate. In addition, the accounting support provided by the City of Vacaville is reduced with the established direct computer link to the City of Vacaville's computer system. This direct computer link enables STA to access all accounting and personnel reports as needed with little staff assistance from the City of Vacaville, including the newly implemented online submission of STA staff timesheets. The City services have been effective and staff recommends continuing with these services. The continuation of an agreement for the administrative services with City of Vacaville needs to extend beyond the current three-year contract of the services.

The proposed FY 2012-13 contract has a total annual cost of \$53,200 (Accounting Services \$46,400 and Personnel Services \$6,800), a three percent (3%) increase from the prior year. Thereafter, the annual rate for this service agreement will increase by 2%. This expense is allocated to STA Operations & Management 70% (\$37,240) and SNCI 30% (\$15,960) and is included in the FY 2012-13 budget and FY 2013-14 proposed budget.

STA staff recommends renewal of the administrative services contract with the City of Vacaville for Accounting and Personnel Services to a three-year contract beginning FY 2012-13 through FY 2014-15.

Fiscal Impact:

The total three-year service contract amount is \$162,700 (Accounting Services \$142,000 and Personnel Services \$20,700).

Recommendation:

Authorize the Executive Director to renew the Administrative Services Contract with the City of Vacaville for Accounting and Personnel Services for a three-year contract term beginning FY 2012-13 through FY 2014-15 for a total amount of \$162,700.

Attachment:

- A. Agreement for Continuation of Services.

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Board of Directors
 Solano Transportation Authority
 Suisun City, California

AGREEMENT FOR CONTINUATION OF SERVICES

The City of Vacaville (the City) administrative staff has developed this Agreement for continuation of financial and benefits management services for fiscal year 2012/13, 2013/14, and 2014/15. Outlined below are the services to be provided by the City on behalf of the Solano Transportation Authority (the Authority), along with the related compensation. Once this Agreement is executed, City will invoice the Authority quarterly, in advance, for ongoing financial processing and benefits management services provided by City pursuant to this agreement. Subsequent to approval of the invoice from the City by the Authority's Executive Director, the amount approved for payment will be deducted from the Authority's pre-designated accounts via journal entry. No amounts other than the approved quarterly fee amount will be deducted from the Authority's accounts without prior approval by the Authority's Executive Director. The quarterly fee amount will be 1/4th of the annual contract fee amount specified below.

The City serves only as a processing entity for the Authority's financial transactions; the proposed fee reflects this change in service levels. Limited assistance may be provided in the interpretation of financial records, review of financial activity and assistance with the year-end audit at an hourly rate of \$100 but only if resources are available.

With respect to accounting services provided pursuant to this agreement, the City's primary responsibility is for processing accounting and payroll transactions and providing standard accounting reports to the Authority. (See listing of standard monthly financial reports below.) Authority management maintains complete responsibility for establishing, maintaining and enforcing the internal accounting controls over the accounting and payroll transactions submitted by the Authority to the City. Unless expressly agreed to in writing, the City will not be responsible for maintaining or enforcing the Authority's accounting and payroll related policies, procedures and controls.

Financial Processing Services

Ongoing financial services will entail the following:

- Processing payroll reporting including disbursements and year-end reporting (W-2), PERS and PARS reporting and transmittals, Federal and State taxes, claims processing for deductions, reconciliations of payroll liabilities, electronic transmittals and bank reporting requirements. The City is not responsible for enforcement of Authority's employee policies and procedures or accuracy of timesheet account coding provided by the Authority. The City will provide the Authority: payroll reports (i.e. labor distribution, payroll registers, PERS and PARS reporting) for each pay period, as well as quarterly payroll tax reports and supporting documents for DE6 and IRS form 941 within 15 days of filing; annual reports for payroll taxes, such as W2 and DE7, within 15 days of filing electronically; annual fiscal year-end report for PARS, within 30 days of year end.
- Processing accounts payable disbursements and year-end analysis and reporting for IRS 1099 requirements, Franchise Tax Board requirements, and bank reporting requirements. The City will provide check register copies for each Authority check run.

- Management of the Authority's cash deposits consistent with the investment policies and practices of the City.
- With STA capability of VPN access, STA will run the financial reports they feel necessary from the City's accounting system. The Authority will need to contract directly with Eden if customized reports are necessary.
- Processing journal entries (including budget entries) as provided on a monthly basis. Journal entries must be submitted in prescribed format as defined by City. All backup documentation for the journal entries will be the sole responsibility of the Authority and will be maintained by the Authority. All journal entries required for a particular month-end close shall be submitted by the 5th of the following month to be included in that month-end close. Any journal entry requests that are incomplete will be returned to the Authority for clarification and shall include in writing the reason for which it is being returned. The City will not be responsible for identifying any year-end entries (i.e. accounts payable and receivable accruals, compensated absences calculations). Any such entries should be included as a journal entry request from the Authority and any subsequent reversals should also be requested by the Authority.
- If VPN access is not available, the City will provide assistance running routine reports until the services are available.

As noted above, if any services are requested outside of the scope of the items mentioned above, including computer VPN access and IT tech support, the Authority will be billed an additional fee at the hourly rate of \$100, City resources permitting. Any services that require special handling and/or accelerated timetables may result in additional fees as well. The rate quoted in this document is based on routine handling of day-to-day accounting activities. Any Accounts Payable special check request outside of the previously published check run schedule will result in a special check fee (currently \$50 per check). The Authority will be allowed three (3) Accounts Payable special checks without assessment of the fee. Also, any requests for financial services including payroll and accounts payable check processing as well as purchasing requests will be provided to the City with a sufficient lead time to be processed within pre-established schedules whenever possible. Any special handling will need to be communicated in writing/e-mail to City staff and may result in additional fees to the Authority.

The fee for ongoing financial services will be \$46,400 for fiscal year 2012/13, \$47,300 for fiscal year 2013/14, and \$48,300 for fiscal year 2014/15 including the following: cashiering (which includes the processing of cash receipts as well as the daily deposits to Bank of America), payroll administration (which includes time entry, processing, reporting and supervision), accounts payable (which includes invoice entry, processing, reporting and supervision), journal entry input and posting, and providing standard monthly financial reports (if VPN not available). The ongoing financial processing services fee will be booked quarterly, upon approval by the Authority's Executive Director, at a rate of ¼ of the annual fee to an account requested by the Authority at the beginning of the fiscal year. Either party can cancel this contractual agreement with 90 days notice.

The City will provide up to sixteen (16) hours of direct year-end audit assistance without additional charge. All reconciliations (other than cash and payroll related liabilities), monthly reviews and reporting will be the responsibility of the Authority. All year-end work papers (i.e. fixed assets, compensated absences) are the responsibility of the Authority. Journal entry requests may be submitted on a monthly basis directly to the City in a prescribed format.

In the event the Authority needs access to original accounting records (i.e. timesheets, original invoices, journal entries), then the Authority will notify the designated City contact and may send an Authority employee to photocopy those records.

Benefit Management

The City of Vacaville Human Resources Department agrees to provide services to the Authority related to routine salary and benefit administration, and occasional advice and guidance on general human resources matter. The Authority agrees to pay the City \$6,800 for fiscal year 2012/13 in compensation for the administration and implementation of routine employee salary and benefit programs as follows:

1. Personnel transaction processing – including salary range and position set-up upon initial hire, and implementation of pro-active pay adjustments such as changes in salary step, promotions, reclassifications, demotions, and separations. The City agrees to process three (3) retro-active pay adjustments per fiscal year at no charge. *Additional retro-active pay adjustments will be charged separately as described below.*
2. PERS and PARS retirement enrollments, payment reconciliations and terminations
3. PERS Health Insurance administration
4. Documentation of PERS Health Insurance monthly payment sent to STA within 5 days of check being cut
5. City dental and vision plan administration
6. Life and Long-Term Disability (LTD) insurance administration including any benefit plan updates
7. Deferred compensation 457 plans set-up and administration
8. Unemployment insurance set-up and payment reconciliation
9. Workers Compensation insurance set-up and payment reconciliation
10. Documentation of State Comp Insurance Fund monthly payment sent to STA via email within 5 days of check being cut
11. Fiscal Year Annual Report of all payments made to State Comp Insurance Fund sent to STA by August 31st
12. Any changes to employee benefit rates during the term of this agreement will be communicated in writing to Authority's Executive Director or his designee
13. Mandated Sexual Harassment supervisory training registration & recordkeeping

On an occasional basis, not to exceed a total of 6 hours per fiscal year, Authority staff may discuss personnel matters with City Human Resources staff to obtain assistance and guidance on issues such as recruitment, hiring, accommodation, performance, discipline, and other personnel matters.

The Authority agrees to pay the City \$6,800 in compensation for the above services for fiscal year 2012/13, \$6,900 for fiscal year 2013/14, and \$7,000 for fiscal year 2014/15.

The following services are beyond the scope of this agreement and will be charged separately at \$100 per hour:

- ✚ Retro-active pay adjustments beyond the three (3) per fiscal year provided for under item #1 listed above.
- ✚ Development of special reports and/or research requested by Authority with less than 48 hours turn-around time. Requests must be in writing (e-mail is OK) from the Authority and agreed to by the City. Upon request, the City will provide the Authority with an estimate of the cost to provide such report(s) and/or research.

The annual benefit management fee will be booked quarterly, upon approval by the Authority's Executive Director, at a rate of ¼ of the annual fee to an account requested by the Authority at the beginning of the fiscal year. No additional fees will be billed to the Authority without prior approval.

Expansion Services

If the Authority expands its functions or acquires additional grant or other revenue source which necessitate additional service by the City, renegotiation of fees, including set-up fees, may be necessary.

By: _____

Daryl K. Halls
Executive Director
Solano Transportation Authority

By: _____

Jeremy T. Craig
Director of Finance and Information Technology
City of Vacaville

Date: _____

Date: _____



DATE: June 4, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – June 2012

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.

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 FY 2012-13 in making service changes and other efficiencies. (Attachment A).

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.

An additional shared-cost project, the Intercity Taxi Scrip (ITX) Program was added to the TDA matrix. Initially, Solano County was going to claim the funding for the ITX but at the Consortium meeting, Fairfield will be claiming the TDA funding until the MOU is developed and signed by all parties and then Solano County will claim the funds.

At its meeting of May 30th, the Solano Express Intercity Transit Consortium (Consortium) and Technical Advisory Committee (TAC) members unanimously approved to forward the recommendation to the STA Board to approve TDA matrix adding that the Consortium considers data provide by the City of Fairfield and SolTrans at a later date.

The TDA matrix approved by Consortium and TAC has been modified. At the time of the TAC and Consortium meetings, STA staff only requested a summary of the agency's claims to provided additional time for the transit operators to complete their claims allowing them the opportunity to submit their TDA claims in June to MTC so there would not be a delay in receiving next year's funding. STA staff requested the transit operators provide completed TDA claims before submittal to the STA Board. The cities of Dixon and Rio Vista will be taking their TDA claims to their Councils this month and their TDA claim numbers will be included in the TDA matrix at July's STA Board meeting. SolTrans and Vacaville submitted their TDA claims and STA staff distinguished the cost for Paratransit and Local Transit in the modified TDA claim. SolTrans also left a TDA reserve in the amount of \$147,516 and the claim is consistent with SolTrans Board approved TDA claim.

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:

Approve the FY 2011-12 Solano TDA Matrix – June 2012 as shown in Attachment A for SolTrans, Vacaville City Coach, and STA.

Attachment:

- A. FY 2012-13 Solano TDA Matrix – June 2012 (To be provided to the STA Board Members under separate cover.)
- B. FY 2013-13 Solano TDA Matrix – June 2012 approved by the Consortium and TAC



DATE: June 4, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Regional Measure 2 (RM 2) SolanoExpress Fiscal Year (FY) 2012-13
Marketing

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 is preparing to launch a comprehensive marketing program, in partnership with Solano County Transit (SolTrans) and Fairfield and Suisun Transit, 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
- 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.

At its meeting of May 30th, the Solano Express Intercity Transit Consortium (Consortium) members unanimously approved to forward the recommendation to the STA Board to authorize the Executive Director to enter into an agreement with MTC for the FY 2012-13 RM2 Funding for SolanoExpress marketing.

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:

Authorize the Executive Director to enter into an agreement with Metropolitan Transportation Commission (MTC) in the amount of \$260,000 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
SolTrans Vehicle Graphics and Signage		
	Application of graphics to 25 MCI coaches	
	Application of graphics to 60 bus stop signs	
	Other signage at key locations	
	Subtotal	\$ 95,650
SolTrans Ticketing		
	Revise ticket and pass stock with new logo and new values	
	Subtotal	\$ 2,750
SolTrans Public Information		
	Bus shelter signs at 10 locations	
	System brochure and schedules design update and printing	
	Website upgrade and set up	
	Subtotal	\$ 30,000
	One Time Transitional Cost for RM2 @ 48%	\$ 128,400
SolTrans Advertising & Promotion		
	Advertising in local print publications	
	Promotional items	
	Community events - display, table wrappers, banners	
	Buy One Get One Free promotion (pass production & fare recovery)	
	Subtotal	\$ 70,000
STA Advertising & Promotion to Include SolanoExpress RM2 Routes		
	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	
	Subtotal	\$ 61,600
TOTAL MARKETING COSTS		\$ 260,000

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DATE: June 4, 2012
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Fiscal Year (FY) 2012-13 Transportation Fund for Clean Air (TFCA) 40%
Program Manager Funds

Background:

The Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds are administered by each Bay Area county Congestion Management Agency (CMA). The Solano Transportation Authority (STA) is the CMA for Solano County and therefore administers the program for Solano County. Eligible TFCA projects are those that reduce air pollution from motor vehicles. Examples include clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects.

The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County located in the Bay Area Air Basin are eligible to apply for these funds. The Yolo Solano Air Quality Management District provides similar funding (i.e. Clean Air Program Funds) for the remaining cities and the County unincorporated area within the Yolo-Solano Air Basin.

Funding for the TFCA program is provided by a \$4 vehicle registration fee, with 60% of the funds generated applied toward the TFCA Regional Program and the remainder toward the county 40% Program Manager Program. The BAAQMD, in coordination with the CMA's, establishes TFCA policies for both programs annually.

The estimated amount available for FY 2012-13 is \$279,828. On March 14, 2012, the STA Board committed \$220,000 for the Solano Napa Commuter Information Rideshare Program and released a call for projects for the remaining \$59,828. Applications and notices were provided to eligible city and county agencies, as well as included on the STA's webpage.

Discussion:

The STA received one application from the City of Benicia for a Smart Growth/Safe Routes to School Project on Rose Drive near Matthew Turner Elementary School. The project will construct intersection improvements adjacent to the school, extend a Class II bike route along Rose Drive and construct bicycle sharrows (combined bike auto lanes). The City of Benicia estimates that the project will improve air quality and encourage bicycle and pedestrian trips by improving facilities and reducing 77 auto trips per day.

The City is requesting \$60,000 from the TFCA Program and is committing a local match of \$175,000 for this effort. The total project cost is estimated to be \$235,000. Attachment A is the cover letter provided from the submitted application.

The project is nominated to be included in the STA's new 2013 Safe Routes to School Plan (currently being developed) and is consistent with the City of Benicia's Climate Action Plan strategy to implement bicycle and pedestrian safety measures (Strategy T-3.3). The project meets the BAAQMD's cost effectiveness requirement by having an effectiveness rating of \$69,927/ton (below the BAAQMD's \$90,000/ton threshold). Therefore, STA staff is recommending \$59,828 for the City of Benicia's Matthew Turner Elementary Smart Growth Project from the remaining balance of the FY 2012-13 TFCA Program.

This item was reviewed and recommended for approval by the STA Technical Advisory Committee at their May 30, 2011 meeting.

Fiscal Impact:

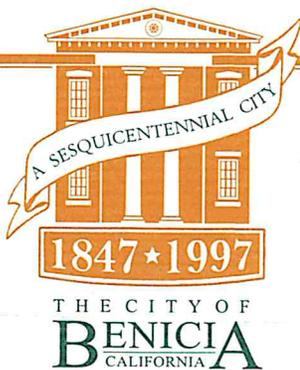
The recommended \$59,828 is funded from the BAAQMD's TFCA Program. There will be no impact to the STA's general funds.

Recommendation:

Approve the City of Benicia's Matthew Turner Elementary Smart Growth Project for \$59,828 from the FY 2012-13 TFCA Program Manager funds.

Attachment:

- A. City of Benicia's TFCA Application Cover Letter



CITY HALL • 250 EAST L STREET • BENICIA, CA 94510 • (707) 746-4200 • FAX (707) 747-8120

Robert Guerrero
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun, CA 94585

April 18, 2012

Dear Mr. Guerrero:

The City of Benicia is pleased to submit this application for the Solano Transportation Fund for Clean Air grant for fiscal year 2012-2013. The City is committed to implementing projects that reduce greenhouse gas emissions and result in reduction of motor vehicle trips. This commitment is evident by the various bike and pedestrian projects the City has completed as well as the adoption of its Climate Action Plan (CAP) in 2009.

The CAP is a comprehensive plan that addresses climate change at a local level. The CAP contains a number of strategies to lower greenhouse gas emissions including strategies to increase bicycle and pedestrian mode share. CAP Strategy T-3.3 Implement Bicycle and Pedestrian Safety Measures, recognizes that biking and walking are two important alternatives to vehicular travel in Benicia, especially for students commuting to and from school. TFCA funding will allow the City to implement this strategy by making necessary infrastructure improvements to ensure a safe network of bicycle and pedestrian paths.

The Matthew Turner Elementary Smart Growth project (the "Project") will improve the City's bicycle and pedestrian infrastructure and allow parents, students, and City residents to safely traverse Rose Drive near the school. The Project achieves TFCA cost-effectiveness, is consistent with the City Capital Improvement Project: Rose Drive Corridor Traffic Calming Improvements Project, is nominated to be included in the 2012 Safe Routes to School Plan update, and will commence in calendar year 2012.

Thank you in advance for taking time to review this application and do not hesitate to contact the City if you require additional information.

Sincerely,

Alex Porteshawver
Consulting Climate Action Plan Coordinator

ELIZABETH PATTERSON, *Mayor*
Members of the City Council
TOM CAMPBELL, *Vice Mayor* . ALAN M. SCHWARTZMAN . MARK C. HUGHES . CHRISTINA STRAWBRIDGE

BRAD KILGER, *City Manager*
ROBERT LANGSTON, *City Treasurer*
LISA WOLFE, *City Clerk*

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DATE: June 4, 2012
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/State Route (SR) 12 Interchange Project

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, separate Environmental Documents have either been prepared or are being prepared for five major projects, which include the following:

- North Connector Project (Completed)
- I-80 HOV Lanes Project (Completed)
- I-80 Eastbound Cordelia Truck Scales Relocation (Completed)
- I-80 Express Lanes Project (Underway)
- I-80/I-680/SR 12 Interchange Project (Subject of this staff report)

Discussion:

The California Transportation Commission (CTC) approved using the \$24.0M in remaining Proposition 1B Corridor Mobility Improvement Account (CMIA) funds for the first construction package for the I-80/I-680/SR12 Interchange. STA staff is working with Caltrans to expedite the completion of the Final Environmental Impact Statement /Environmental Impact Report (FEIS/EIR) for the project. In order to maintain the schedule for the FEIS/EIR and the Initial Construction Package (ICP), STA staff is now recommending an additional allocation of \$1.5 million for the Project Approval/Environmental Document (PA/ED) phase of the I-80/I-680/SR 12 Interchange project. Due to the lengthy time and additional effort required to obtain the Biological Opinion from the US Fish and Wildlife Service, this additional allocation of funds is necessary to keep the project on schedule. As part of the standard process, STA is required to approve the attached resolution (Attachment A), the Initial Project Report (IPR) for RM2 Project 7 and cash flow plan (attachments to resolution).

Fiscal Impact:

The environmental document and detailed preliminary engineering for the I-80/I-680/SR 12 Interchange and ICP project would be funded with bridge toll funds.

Recommendation:

Approve the attached Resolution No. 2012-07 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$1.5 million in bridge toll funds for the I-80/I-680/SR 12 Interchange Project for the environmental document preparation and detailed preliminary engineering.

Attachment:

- A. STA Resolution No. 2012-07

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**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2012-07**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING AB1171 FUNDING ALLOCATIONS FROM THE METROPOLITAN
TRANSPORTATION COMMISSION FOR THE I-80/I-680/SR12 INTERCHANGE
PROJECT –INITIAL CONSTRUCTION PACKAGE (ICP)**

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

WHEREAS, Streets and Highway Code Sections 30950 et seq. created the Bay Area Toll Authority (“BATA”), which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, pursuant to Streets and Highways Code (“SHC”) Section 31010 (b), funds (generally referred to as “AB1171 funds”) generated in excess of those needed to meet the toll commitments as specified in paragraph (4) or subdivision (b) of section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Code Sections 30913 and 30914; and

WHEREAS, SB 916 (Chapter 715; Statutes 2004), commonly referred to as Regional Measure 2 (“RM2”) identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, MTC is responsible for funding projects eligible for RM2 funds pursuant to Streets and Highways Code Section 30914 (c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM2 and AB1171 bridge toll funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions; and

WHEREAS, Solano Transportation Authority is the sponsor of the I-80/I-680/SR12 Interchange Project – Initial Construction Package (PROJECT), which is eligible for RM2 and AB 1171 funding; and

WHEREAS, the AB1171 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate funds; and

NOW, THEREFORE, BE IT:

RESOLVED, that Solano Transportation Authority certifies the PROJECT is consistent with the Regional Transportation Plan (“RTP”); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, Solano Transportation Authority is an eligible sponsor of projects in the RM2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914 (c); and be it further

RESOLVED, the PROJECT is eligible for receipt of AB1171 funds consistent with California Streets and Highway Code section 31010 (b); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for RM2 and AB1171 funds for PROJECT in accordance with California Streets and Highways Code sections 30913 and 30914(c) as applicable; and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for RM2 and AB1171 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

RESOLVED that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 and AB1171 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 and AB1171 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

RESOLVED, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 and AB1171 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation

purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM2 and AB1171 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the PROJECT is funded with AB1171 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for AB1171 funds in the amount of \$1,500,000.00 for PA/ED for the I-80/I-680/SR12 Interchange, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his designee, has been delegated the authority to make non-substantive changes or minor amendments to the IPR as he deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

Jack Batchelor, Jr., Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 13th day of June, 2012 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of June 13, 2012.

Daryl K. Halls, Executive Director
Solano Transportation Authority

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DATE: June 8, 2012
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Solano Comprehensive Transportation Plan (CTP) Update – Contract Amendment

Background:

The STA's Solano Comprehensive Transportation Plan (CTP) is the Agency's foundational document, setting out policies that guide project and program selection and funding. The Solano CTP was adopted in 2001 and updated in 2005. The CTP consists of 3 elements: Arterials, Highways and Freeways; Transit; and Alternative Modes. In 2008, the STA Board authorized a comprehensive update of the CTP. Since that time, the STA Board has goals for each element, has adopted the Land Use chapter and is considering the Introduction Chapter. The STA Board has also adopted updates of the Countywide Bicycle and Pedestrian Plans, the Transportation for Sustainability Communities Plan and the Safe Routes to Transit Plan.

The STA Board approved a contract with consulting company Fehr Peers on June 15, 2011 for assistance in updating the Solano CTP. The contract amount was for \$120,000. The mapping and graphics for all of the adopted plans and chapters completed to date has been done by Fehr Peers, and the STA Board has expressed appreciation for the quality of the work. Because of the extensive work done to complete bicycle and pedestrian plans, the contract has reached its fiscal and temporal limits before the Solano CTP update is complete.

Discussion:

The Solano CTP update contract has four main tasks – development of the Safe Routes to Transit Plan (completed), update of the Transportation for Livable Communities Plan (completed), estimation of CTP project costs (75% completed) and development of maps and graphics (75% completed). An addition of \$5,000 to the contract amount and extension of the term of the contract to the end of September 2012 will allow the draft Solano CTP update to be completed.

Fiscal Impact:

The funds for this additional work will be from CMA planning funds and are included in the FY 2012-13 budget.

Recommendation:

Authorize the Executive Director to execute a contract amendment with Fehr Peers for the Solano CTP update for an additional \$5,000 for a total contract not-to-exceed \$125,000 through September 28, 2012.

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DATE: May 30, 2012
TO: STA Board
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: STA Participation in Emergency Ride Home Program

Background:

Employers in Solano County have the opportunity to provide their employees who use a commute alternative to driving alone – like transit, carpooling, vanpooling, walking or biking – the benefit of an Emergency Ride Home (ERH) free of charge, through the STA’s rideshare program, Solano Napa Commuter Information (SNCI). This incentive, funded through Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) and Eastern Congestion Management Air Quality (Eastern CMAQ) funds encourages the use of commute alternatives by addressing one of the greatest concerns individuals have – “what if I get sick, a child/family member gets sick, have an emergency at home, have to work overtime unexpectedly or miss the last bus, etc?” Should any of these instances occur, the employee of a registered employer is able to use a pre-distributed voucher to take a taxi cab or rental car home (based on the circumstances). Each individual is limited to six (6) trips per year/no more than three (3) trips in any one calendar month and must meet the eligibility requirements.

Discussion:

The STA through its SNCI program has been offering this incentive to employers in Solano County for 6 years, since 2006. Currently, 60 Solano employers have signed up and 368 of their employees have registered for the program. Last year, a total of 11 ERH trips were taken. Participating employers include the following public agencies: County of Solano, City of Benicia, City of Fairfield, City of Rio Vista, City of Vallejo, and many others.

Currently five of the eighteen (18) employees of the Solano Transportation Authority (STA) use a commute alternative to get to work. These employees would be eligible to participate in the ERH Program if the STA registers as an employer for the ERH program. Staff is recommending the STA Board approve authorizing STA to register for the county-wide Emergency Ride Home Program.

Fiscal Impact:

None to STA’s general fund. Funding for any emergency rides home would come through the county-wide Emergency Ride Home Program.

Recommendation:

Authorize STA to register for the Solano County Emergency Ride Home Program.

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DATE: June 13, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Fiscal Year (FY) 2011-12 and 2012-13 Transportation Development Act (TDA)
Claims for the West B Street Undercrossing Project

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.

In October 2010, the STA Board approved a fund swap of Eastern Solano Congestion Mitigation Air Quality (CMAQ) and TDA Article 4/8 funds between the City of Dixon and the City of Vacaville for \$975,000. This fund swap is for the City of Dixon’s West B Street Undercrossing Project.

The City of Dixon’s West B Street pedestrian crossing is located between N. Jackson Street and N. Jefferson Street in close proximity to Dixon’s downtown, Anderson Elementary School and adjacent residential areas. Although there are three at-grade crossings connecting residents to Dixon’s downtown, West B Street is the only Union Pacific Railroad (UPRR) approved crossing for pedestrians. UPRR granted an easement at West B Street and paved the crossing to allow pedestrian and bicycle access. The two other at-grade crossings accessing Dixon’s downtown are at West A Street and First Street (SR 113). Both streets were granted easements across the railroad tracks for vehicles only and do not have sidewalks at this time.

The rail line accommodates 32 Capitol Corridor passenger trains and 6-12 daily freight trains that cross the West B Street pedestrian path on a daily basis. More than 300 pedestrian and bicyclists also use this facility on a daily basis. The majority of users are school children that cross the railroad tracks twice per day. The City of Dixon has developed a plan to underground the West B Street pedestrian crossing to address the current at-grade crossing safety issues.

The STA identified the City of Dixon’s West B Street Undercrossing Project as the #1 priority project in the Solano Countywide Bicycle and Pedestrian Plans and the Solano Rail Crossing Inventory and Plan. In addition, the STA’s Safe Routes to School Advisory Committee also recommended funding investments to support the West B Street Undercrossing Project. The West B Street Undercrossing Project will address safety concerns with the pedestrian/bicyclist conflicts with the trains. In the future, it will also potentially serve as access to the center of the rail tracks for Dixon’s proposed passenger rail station.

In September 2011, the STA Board approved an agreement with the City of Dixon for STA to implement the West B Street Undercrossing Project on behalf of the City.

As part of implementing the Project, the STA will be taking actions to obligation funding. As part of this work, a TDA claim must be completed by the STA staff and submitted to the MTC in order to access the \$975,000 TDA funds set-aside for this Project. As part of the application process, a resolution from the STA Board must be submitted, authorizing the submittal of the TDA claim for each FY.

Discussion:

In order for the STA to proceed forward to implement this project, the City of Dixon City Council took the following actions at their July 26, 2011 meeting:

1. Adopted a Resolution finding the West B Street Undercrossing Project exempt from the California Environmental Quality Act.
2. Adopted a Resolution authorizing the Interim City Manager to execute an agreement between the Solano Transportation Authority (STA) and the City of Dixon for design and construction of the West B Street Undercrossing Project. Subsequent to the City action, the City and STA have executed this Agreement defining roles and responsibilities of each agency (STA will be lead agency for delivery, Dixon will be “sponsoring agency”) as well as clarifying the estimated project funding and establishing the City’s Local Match requirement.

TDA funds in the amount of \$975,000 have been designated for this Project. The City of Dixon claimed \$325,000 of these funds in the City of Dixon’s FY 2011-12 TDA claim. This funding is available for reimbursement by submitting invoices to Metropolitan Transportation Commission (MTC) with documentation of paid invoices. Since STA is the lead agency on this Project, it is more efficient and expedient for the STA to serve as the project lead and the lead agency for funding the project to eliminate the additional staff time required from City of Dixon as the pass through agency of funding. In order for STA to claim directly, MTC has requested STA submit a new TDA resolution for FY 2011-12 that includes capital projects and to also specify the West B Street Undercrossing Project (Attachment A) as one of these capital projects.

In May 2012, the STA Board approved Resolution No. 2012-06 authorizing the filing a claim with MTC for TDA funds for the purpose of transit operations, planning, and administration. The resolution did not include capital. MTC is requesting STA submit a new updated resolution for FY 2012-13 that includes capital projects and to specify the West B street Undercrossing Project in order to claim the remaining \$650,000 of TDA directly (Attachment B) for the project.

Fiscal Impact:

The \$975,000 TDA is part of the overall funding plan approved by the STA Board in April 2011. As such, claiming these funds are necessary to implement the Project. Construction is on schedule to begin in FY 2012-13.

Recommendation:

Approve the following:

1. Resolution No. 2012-08 authorizing the filing of a claim with MTC for TDA funds for the purpose of transit operations, planning, administration and capital for FY 2011-12; and
2. Resolution No. 2012-09 authorizing the filing of a claim with MTC for TDA funds for the purpose of transit operations, planning, administration and capital for FY 2012-13.

Attachments:

- A. STA TDA Claim FY 2011-12 Resolution No. 2012-08
- B. STA TDA Claim FY 2012-13 Resolution No. 2012-09

RESOLUTION NO. 2012-08**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT FOR FY 2011-12**

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

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

WHEREAS, TDA funds from the Local Transportation Fund of Solano County will be required by claimant in Fiscal Year 2011-12 for the purposes of planning administrative services and capital; and

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

WHEREAS, a portion of the funds requested shall be used for the construction of the West B Street Undercrossing Project in the City of Dixon, which the City of Dixon has found to be exempt from CEQA.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority Executive Director or his designee is authorized to execute and file an appropriated TDA claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA monies in Fiscal Year 2011-12.

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

Jack Batchelor, Jr, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 13th day of June 2012 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 13th day of June 2012.

Daryl K. Halls, Executive Director
Solano Transportation Authority

RESOLUTION NO. 2012-09

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

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

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

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

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

WHEREAS, a portion of the funds requested shall be used for the construction of the West B Street Undercrossing Project in the City of Dixon, which the City of Dixon has found to be exempt from CEQA.

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

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

Jack Batchelor, Jr, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 13th day of June 2012 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 13th day of June 2012.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: June 4, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Fiscal Year (FY) 2012-13 State Transit Assistance Funds (STAF) Initial Projects

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 a comprehensive 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 provide matching funds for replacement of SolanoExpress buses. 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.

At its meeting of May 30th, the Solano Express Intercity Transit Consortium (Consortium) and Technical Advisory Committee (TAC) members unanimously approved to forward the FY 2012-13 STAF priorities as specified in Attachment D and the FY 2012-13 Regional Paratransit STAF as specified in Attachment F to the STA Board.

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:

Approve the following:

1. FY 2012-13 STAF priorities as specified in Attachment D; and
2. 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 ³	110,301,493	FY 2011-12 Projected Carryover	20,675,898
FY 2011-12 Actual Generation		FY 2012-13 Original Generation Estimate ⁴	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 ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover	Revenue Estimate ⁴	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 ⁵	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 ⁵	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
GRAND TOTAL	5,650,876	(95,276,471)	110,301,493	20,675,898	111,390,322	132,066,220

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 ³		39,982,679	FY 2011-12 Projected Carryover		52,613,222	
FY 2011-12 Actual Generation			FY 2012-13 Original Generation Estimate ⁴		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 ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover	Revenue Estimate ⁴	Available For Allocation
Northern Counties/Small Operators						
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 ⁵	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 ⁵						
SUBTOTAL	5,311,815	(6,751,602)	11,339,596	9,899,809	11,451,533	21,351,342
Regional Paratransit						
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
SUBTOTAL	601,084	(5,304,605)	6,230,797	1,527,277	6,292,304	7,819,581
Lifeline						
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
SUBTOTAL	10,933,819	(2,809,883)	11,673,561	19,797,497	11,788,795	31,586,292
MTC Regional Coordination Program⁶	19,849,573	(9,886,727)	10,738,725	20,701,571	10,844,731	31,546,302
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
GRAND TOTAL	37,383,361	(24,752,817)	39,982,679	52,613,222	40,377,363	92,990,585

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
FY2011-12 Projects				
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		
	TOTAL	\$ 2,730,797		\$ 136,019

**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

	Claimant	Project Amt	Balance	<i>FY12 Revenue Estimate</i> <i>(Pending FY12 State Budget)</i>
FY2011-12 Balance			\$ 136,019	
FY2012-13 Recommended Funding Priorities				\$ 1,976,062
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		
TOTAL		\$ 2,112,081		\$ -

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

			Projected FY11 Carryover	Projects for Seniors and People Balance
			(Secured)	
	Claimant	Project Amt	\$ 385,264	\$ 311,924
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	
TOTAL		\$ 356,924	\$ 265,534	
Remaining Balance			\$ 28,340	\$ 46,390

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

Revised May 2012

Feb 2012 MTC Fund Estimate

			Projected FY11 Carryover	Projects for Seniors and People Balance	FY12 Revenue Estimate
					<i>(Pending FY12 State</i>
Claimant Project Amt				\$ 311,924	
Remaining Balance			\$ 28,340	\$ 46,390	
					\$ 384,613
FY 2012-13 Proposed Projects					
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			
TOTAL		\$ 459,343			\$ -



DATE: June 5, 2012
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: STA Overall Work Plan (OWP) for Fiscal Year (FY) 2012-13 and FY 2013-14

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 Plan. In April, staff provided the Board with a status report of the current FY 2011-12 OWP.

Discussion:

Attached is the STA's OWP for FY 2012-13 and FY 2013-14 (Attachment A).

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 two additional priority projects through the project development process. The next two phases of the Jepson Parkway are slated to begin construction in the next two to four years, if they remain 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. Therefore, projects scheduled to begin construction in the 2 to 4 years.

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

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 2 phases

- 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
- Transportation for Sustainable Communities Plan (TLC Update)
- 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. This item was presented to both the Solano Express Transit Consortium and STA TAC on May 30th. The Consortium requested two amendments to OWP item # 34. The first amendment was to add all seven Solano Express Routes (20, 40, 80 and 85) to this item, in addition to the three specific Solano Express Routes (30, 78 and 90) managed by the STA. The second amendment was to separate out development of a capital replacement for these seven routes from marketing to emphasize the importance of this task. This recommended amendment was unanimously supported by both the Consortium and the TAC as part of their support for the OWP for FY 2012-13 and 2013-14.

Recommendation:

Approve the STA's Overall Work Plan 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 June 4, 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><u>I-80/I-680/SR 12 Interchange</u></p> <p>A. Complete EIR/EIS B. Seek Funding and Build Logical Components</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Draft EIR/EIS circulation in August 2010. PDT and Resource Agencies have identified Preferred Alternative (Alt C Phase 1). Identification of construction packages has been completed. Initiation of Early Right of Way Acquisition for Initial Construction Package began in early 2012. Construction to begin on first construction package in 2013. “North Connector Project” West Segment to be combined with this Project due to revised alignment and new proposed interchange at SR 12 West. CTC approved fund swap of \$24M of CMIA funds for \$24 million of TCIF. <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 June 4, 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><u>I-80/ I-680 Express Lanes</u></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"> • CTC authorized Bay Area Regional Express Lanes • STA completed PSR Project (Red Top Rd to I-505) • PA/ED formally initiated in April 2012 <p><u>Milestones:</u> 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><u>I-80 EB Cordelia Truck Scales</u></p> <p>New EB Truck Scales with STA lead in partnership with CHP and Caltrans.</p> <p><u>Status:</u> Construction began early 2012.</p> <p><u>Milestones:</u> All early construction projects by the STA (tree removal, SID relocation and the Building Demo are completed. Caltrans opened bids in Dec 2011.</p> <p><u>ECD:</u> PA/ED COMPLETED PS&E COMPLETED R/W ALL RIGHTS OBTAINED Begin Con 4/12 End Con 12/13</p>	<p>STA</p> <ul style="list-style-type: none"> • PA/ED • Design <p>Caltrans</p> <ul style="list-style-type: none"> • R/W • Con 	\$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 June 4, 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><u>I-80 SHOPP Rehabilitation Projects</u></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><u>I-80 Corridor Management Freeway Performance Initiative (FPI)</u></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

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STA Lead Project	6.	<p><u>Traffic Operations from Carquinez Bridge to Hwy 37</u></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><u>Redwood Parkway – Fairgrounds Drive Improvement Project</u></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"> • STA, City and County began PA/ED 2010 • Initial Scoping Meeting January 2011. • All Technical Studies – completed • Draft ED expected for public comment in summer 2012. 	STA PA/ED	Federal Earmark	X	X	\$65M	Projects Janet Adams
STA Co-Lead Projects	8.	<p><u>SR 12 West (Jameson Canyon)</u></p> <p>Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Project will be built with 2 construction packages.</p> <p><u>Status:</u> 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

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STA Lead – Projects	9.	<p>State Route (SR) 12 East SR 12 Corridor Study (I-80 to I-5). Study adoption scheduled for end of June 2012. Short-term priorities are SHOPP projects listed below and assisting City of Rio Vista with identifying locally-preferred bridge alignment.</p> <p>A. SR 12/Church Road PSR a. PSR completed, Summer 2010 b. Develop funding plan for SR 12/Church (new) c. Initiate PA/ED for SR 12/ Church Rd. with 2014 SHOPP/STIP</p> <p>B. SHOPP funded. Shoulder widening near Rio Vista segment to begin construction in 2013 pending resolution of right of way acquisition.</p> <p>C. SR 12/113 intersection improvements</p> <p>D. Drive as SHOPP project. (NEW) <ul style="list-style-type: none"> STA SHOPP Priority requested by the STA Board SR 12 from Liberty Island Road to Durin</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> SR 12/Church Rd. improvements and the SR 12/113 intersection improvements requested be included in the Caltrans SHOPP program. SR 12 Corridor Economic Study initiated Dec. 2011. Draft results ready in June 2012, final report in Sept. 2012. <p>SR 12/Church Road PSR – COMPLETED Rio Vista Bridge Study – COMPLETED SR 12 Walters Road to Currie Rd.– COMPLETED</p> <p><u>EDC:</u> SR 12 near Rio Vista scheduled for construction 2012-13 SR 12 Corridor Study scheduled for adoption in June 2012.</p>	<p>STA/MTC/SJ COG</p> <p>CT</p> <p>CT</p> <p>STA/Solano EDC</p>	<p>STA PPM Funds</p> <p>SHOPP</p> <p>SHOPP</p> <p>Rio Vista – Fed Earmark</p>	X	X	<p>\$250,000 \$ 0.5 M – (Support Cost)</p> <p>\$ 35 M – Capital Cost</p>	<p>Planning Robert Macaulay</p> <p>Projects Janet Adams</p>

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STA Co-Lead Plans	10.	<p><u>SR 29 MIS</u></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Vallejo has received SGC grant for Sonoma Blvd master planning; STA will partner with City of Vallejo in the delivery of plan. Work with NCTPA on multi-county SR 29 plans. <p><u>EDC:</u> Depending on SGC grant terms</p>	<p>City of Vallejo</p> <p>NCTPA</p>		X	X	\$750,000	<p>Planning Robert Guerrero</p>
STA Co-Lead Programs	11.	<p><u>Regional Measure 2 (RM 2) Implementation (Capital)</u></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 & Ride and Benicia Intermodal)</p> <p><u>Status:</u></p> <ol style="list-style-type: none"> Vacaville Transportation Ctr Phase 1 – COMPLETED Curtola - began PA/ED with project development team proposal for project with Vallejo, SolTrans and STA participating. Benicia Intermodal - begin construction summer 2012. 	<p>STA Fairfield Vallejo Vacaville Benicia CCJPA MTC</p>	RM 2	X	X	<p>\$28 M \$20 M \$25 M</p>	<p>Projects Janet Adams Jessica McCabe</p>
		<p>C. Rail Improvements</p> <ol style="list-style-type: none"> Capitol Corridor Track Improvements COMPLETED Fairfield Vacaville Rail Station Rail Station Phase 1- completed 95% PS&E. Scheduled to begin construction FY 2012-13. 						

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STA Lead Projects	12.	<p>City of Dixon - West B Street Undercrossing Construct new pedestrian undercrossing to replace existing at grade RR crossing.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • STA Board and City of Dixon approved funding plan – May 2011 • STA Board approved funding agreement with City of Dixon – STA to administer project on behalf of City. • R/W initiated <p><u>Milestones:</u> ED – COMPLETED PS&E – COMPLETED</p> <p><u>ECD:</u> Construction scheduled to begin in 2012-13.</p>	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
STA Lead – Projects	13.	<p>Jepson Parkway Project A. Vanden Rd. B. Leisure Town Rd. C. Walters Rd. Extension</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • EIR/EIS completed June 2011 • STA Approved MOU and Funding Agreements for first two segments (Cement Hill Rd/Vandon I/S to Leisure Town Rd./Elmira I/S) • \$2.4 M STIP funds allocated for PS&E • Design to be completed by June 2013 • \$3.8 M STIP funds allocated for R/W • Construction scheduled to start in FY 2014-15 • Concept Plan Update initiated <p><u>Milestones:</u> PA/ED- COMPLETED MOU – COMPLETED Funding Agreements (Phase 1 & 2) - COMPLETED</p>	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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		<p><u>ECD:</u> Concept Plan Update: 1/13 PS&E: 6/13 R/W: 6/14 Beg Con: FY 2014-15</p>						
STA Co-Lead Projects	14.	<p><u>Travis Air Force Base Access Improvement Plan (South Gate)</u> A. South Gate Access (priority)</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> County lead working with STA, City of Suisun City, and Travis AFB for South Gate implementation Environmental Studies for South Gate completed Draft ED completed <p><u>EDC:</u> PA/ED: 6/12 PS&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><u>Monitor Delivery of Local Projects/Allocation of Funds</u> 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><u>Private Public Partnerships (P3)</u> 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"> • Scoping and partnerships for the Study developed • RFP to be issued May 2012 <p><u>ECD:</u> Spring 2013</p>	STA	\$150k STAF	X	X	\$150,000	Projects Sam Shelton
STA Lead – Studies	17.	<p><u>Regional Traffic Impact Fee (RTIF) Nexus Study</u></p> <ul style="list-style-type: none"> • Public Outreach • Technical Study • Options/Scenario <p><u>Status:</u></p> <ul style="list-style-type: none"> • The traffic demand model land use and 2010 base year have been updated • The initial county wide project list has been developed by working groups • Potential project packages and draft nexus study completed and under review. <p><u>ECD:</u> July 2012</p>	STA	PPM	X	X	\$300,000	Projects Sam Shelton/ Robert Macaulay

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		<ul style="list-style-type: none"> • STA has participated on development of SubRHNA housing allocation • New RTP will require development of PDA Investment strategies, more STA/local agency coordination of housing development information. <p><u>ECD:</u> April 2013</p>						
STA Lead – Programs	20.	<p><u>Development of STA’s Transportation for Sustainable Communities (TSC)</u></p> <p>A. TLC Corridor Studies</p> <ul style="list-style-type: none"> • Update Jepson Parkway TLC Plan as part of Jepson Parkway design plan in 2012 <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"> • Open Space and Agricultural Access Plan & Priorities for Implementation (new) <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><u>Congestion Management Program (CMP)</u></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>	STA	STP Planning	X			<p>Planning Robert Macaulay</p>

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		Milestones: Final CMP approved by MTC 11/11.						
STA Lead – Programs	22.	<p><u>Implementation of Countywide Bicycle Plan Priority Projects</u></p> <p>A. Jepson Parkway Bikeway (next phase) – Roadway design to include TLC components</p> <p>B. Dixon West B Street Undercrossing</p> <p>C. Vacaville-Dixon Bike Route</p> <p>D. Bike Wayfinding Signs Implementation</p> <p>E. Bike Lockers Study</p> <p><u>Status:</u></p> <p>Update of Countywide Bicycle Master Plan adopted December 2011.</p> <p>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>	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p>	\$85,000	<p>Planning Robert Guerrero/ Sara Woo</p>
STA Lead – Programs	23.	<p><u>Countywide Pedestrian Plan and Implementation Plan</u></p> <ul style="list-style-type: none"> Dixon West B Street Undercrossing Implement Priorities of Pedestrian Plan <p><u>Status:</u></p> <ul style="list-style-type: none"> Funding plan for West B Street Ped Crossing approved. Update of Countywide Pedestrian Master Plan adopted January 2012. <p><u>ECD:</u> Ongoing</p>	Dixon STA	<p>TDA-ART3 Regional Bike/Ped Program RM 2 Safe</p>	X	X	\$3-\$5M (Capital Cost)	<p>Planning Sara Woo</p>

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STA Lead – Programs	24.	<u>STA Marketing/Public Information Program</u> 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 <u>Status:</u> <ul style="list-style-type: none"> • New web site design and hosting completed 4/11; successfully operated for 1+ year. • In-house individual project sheets developed. • Published Annual Report, STATUS, Rio Vista Corridor Study flyers. • 2011 Annual Awards held in Fairfield. • STA, SR2S, SolTrans, and SSCI Facebook pages launched. 	STA	TFCA Gas Tax Sponsors	X	X		Planning Jayne Bauer
STA Lead – Programs	25.	<u>Clean Air Fund Program and Monitoring</u> A. BAAQMD/TFCA B. YSAQMD Funding Priorities are SSCI, SR2S, Benicia climate action plan implementation, and alternative fuel strategy <u>Status:</u> Allocated annually	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><u>Solano Climate Action Program</u></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&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&E Grant \$247,000</p> <p>SGC Grant \$275,000</p>	Planning Robert Macaulay
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STA Lead – Programs	27.	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></p> <ol style="list-style-type: none"> 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Evaluation 6. Funding of Program 7. Plan implementation <p><u>Status:</u></p> <ul style="list-style-type: none"> • Over \$2 million in SR2S funding obtained to date. • Two-Year Work SR2S Plan approved. • STA to continue to seek additional grant funds. • Incorporate Plan Update findings and new maps. • Implement Walking School Bus program. • Maintain SR2S website and Facebook pages • 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. • Updated SR2S website and launched Facebook site. • First Walking School Bus was formed through pilot program. • Grant funding obtained to implement Walking School Bus Program • Need OBAG funds for SR2S • STA to update SR2S Plan and priorities in partnership with SR2S Committees. 	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 – Programs	30.	<p><u>Paratransit Coordinating Council and Senior and People with Disabilities Mobility programs</u></p> <ul style="list-style-type: none"> A. Manage PCC Committee B. FTA 5310 Call for Projects and Scoring Committee C. Coordinate Senior and People with Disabilities Transportation Advisory Committee (TAC) D. Solano Transportation Plan for Senior and People with Disabilities Updated E. Monitor Progress on Committee recommended priorities. F. Update Transportation Brochure for Seniors and People with Disabilities. <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
STA Lead – Programs	31.	<p><u>SolanoExpress/Intercity Coordination</u></p> <ul style="list-style-type: none"> A. Multi-year intercity funding agreement B. TDA Fund Coordination C. RM2 Transit Operating Fund Coordination 	STA	TDA	X	X		Transit/Liz Niedziela

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		<p>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"> • Intercity Transit Funding agreement being updated for FY2012-13. • Intercity Ridership is in process and to be completed July 2012 • Draft Intercity Transit Funding Formula for FY 2012-13 completed 						
STA Lead – Programs	32.	<p><u>Solano County Mobility Management</u> 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"> • Mobility Management Grant obtained to fund plan and program start-up • Mobility Management Plan to be developed by December 2012. • Mobility Program to be implemented January 2013. 	STA/ County/ Transit Operators	JARC/STAF	X	X	\$400,000	Transit/ Liz Niedziela
STA Lead – Programs	33.	<p><u>Solano Napa Commuter Information (SNCI) Program</u> 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 H. College Coordination</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Implement Spring Bike to Work campaign and continue to deliver overall services to Solano and Napa employers and the general public. • Fifth Commute Challenge completed with reduced employer and employee participation 768 	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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		<ul style="list-style-type: none"> 35 new vans were started to/from Solano/Napa counties and SSCI supported 191 vanpools New Facebook and website launched. 						
STA Co- Lead Programs	34.	<p>SolanoExpress Route Management</p> <p>A. Rt. 20, 30, 40, 78, 80, 85, 90</p> <ol style="list-style-type: none"> Performance &-Monitoring Funding Agreement Update <p>B. Countywide Intercity SolanoExpress Marketing</p> <p>C. Development of multi-year funding plan</p> <p>D. Development of SolanoExpress Capital Replacement Plan</p> <p><u>Status:</u> STA coordinated with FAST on proposed service changes for Rt. 30/90 and SolTrans regarding Rt. 78.</p> <ul style="list-style-type: none"> Ridership increased fo all three routes. Services to be evaluated as part of coordinated S RTP 	STA	TDA RM2 Lifeline	X	X		Transit/Liz Niedziela

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STA Monitoring Projects	35.	<p>Capitol Corridor Rail Stations/Service</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



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

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STA Lead – Programs	37.	<p><u>Countywide Traffic Model and Geographic Information System</u></p> <p>A. Develop 2040 network, land uses and projections</p> <p>B. Maintenance of Model, including formalizing Model TAC and creation of Land use subcommittee</p> <p>C. Develop in-house modeling capacity</p> <p>D. Develop in-house GIS expertise</p> <p><u>Milestones:</u> 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>	STA, NCTPA STA STA	Funded by T-PLUS T-Plus	X X	X X	\$200,000 \$24,000	Planning Robert Macaulay/ Robert Guerrero Projects Sam Shelton (GIS)
STA Lead – Programs	38.	<p><u>Abandoned Vehicle Abatement Program</u></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
- Jepson Parkway FEIS – COMPLETED
- I-80 EB Cordelia Truck Scales PS&E and R/W COMPLETED
- I-80 Express Lanes PSR – COMPLETED

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- 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: June 8, 2012
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Introduction Chapter

Background:

The STA's Solano Comprehensive Transportation Plan (CTP) was initially adopted in 2001 and updated in 2005. The CTP consists of 3 elements: Arterials, Highways and Freeways; Transit; and Alternative Modes.

In 2008, the STA Board authorized a comprehensive update of the CTP. Since that time, the STA Board has approved:

- New Purpose Statement and Goals for each element
- A State of the System Report for each element
- A Goal Gap Analysis for each element, identifying which Goals are or are not being met
- A CTP Project List to identify projects and programs that can help address the identified gaps
- Land Use Chapter (December 2011)
- Countywide Bicycle and Pedestrian master plans, Safe Routes to Transit Plan and Transportation for Sustainable Communities Plan

The structure of the new CTP is different from the existing CTP. A new Land Use Chapter has been added, and Ridesharing has been moved from the Alternative Modes to the Transit Element. The Introduction Chapter lays out the local and regional framework that the plan fits in, and establishes broad policy directions that individual Elements will articulate in further detail.

Discussion:

The Introduction Chapter is the first portion of the Solano CTP many individuals will read. As such, it is designed to be engaging and accessible to a general population, as opposed to a focus on transportation professionals and consultants. It introduces the key concept of Solano at the heart of the Northern California Megaregion, but notes that it is at the edge of both the San Francisco Bay and Sacramento regions. The Introduction Chapter identifies in broad strokes the general opportunities and challenges faced by Solano County.

The Solano CTP Introduction Chapter also introduces the major policy themes that will be developed in detail in the individual elements. These policy themes are:

1. Strengthen the transportation system and reduce system stress by developing, operating and maintaining an integrated local and regional transportation system anchored on the I-80 corridor (Interstate highways 80, 680 and 780).

2. Maintain the existing transportation system adequately. Regionally, this is known as Fix It First.
3. Improve traveler safety, whether by constructing adequate shoulders on roadways to installing radar feedback signs and easily seen pedestrian crossings near schools.
4. Focus the effort and resources of STA on key projects that can be delivered, as opposed to the approach of helping many projects move forward in small increments.
5. Advance projects that strengthen the local economy.
6. Measure the results of decisions across the board, and not just for auto travel.
7. A final pair of guiding principles is to support the decisions of the member jurisdictions, but recognize that they are made in a regional context.

Over the next 3 months, STA staff will be drafting the three Solano CTP Elements. The policy themes established in the Introduction Chapter and the existing Goals will guide the development of specific policies in the three Elements.

At its meeting of May 30, 2012, the STA Technical Advisory Committee (TAC) discussed the Draft Solano CTP Introduction Chapter. The TAC requested that language be added to specifically address requirements from SB 375 and MTC's OneBayArea Grant (OBAG) program and Complete Streets requirements. Language was added to the draft Introduction chapter (shown as *underlined text*) to address these comments. The details of compliance with those efforts will be included in the individual elements. The TAC voted unanimously to recommend that the STA Board approve the Draft Solano CTP Introduction Chapter with amendments.

Recommendation:

Adopt the Solano CTP Introduction Chapter as specified in Attachment A.

Attachment:

C0'Draft Solano CTP Introduction Chapter

Solano Comprehensive Transportation Plan

Omnēs viae Romam ducunt – all roads lead to Rome

Or, when it comes to the San Francisco – Sacramento – Northern California Mega-Region, all roads, rail lines and waterways lead through Solano County. We are at the center, the pivot point, the hub of the Mega-Region. And, as we have known since the invention of the wheel, the hub is not only essential to making a wheel work – it is also one of the highest points of stress.

Solano County’s location in the middle of the Mega-Region is a mixed blessing. On the plus side, Solano County benefits from the economic and cultural strength of both regions. Solano companies can work with or sell products to a larger pool of customers than would be available to those primarily in one region or the other. Residents have two job markets to choose from, and easy access to universities such as UC Berkeley, UC Davis and California State Universities in Hayward, Rohnert Park and Sacramento.

Unfortunately, the large population centers of San Francisco-Oakland-San Jose and Sacramento do not see Solano County as central to their world. Each sees Solano County at the edge of their area of interests, and in part belonging to the other region. Because of Solano’s relatively modest population (Solano makes up 5.7% of the Bay Area, and has the equivalent of 17.8% of the Sacramento area’s population), many business leaders have the same view. “Tremendous potential,” a phrase often used for Solano County, can be translated into ‘not us, or at least not now.’ And when there are problems faced by Solano County’s transportation system, the government and business leaders of the two regions do not see them or feel their impacts on a daily basis.

But Solano County and the 7 cities do have tremendous potential, and that potential has been increasingly turning into actual success in recent decades. Even though the employment and industrial base of the county took a major hit with the closure of the Mare Island Naval Shipyard in 1996, Solano County has maintained a solid base of manufacturing and goods movement jobs, along with a vital agricultural sector. Travis Air Force Base, the county’s largest single employer, had a \$1.5 billion impact to the economy in 2010, and is easily reached from any of the 7 cities. Major retailers have moved into the county, largely stemming the outflow of sales tax dollars. Institutional uses such as hospitals, centers of higher learning and cultural facilities are now local, rather than distant, destinations.

Despite these successes, there are several major sources of stress on Solano County in its role as hub of the Mega-Region. The first of these is Solano’s large export of workers to Bay Area (and, to a lesser extent, Sacramento) employment centers. Every trip taken to export a Solano citizen to another county for work has a cost – both financial and environmental – to the worker and to the region. This stress is compounded by how few spokes there are radiating from the hub to major destinations. Since almost all of our workers commute by auto or bus, trips are concentrated on I-80 and I-680.

The second major stress on the entire system, the hub included, is the financial crisis that has engulfed the state and much of the nation, beginning in 2008. Money to maintain and operate the existing system does not meet the need, and roads and buses are in worse condition every year. So, while the population keeps growing, and the prospect of economic growth requires expansion of the transportation system, the funds to operate, maintain and expand that system are shrinking.

The two major themes of this 2012 Solano CTP are **Strengthen the System** and **Reduce Stress** by *developing, operating and maintaining an integrated local and regional transportation system anchored on the I-80 corridor* (Interstate highways 80, 680 and 780). This approach takes advantage of several factors:

- I-80, I-680 and I-780 pass through 6 of the 8 STA jurisdictions (Benicia, Dixon, Fairfield, Vacaville, Vallejo and Solano County) representing 91% of the county population. Suisun City is linked to I-80 by Highway 12, and is only separated by two and a half miles. Investment in the corridor directly supports almost every resident of Solano County.
- The I-80 corridor is a critical component of transportation within Solano County as well as the region. It is a regional asset, and can attract regional resources.
- Focusing on the I-80 corridor takes advantage of existing resources and builds on decisions that have already been made. Projects will by-and-large be expansions of existing facilities in existing urban areas.
- A focus on the I-80 corridor strengthens Solano's long-term commitment to development in existing urban areas.
- Strengthening the I-80 corridor improves the economic strength of Solano County. It helps keep workers at home, thereby relieving stress on the rest of the regional system, and it benefits other aspects of Solano's social fabric as well.

While the integrated I-80 corridor is the main focus of this CTP, it is not the only one. Additional major efforts to **Strengthen the System** and **Reduce Stress** are:

- Set the stage for future improvement of *SR 12*, from Rio Vista to I-80.
- Identify and improve key *intercity arterials*.
- Increase the use of *active transportation*. This includes expanding the connections and usability of the countywide bicycle and pedestrian system, and increasing the number of students that get to school by means other than motor vehicles.
- Build on the county's success in using *carpools and vanpools* as the primary form of mass transit.
- Continue to support *public mass transit* for both local and intercity users.
- *Improve mobility* for seniors and persons with disabilities.

A corollary to **Strengthening the System** is maintaining what we already have. Regionally, this is known as **Fix It First**, and is an approach that has long been a priority of STA. The 2012 CTP maintains this traditional priority by establishing baseline measures of adequate maintenance and performance, and seeking to fund the current system before expanding the system.

A fundamental goal of all the CTP's policies and investments will be to Improve Traveler Safety. This can range from improved roadways with adequate shoulders to radar feedback signs and easily seen pedestrian crossings near schools.

Another key component of the Solano CTP is Focused Effort. This is opposed to the approach of helping many projects move forward in small increments, until one or more are ready for implementation. While this approach may maximize opportunities, it can also reduce actual project/program delivery. STA's policy will generally be to focus on identifying and delivering key projects and programs.

None of these things happen without adequate financial resources. National and state economic trends and revenue policies that are beyond local control have the biggest impact on the locally-available tax revenues. Solano County can, however, take steps to strengthen the local economy that both help generate local tax revenues and reduce out-commuting. Strengthen the Local Economy is a winning policy for everyone.

An additional, new component of the Solano CTP is Measure the Results. While STA has measures of performance in some areas, such as transit route ridership, Level of Service for traffic congestion and Pavement Condition Index for road condition, there has not been a concerted, focused effort to collect and report out these statistics. The 2012 Solano CTP brings together a performance measure program for the entire transportation system for the first time.

A final pair of guiding principles is Supporting Member Agency Decisions, but doing so Within a Regional Framework. This approach is based on the fact that land use decisions are, by both law and practice, made by the cities and the county. It also recognizes that local government resources are under tremendous stress from a combination of local and regional economic weakness and reduced government revenues. STA can help local jurisdictions deliver the projects and programs that are most important, and it recognizes that local land use decisions are made at a local level. The Solano CTP also recognizes that federal and state law establish regional transportation planning agencies, such as MTC, and assign to them the responsibility for developing plans with which local agencies must conform to obtain critically needed federal and state transportation funding. *These policies also provide context for including SB 375's linking of land use and transportation decisions and MTC's OneBayArea Grant (OBAG) program throughout the Solano CTP.*

In the following pages, the Solano CTP details the transportation needs of Solano County, both those that are currently known or are anticipated over the next 25 years. The Solano CTP looks at the projects (physical assets such as roads and buses) and programs (on-going activities such as road maintenance and carpool formation assistance) that best address those needs. The Solano CTP strives to develop a balance between broad policy directions that are important for a 25-year plan and the sort of details that both illuminate the providence of the long-term policies and provide useful details for near-term decision making.

The 2012 Solano CTP keeps the basic organization that has been used since the first Solano CTP was adopted in 2005: three separate elements, titled Alternative Modes; Arterials, Highways and Freeways; and Transit. Although each element focuses on the specified area, there is overlap and coordination between all (for example, transit vehicles travel on public roads, and may be accessed by pedestrians and bicyclists). New to the 2012 Solano CTP are the Land Use and Performance Measures chapters.

The physical infrastructure of a community, including its integrated transportation network, is one of the most vital elements of the foundation to which all of the remaining community elements are anchored. This 2012 Solano Comprehensive Transportation Plan has been developed to help build and maintain Solano's portion of the transportation network that is located at the heart of and binds together the Northern California Mega-Region.



DATE: June 1, 2012
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 11, 2012, the STA Board adopted its amended 2012 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2012. A matrix listing legislative bills of interest is included as Attachment A. Legislative Updates for May 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. Attachment E is the California Transit Association's (CTA) Recommendations on Cap and Trade Revenue Distribution.

The Governor's May Budget Revise was released on May 14th. 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. STA is currently conducting preliminary engineering for Express Lanes in the Fairfield and Vacaville areas of I-80. Subject to funding availability, these projects are scheduled for construction in 2016. For these reasons, staff recommends opposing AB 2200. The May 1st amended bill (Attachment G) and committee analysis (Attachment H) are included for your review. The STA Consortium and TAC Committees both recommended an oppose position.

Assembly Bill (AB) 1706 (Eng) would suspend axle weight limits of public transit buses until December, 2015. In order to comply with state and federal mandates for cleaner, safer and more accessible buses, bus weights have started exceeding the weight limits. Law enforcement agencies have cited transit agencies for running heavy buses. This bill would 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 STA Consortium and TAC Committees both recommended a support position, and the TAC added “with an amendment to prohibit increased bus weights on residential streets” due to concerns of pavement sustainability.

Recommendation:

Adopt the specified position on the following bills:

- AB 2200 (Ma) – Oppose
- AB 1706 (Eng) – Support with proposed amendment “to prohibit increased bus weights on residential streets”

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update (Shaw/Yoder/Antwih)
- C. Federal Legislative Update (Akin Gump)
- D. STA Federal Funding Matrix
- E. CTA Recommendations on Cap and Trade Revenue Distribution
- F. State Budget May Revise Memo (Shaw/Yoder/Antwih)
- G. AB 2200 Amended 05-01-12
- H. AB 2200 Analysis 05-03-12
- I. AB 1706 Amended 05-25-12
- J. AB 1706 Analysis 05-29-12

**STA Matrix
as of 5/30/2012**

Bill ID/Topic	Location	Summary	Position
AB 41 Hill D High-Speed Rail Authority: conflicts of interest: disqualification.	SENATE THIRD READING 5/1/2012	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. This bill contains other related provisions and other existing laws. Last amended on 4/30/2012	
AB 57 Beall D Metropolitan Transportation Commission.	SENATE T. & H. 3/5/2012 - From committee chair, with author's amendments: Amend, and re-refer to committee.	The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and one member appointed by the San Francisco Bay Conservation and Development Commission, and establishes a 4-year term of office for members of the commission. This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would prohibit more than 3 members of the commission from being residents of the same county, as specified. The bill would require the member from the San Francisco Bay Conservation and Development Commission to be a member of that commission, a resident of San Francisco, and to be approved by the Mayor of San Francisco. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. Last amended on 3/5/2012	Support 5/11/11
AB 441 Monning D State planning.	SENATE T. & H. 2/16/2012 - Referred to Com. on T. & H.	Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan. This bill would require that the commission, by no later than 2014, include voluntary health and health equity factors, strategies, goals, and objectives in the guidelines promulgated by the commission for the preparation of regional transportation plans. Last amended on 1/23/2012	

Bill ID/Topic	Location	Summary	Position
AB 492 Galgiani D High-Speed Rail Authority.	SENATE RLS. 6/27/2011	Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. This bill would require the authority to consider, to the extent permitted by federal and state law, the creation of jobs and participation by small business enterprises in California when awarding major contracts or purchasing high-speed trains. The bill would require the authority to appoint a small business enterprise advisory committee. Last amended on 6/27/2011	
AB 819 Wieckowski D Bikeways.	SENATE T. & H. 5/25/2012 - In committee: Hearing postponed by committee.	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 be granted exceptions from the requirement to use those criteria and specifications for purposes of research, experimentation, testing, evaluation, or verification. Last amended on 5/8/2012	
AB 890 Olsen R Environment: CEQA exemption: roadway improvement.	SENATE E.Q. 2/16/2012 - Referred to Com. on E.Q.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would , until January 1, 2026, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of existing use. Last amended on 1/13/2012	
AB 1126 Calderon, Charles D Transaction and use tax: rate.	SENATE G. & F. 2/2/2012 - Referred to Com. on GOV. & F.	The Transaction and Use Tax Law authorizes a district to impose a transactions tax for the privilege of selling tangible personal property at retail upon every retailer in the district at a rate of 1/4 of 1%, or a multiple thereof, of the gross receipts of the retailer from the sale of all tangible personal property sold by that person at retail in the district. That law also requires that a use tax portion of a transaction and use tax ordinance be adopted to impose a complementary tax upon the storage, use, or other consumption in the district of tangible personal property purchased from any retailer for storage, use, or other consumption in the district at a rate of 1/4 of 1%, or a multiple thereof, of the sales price of the property whose storage, use, or other consumption is subject to the tax, as prescribed. This bill would decrease those rates to 1/8 of 1%. Last amended on 1/4/2012	

Bill ID/Topic	Location	Summary	Position
<p>AB 1191 Huber D</p> <p>Local government finance.</p>	<p>SENATE G. & F 2/16/2012 - Referred to Com. on GOV. & F.</p>	<p>Existing law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally requires that each jurisdiction be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. Existing property tax law also reduces the amounts of ad valorem property tax revenue that would otherwise be annually allocated to the county, cities, and special districts pursuant to these general allocation requirements by requiring, for purposes of determining property tax revenue allocations in each county for the 1992-93 and 1993-94 fiscal years, that the amounts of property tax revenue deemed allocated in the prior fiscal year to the county, cities, and special districts be reduced in accordance with certain formulas. Existing law requires that the revenues not allocated to the county, cities, and special districts as a result of these reductions be transferred to the Educational Revenue Augmentation Fund in that county for allocation to school districts, community college districts, and the county office of education. This bill would, for the 2012-13 fiscal year and for each fiscal year thereafter, if there is not enough ad valorem property tax revenue that is otherwise required to be allocated to a county Educational Revenue Augmentation Fund for the county auditor to complete the decreases required during the fiscal adjustment period, require the county auditor to calculate an amount, as specified, and to submit a claim to the Controller for that amount. This bill would require the Controller, upon appropriation by the Legislature, to deposit the amount of the claim into the Sales and Use Tax Compensation Fund, and would require the county auditor to allocate that amount among the county and to each city in the county. Last amended on 1/23/2012</p>	
<p>AB 1532 John A. Pérez D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.</p>	<p>SENATE RLS. 5/29/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</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 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 administering agencies, including the state board and any other state agency identified by the Legislature, to allocate those moneys to measures and programs that meet specified criteria. The bill would require the state board to develop and adopt every 3 years, as specified, an investment plan that identifies the anticipated expenditures of moneys appropriated from the account to the budget committees of each house of the Legislature, as specified. The bill would require the state board to annually submit a report no later than December of each year to the appropriate committees of the Legislature on the status of projects and their outcomes and any changes the state board recommends need to be made to the investment plan. Last amended on 5/1/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1549 Gatto D</p> <p>Development: expedited permit review.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/25/2012 - In committee: Set, second hearing. Held under submission.</p>	<p>The Permit Streamlining Act requires each state agency and local agency to compile one or more lists that specify in detail the information that will be required from any applicant for a development project, and requires a public agency that is the lead agency for a development project, or a public agency which is a responsible agency for a development project that has been approved by the lead agency, to approve or disapprove the project within applicable periods of time. The act also requires any state agency which is the lead agency for a development project to inform the applicant that the Office of Permit Assistance has been created to assist, and provide information to, developers relating to the permit approval process. This bill would require the office to provide information to developers explaining the permit approval process at the state and local levels, or assisting them in meeting statutory environmental quality requirements, as specified, and would prohibit the office or the state from incurring any liability as a result of the provision of this assistance. The bill would require the office to assist state and local agencies in streamlining the permit approval process, and an applicant in identifying any permit required by a state agency for the proposed project. The bill would authorize the office to call a conference of parties at the state level to resolve questions or mediate disputes arising from a permit application for a development project. The bill would require that the office be located exclusively in Sacramento, and to consist of no more than 4 personnel through 2013. Last amended on 3/26/2012</p>	
<p>AB 1570 Perea D</p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY THIRD READING 5/25/2012</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require , until January 1, 2016, the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects . Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. Last amended on 4/10/2012</p>	
<p>AB 1665 Galgiani D</p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>SENATE RLS. 5/21/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</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. Last amended on 4/18/2012</p>	

Bill ID/Topic	Location	Summary	Position
AB 1706 Eng D Vehicles: transit bus weight.	ASSEMBLY THIRD READING 5/29/2012.	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 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, commencing January 1, 2013, and until January 1, 2016, 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 through a solicitation process pursuant to which a solicitation is issued on or after January 1, 2013, a new transit bus whose gross weight exceeds 22,400 pounds. The bill would impose a state-mandated local program by imposing new requirements upon transit buses. Last amended on 5/25/2012	
AB 1770 Lowenthal, Bonnie D California Transportation Financing Authority.	SENATE T. & H. 5/17/2012 - Referred to Coms. on T. & H. and GOV. & F.	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.	
AB 1779 Galgiani D Intercity rail agreements.	ASSEMBLY THIRD READING 5/29/2012	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. Last amended on 5/25/2012	

Bill ID/Topic	Location	Summary	Position
<p>AB 1780 Bonilla D</p> <p>Department of Transportation: project studies reports.</p>	<p>SENATE RLS. 5/29/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</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. 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. Last amended on 3/29/2012</p>	
<p>AB 1783 Perea D</p> <p>Public contracts: small business preferences.</p>	<p>SENATE G.O 5/17/2012 - Referred to Com. on G.O.</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. Last amended on 4/10/2012</p>	
<p>AB 1915 Alejo D</p> <p>Safe routes to school.</p>	<p>SENATE T. & H. 5/24/2012 - Referred to Com. on T. & H.</p>	<p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law sets forth various factors to be used to rate proposals submitted by applicants for these funds. This bill would provide that up to 10% of program funds may be used to assist eligible recipients in making infrastructure improvements, other than school bus shelters, that create safe routes to bus stops located outside of the vicinity of schools. Last amended on 3/26/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1916 Buchanan D</p> <p>State parks: operating agreements: Mount Diablo State Park.</p>	<p>SENATE RLS. 5/25/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</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 a restoration agreement with Save Mount Diablo, a nonprofit organization, for the purpose of restoring the beacon on top of the Summit Building in Mount Diablo State Park, and would require that the agreement comply with specified requirements. Last amended on 5/3/2012</p>	
<p>AB 2200 Ma D</p> <p>Vehicles: high- occupancy vehicle lanes.</p>	<p>SENATE RLS. 5/29/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law authorizes the Department of Transportation and local agencies, with respect to highways under their respective jurisdictions, to designate certain lanes for preferential or exclusive use by high-occupancy vehicles. This bill would, 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. Last amended on 5/1/2012</p>	
<p>AB 2245 Smyth R</p> <p>Environmental quality: California Environmental Quality Act: exemption: bikeways.</p>	<p>SENATE RLS. 5/21/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would, until January 1, 2017, additionally exempt a Class II bikeway project, as defined for purposes of the Streets and Highways Code, undertaken by a city, county, or city and county within an existing road right-of-way. For a Class II bikeway project that is determined to be exempted from CEQA under this provision, the bill would require a city, county, or city and county to prepare an assessment of traffic and safety impacts and to hold a public hearing to review those impacts, and receive and respond to public comments. Last amended on 5/15/2012</p>	
<p>AB 2247 Lowenthal, Bonnie D</p> <p>Public transportation: offenses.</p>	<p>SENATE T. & H. 5/24/2012 - Referred to Com. on T. & H.</p>	<p>Under existing law it is an infraction to sell or peddle any goods, merchandise, property, or services on any property, facility, or vehicle owned by the San Francisco Bay Area Rapid Transit District or the Southern California Rapid Transit District without the express written consent of the governing board of those respective entities. This bill would repeal those provisions. Last Amended on 4/18/2012</p>	

Bill ID/Topic	Location	Summary	Position
AB 2375 Knight R Vehicles: public transit buses: illuminated signs.	SENATE T. & H. 5/17/2012 - Referred to Com. on T. & H.	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.	
AB 2405 Blumenfield D Vehicles: high-occupancy toll lanes.	SENATE T. & H. 5/3/2012 - Referred to Com. on T. & H.	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which lanes may also be used, until January 1, 2015, by certain eligible low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lanes if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. Existing law provides that a vehicle, eligible under these provisions to use HOV lanes, that meets the California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) standard is not exempt from toll charges imposed on single-occupant vehicles in lanes designated for tolls pursuant to a federally supported value-pricing and transit development program involving high-occupancy toll lanes conducted by the Los Angeles County Metropolitan Transportation Authority. This bill would instead exempt , with specified exceptions, all of the low emission and hybrid vehicles eligible to use HOV lanes under these provisions, including vehicles that meet the enhanced AT PZEV standards, from toll charges imposed on single-occupant vehicles in lanes designated for tolls unless prohibited by federal law. The bill would exclude a toll imposed for passage on a toll road, toll highway, or toll bridge from this exemption. The bill would provide that these changes shall be known as the Choose Clean Cars Act of 2012. Last Amended on 4/23/2012	
AB 2498 Gordon D Department of Transportation: Construction Manager/General Contractor project method.	SENATE RLS. 5/25/2012 - In Senate. Read first time. To Com. on RLS. for assignment.	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. Last Amended on 5/1/2012	
AB 2679 Committee on Transportation Transportation: omnibus bill.	SENATE RLS. 5/17/2012 - In Senate. Read first time. To Com. on RLS. for assignment.	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. Last Amended on 3/27/2012	Support 4/11/12

Bill ID/Topic	Location	Summary	Position
ACA 23 Perea D Local government transportation projects: special taxes: voter approval.	ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.	Support 4/11/12
SB 52 Steinberg D 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. Last amended on 1/31/2012	
SB 749 Steinberg D 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. This bill contains other existing laws. Last Amended on 1/4/2012	
SB 829 Rubio D Public contracts: public entities: project labor agreements.	SENATE CHAPTERED 4/26/2012 - Chaptered by the Secretary of State, Chapter Number 11, Statutes of 2012	Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, state funding or financial assistance may not be used to support that project, as specified. This bill would additionally provide that if a charter provision, initiative, or ordinance of a charter city prohibits, limits, or constrains in any way the governing board's authority or discretion to adopt, require, or utilize a project labor agreement that includes specified taxpayer protection provisions for some or all of the construction projects to be awarded by the city, state funding or financial assistance may not be used to support any construction projects awarded by the city, as specified. Last Amended on 4/9/2012	

Bill ID/Topic	Location	Summary	Position
<p>SB 878 DeSaulnier D</p> <p>Regional planning: Bay Area.</p>	<p>ASSEMBLY L. GOV. 4/26/2012 - Referred to Coms. on L. GOV. and NAT. RES.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county Bay Area with comprehensive regional transportation planning and other related responsibilities, including development of a regional transportation plan with a sustainable communities strategy. Existing law requires a joint policy committee of the commission, the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission to coordinate the development and drafting of major planning documents prepared by the 4 agencies. This bill would require the joint policy committee to submit a report to the Legislature by January 31, 2013, on, among other things, methods and strategies for developing and implementing a multiagency set of policies and guidelines relative to the Bay Area region's sustainable communities strategy, including recommendations on organizational reforms for the regional agencies. The bill would require preparation of a work plan for a regional economic development strategy to be submitted to the Legislature on that date. The bill would also require the member agencies to report on public outreach efforts that they individually or jointly perform. The bill would require public meetings in each of the region's 9 counties and creation of advisory committees, as specified. By imposing new duties on local agencies, the bill would impose a state-mandated local program. Last amended on 6/9/2011</p>	
<p>SB 984 Simitian D</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. Last amended on 4/9/2012</p>	
<p>SB 1076 Emmerson R</p> <p>California Global Warming Solutions Act of 2006: tire inflation regulation.</p>	<p>SENATE THIRD READING 5/29/2012</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. A violation of a regulation adopted by the state board pursuant to the act is subject to specified civil and criminal penalties. Pursuant to the act, the state board adopted a regulation requiring automobile service providers, by September 1, 2010, among other things, to check and inflate vehicle tires to the recommended pressure rating when performing automobile maintenance or repair services. This bill, until January 1, 2018, would require a tire pressure gauge used to meet the requirements of this regulation to be accurate within a range of plus or minus 2 pounds per square inch of pressure (2 psi). Last amended on 5/29/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 1102 DeSaulnier D</p> <p>State transportation improvement program.</p>	<p>ASSEMBLY TRANS. 5/10/2012 - Referred to Com. on TRANS.</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work. This bill would require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction capital and support costs at project close for all state transportation improvement program projects completed during the previous fiscal year.</p>	
<p>SB 1117 DeSaulnier D</p> <p>Statewide passenger rail transportation plan.</p>	<p>SENATE THIRD READING 5/25/2012</p>	<p>Existing law creates the California Transportation Commission, with various powers and duties relating to the programming and allocation of certain funds available for transportation capital improvement projects and various other transportation policy matters. Existing law creates the Department of Transportation with various powers and duties relating to the state highway system and other transportation modes, including the authority to contract for conventional rail passenger service. Existing law requires the department to prepare a 10-year State Rail Plan on a biennial basis. Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including preparation of a business plan on a biennial basis. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would require the California Transportation Commission to prepare a statewide passenger rail transportation plan relative to conventional and high-speed intercity passenger rail, commuter rail, and urban rail transit containing various elements. The bill would require the Department of Transportation to assist the commission, as specified. The bill would require the commission to adopt the plan by September 2014, and update the plan every 4 years thereafter. The bill would require the plan to contain goals for integrated passenger rail services and facilities, and to adopt policies and guidelines to be used by the department, the authority, and regional transportation agencies in the development of their plans, and would prohibit those agencies from taking inconsistent actions. The bill would require regional transportation planning agencies to submit their plans for commuter rail and urban rail transit to the commission by December 31, 2013. Last amended on 5/1/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 1149 DeSaulnier D</p> <p>Bay Area Regional Commission.</p>	<p>SENATE APPROPS 5/21/2012 – First hearing cancelled at request of author</p>	<p>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. Last Amended on 5/15/2012</p>	<p>Oppose 5/9/12</p>

Bill ID/Topic	Location	Summary	Position
SB 1160 Padilla D Communications: service interruptions.	ASSEMBLY DESK 5/25/2012 - In Assembly. Read first time. Held at Desk.	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 charges for transmittal or delivery of the message have 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. This bill contains other related provisions and other existing laws. Last amended on 5/15/2012	
SB 1189 Hancock D The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: project funding.	SENATE 5/24/2012 – Held in committee and under submission in SEN APPR.	Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed train capital projects and other associated purposes. Existing law makes \$950 million of the proceeds of those bonds available for capital improvements to intercity and commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system, as specified, or that provide capacity enhancements and safety improvements. Existing law requires the California Transportation Commission to allocate those funds to eligible recipients, as defined, and to develop guidelines to implement those provisions. This bill would appropriate \$523,400,000 from the High-Speed Passenger Train Bond Fund to the Department of Transportation for allocation by the California Transportation Commission as provided for in specified guidelines adopted by the commission. Last Amended on 3/26/2012	Support 5/9/12
SB 1257 Hernandez D Utility user tax: exemption: public transit vehicles.	ASSEMBLY REV. & TAX 5/17/2012 - Referred to Coms. on REV. & TAX. and L. GOV.	Existing law generally provides that the legislative body of any city and any charter city may make and enforce all ordinances and regulations with respect to municipal affairs, as provided, including, but not limited to, a utility user tax on the consumption of gas and electricity . Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, gas and electricity, in the unincorporated area of the county. This bill would provide that a local jurisdiction, as defined, may not impose a utility user tax , as specified, upon either the consumption of compressed natural gas dispensed by a gas compressor, within a local jurisdiction, that is separately metered and is dedicated to providing compressed natural gas as a motor vehicle fuel for use by the local agency or public transit operator or the consumption of electricity used to charge electric bus propulsion batteries, within a local jurisdiction, that is separately metered and is dedicated to providing electricity as fuel for an electric public transit bus. Last amended on 4/25/2012	
SB 1269 Fuller R Income taxes: credit: highway maintenance and enhancement.	SENATE G. & F. 5/8/2012 - Set, first hearing. Hearing canceled at the request of author.	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.	

Bill ID/Topic	Location	Summary	Position
<p>SB 1339 Yee D</p> <p>Commute benefit policies.</p>	<p>ASSEMBLY DESK 5/7/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law creates the Metropolitan Transportation Commission, with various transportation planning and programming responsibilities in the 9-county San Francisco Bay Area. Existing law creates the Bay Area Air Quality Management District, with various responsibilities relative to the reduction of air pollution in the area of its jurisdiction, which incorporates a specified portion of the jurisdiction of the Metropolitan Transportation Commission. This bill would authorize the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would make its provisions inoperative on January 1, 2017.</p>	
<p>SB 1380 Rubio D</p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>ASSEMBLY DESK 5/29/2012 - Read third time. Passed. (Ayes 36. Noes 2.) Ordered to the Assembly.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the lead agencies to make specified findings in an EIR. This bill, until January 1, 2018, would exempt from CEQA a bicycle transportation plan for an urbanized area, as specified and would also require a local agency or person who determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with the OPR. This bill contains other existing laws. Last amended on 5/3/2012</p>	
<p>SB 1396 Dutton R</p> <p>Sales and use taxes: excise taxes: fuel.</p>	<p>SENATE T. & H. 5/3/2012 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or a tax, measured by the sales price, on the storage, use, or other consumption of tangible personal property in this state." That law defines the terms "gross receipts" and "sales price." This bill would exclude from the terms "gross receipts" and "sales price" the amount charged at retail for gasoline and diesel fuels in excess of \$3.88 or \$3.52 per gallon, respectively, as provided. This bill contains other related provisions and other existing laws. Last amended on 4/11/2012</p>	Oppose

Bill ID/Topic	Location	Summary	Position
<p>SB 1464 Lowenthal D</p> <p>Vehicles: bicycles: passing distance.</p>	<p>ASSEMBLY DESK 5/25/2012 - In Assembly. Read first time. Held at Desk.</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. Last amended on 4/24/2012</p>	
<p>SB 1533 Padilla D</p> <p>Electricity: energy crisis litigation.</p>	<p>ASSEMBLY DESK 5/25/2012 - In Assembly. Read first time. Held at Desk.</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 repeal the above-described requirements on January 1, 2016. Last amended on 5/1/2012</p>	
<p>SB 1545 DeSaulnier D</p> <p>Bay Area toll bridges.</p>	<p>ASSEMBLY TRANS. 5/17/2012 - Referred to Com. on TRANS.</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the 9-county San Francisco Bay Area. Existing law creates the Bay Area Toll Authority with specified powers and duties relative to administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the Metropolitan Transportation Commission. This bill would prohibit public money from being used on the development or improvement of an office building at 390 Main Street, San Francisco, until after the State Auditor has completed a specified audit relating to the move of the headquarters of the Metropolitan Transportation Commission. Upon completion of the audit, the bill would require the issues raised in the audit to be addressed and a report in that regard to be submitted to the Legislature prior to future expenditure of public money on the headquarters project. These provisions would apply to the Bay Area Toll Authority, the Metropolitan Transportation Commission, and the Bay Area Headquarters Authority. The bill would thereby impose a state-mandated local program.</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 1549 Vargas D</p> <p>Transportation projects: alternative project delivery methods.</p>	<p>SENATE CONSENT CALENDAR 5/29/2012 - Ordered to special consent calendar.</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 allow the San Diego Association of Governments to utilize alternative project delivery methods, as defined, for public transit projects within its jurisdiction. The bill would require the San Diego Association of Governments 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, upon completion of a project, require a progress report to be submitted by the San Diego Association of Governments to its governing board and would require the report to be made available on its Internet Web site. This bill would require specified information to be verified under oath, thus imposing a state-mandated local program by expanding the scope of an existing crime. The bill would provide that its provisions are severable. This bill would make legislative findings and declarations as to the necessity of a special statute for San Diego regional transportation entities. Last amended on 4/30/2012</p>	
<p>SB 1572 Pavley D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.</p>	<p>SENATE THIRD READING 5/29/2012 - Read second time and amended. Ordered to third reading.</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 Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism to be deposited in this fund. The bill also would require those moneys, upon appropriation by the Legislature, be used for purposes of carrying out the act. Last amended on 5/29/2012</p>	
<p>SCA 7 Yee D</p> <p>Public bodies: meetings.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 8/25/2011 - Set, second hearing. Held in committee 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. Last amended on 4/13/2011</p>	

Solano Comprehensive Transportation Plan

Omnes viae Romam ducunt – all roads lead to Rome

Or, when it comes to the San Francisco – Sacramento – Northern California Mega-Region, all roads, rail lines and waterways lead through Solano County. We are at the center, the pivot point, the hub of the Mega-Region. And, as we have known since the invention of the wheel, the hub is not only essential to making a wheel work – it is also one of the highest points of stress.

Solano County's location in the middle of the Mega-Region is a mixed blessing. On the plus side, Solano County benefits from the economic and cultural strength of both regions. Solano companies can work with or sell products to a larger pool of customers than would be available to those primarily in one region or the other. Residents have two job markets to choose from, and easy access to universities such as UC Berkeley, UC Davis and California State Universities in Hayward, Rohnert Park and Sacramento.

Unfortunately, the large population centers of San Francisco-Oakland-San Jose and Sacramento do not see Solano County as central to their world. Each sees Solano County at the edge of their area of interests, and in part belonging to the other region. Because of Solano's relatively modest population (Solano makes up 5.7% of the Bay Area, and has the equivalent of 17.8% of the Sacramento area's population), many business leaders have the same view. "Tremendous potential," a phrase often used for Solano County, can be translated into 'not us, or at least not now.' And when there are problems faced by Solano County's transportation system, the government and business leaders of the two regions do not see them or feel their impacts on a daily basis.

But Solano County and the 7 cities do have tremendous potential, and that potential has been increasingly turning into actual success in recent decades. Even though the employment and industrial base of the county took a major hit with the closure of the Mare Island Naval Shipyard in 1996, Solano County has maintained a solid base of manufacturing and goods movement jobs, along with a vital agricultural sector. Travis Air Force Base, the county's largest single employer, had a \$1.5 billion impact to the economy in 2010, and is easily reached from any of the 7 cities. Major retailers have moved into the county, largely stemming the outflow of sales tax dollars. Institutional uses such as hospitals, centers of higher learning and cultural facilities are now local, rather than distant, destinations.

Despite these successes, there are several major sources of stress on Solano County in its role as hub of the Mega-Region. The first of these is Solano's large export of workers to Bay Area (and, to a lesser extent, Sacramento) employment centers. Every trip taken to export a Solano citizen to another county for work has a cost – both financial and environmental – to the worker and to the region. This stress is compounded by how few spokes there are radiating from the hub to major destinations. Since almost all of our workers commute by auto or bus, trips are concentrated on I-80 and I-680.

The second major stress on the entire system, the hub included, is the financial crisis that has engulfed the state and much of the nation, beginning in 2008. Money to maintain and operate the existing system does not meet the need, and roads and buses are in worse condition every year. So, while the population keeps growing, and the prospect of economic growth requires expansion of the transportation system, the funds to operate, maintain and expand that system are shrinking.

The two major themes of this 2012 Solano CTP are **Strengthen the System** and **Reduce Stress** by *developing, operating and maintaining an integrated local and regional transportation system anchored on the I-80 corridor* (Interstate highways 80, 680 and 780). This approach takes advantage of several factors:

- I-80, I-680 and I-780 pass through 6 of the 8 STA jurisdictions (Benicia, Dixon, Fairfield, Vacaville, Vallejo and Solano County) representing 91% of the county population. Suisun City is linked to I-80 by Highway 12, and is only separated by two and a half miles. Investment in the corridor directly supports almost every resident of Solano County.
- The I-80 corridor is a critical component of transportation within Solano County as well as the region. It is a regional asset, and can attract regional resources.
- Focusing on the I-80 corridor takes advantage of existing resources and builds on decisions that have already been made. Projects will by-and-large be expansions of existing facilities in existing urban areas.
- A focus on the I-80 corridor strengthens Solano's long-term commitment to development in existing urban areas.
- Strengthening the I-80 corridor improves the economic strength of Solano County. It helps keep workers at home, thereby relieving stress on the rest of the regional system, and it benefits other aspects of Solano's social fabric as well.

While the integrated I-80 corridor is the main focus of this CTP, it is not the only one. Additional major efforts to **Strengthen the System** and **Reduce Stress** are:

- Set the stage for future improvement of *SR 12*, from Rio Vista to I-80.
- Identify and improve key intercity arterials.
- Increase the use of active transportation. This includes expanding the connections and usability of the countywide bicycle and pedestrian system, *implementing a comprehensive Complete Streets program*, and increasing the number of students that get to school by means other than motor vehicles.
- Build on the county's success in using carpools and vanpools as the primary form of mass transit.
- Continue to support public mass transit for both local and intercity users.
- Improve mobility for seniors and persons with disabilities.

A corollary to **Strengthening the System** is maintaining what we already have. Regionally, this is known as **Fix It First**, and is an approach that has long been a priority of STA. The 2012 CTP maintains this traditional priority by establishing baseline measures of adequate maintenance and performance, and seeking to fund the current system before expanding the system.

A fundamental goal of all the CTP's policies and investments will be to Improve Traveler Safety. This can range from improved roadways with adequate shoulders to radar feedback signs and easily seen pedestrian crossings near schools.

Another key component of the Solano CTP is Focused Effort. This is opposed to the approach of helping many projects move forward in small increments, until one or more are ready for implementation. While this approach may maximize opportunities, it can also reduce actual project/program delivery. STA's policy will generally be to focus on identifying and delivering key projects and programs.

None of these things happen without adequate financial resources. National and state economic trends and revenue policies that are beyond local control have the biggest impact on the locally-available tax revenues. Solano County can, however, take steps to strengthen the local economy that both help generate local tax revenues and reduce out-commuting. Strengthen the Local Economy is a winning policy for everyone.

An additional, new component of the Solano CTP is Measure the Results. While STA has measures of performance in some areas, such as transit route ridership, Level of Service for traffic congestion and Pavement Condition Index for road condition, there has not been a concerted, focused effort to collect and report out these statistics. The 2012 Solano CTP brings together a performance measure program for the entire transportation system for the first time.

A final pair of guiding principles is Supporting Member Agency Decisions, but doing so Within a Regional Framework. This approach is based on the fact that land use decisions are, by both law and practice, made by the cities and the county. It also recognizes that local government resources are under tremendous stress from a combination of local and regional economic weakness and reduced government revenues. STA can help local jurisdictions deliver the projects and programs that are most important, and it recognizes that local land use decisions are made at a local level. The Solano CTP also recognizes that federal and state law establish regional transportation planning agencies, such as MTC, and assign to them the responsibility for developing plans with which local agencies must conform to obtain critically needed federal and state transportation funding. *These policies also provide context for including SB 375's linking of land use and transportation decisions and AB 32 goals for greenhouse gas emission reductions.*

In the following pages, the Solano CTP details the transportation needs of Solano County, both those that are currently known or are anticipated over the next 25 years. The Solano CTP looks at the projects (physical assets such as roads and buses) and programs (on-going activities such as road maintenance and carpool formation assistance) that best address those needs. The Solano CTP strives to develop a balance between broad policy directions that are important for a 25-year plan and the sort of details that both illuminate the providence of the long-term policies and provide useful details for near-term decision making.

The 2012 Solano CTP keeps the basic organization that has been used since the first Solano CTP was adopted in 2005: three separate elements, titled Alternative Modes; Arterials, Highways and Freeways; and Transit. Although each element focuses on the specified area, there is overlap and coordination

between all (for example, transit vehicles travel on public roads, and may be accessed by pedestrians and bicyclists). New to the 2012 Solano CTP are the Land Use and Performance Measures chapters.

The physical infrastructure of a community, including its integrated transportation network, is one of the most vital elements of the foundation to which all of the remaining community elements are anchored. This 2012 Solano Comprehensive Transportation Plan has been developed to help build and maintain Solano's portion of the transportation network that is located at the heart of and binds together the Northern California Mega-Region.



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

June 4, 2012

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

RE: STATE LEGISLATIVE UPDATE- MAY

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).

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.

Overall, the May Revision does not make any significant changes to funding for transportation or public transit from the January budget. Funding for the State Transit assistance program has increased from \$420 million in January to \$486 million.

Due to Proposition 25, the legislature is expected to vote on a budget by July 1, if not the June 15th Constitutional deadline.

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 Senate Transportation & Housing Committee. Thus far, it has received bipartisan support with no opposition or “No” votes.

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. It has made its way to the Senate for consideration.

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 has made its way to the Senate.

3. **SB 1149 (DeSaulnier)** would reorganize the governance of four San Francisco Bay Area regional agencies: the Bay Area Air Quality Management District (BAAQMD), the Metropolitan Transportation Commission (MTC), the Bay Conservation and Development Commission (BCDC), and the Association of Bay Area Government (ABAG). This would be accomplished through the creation of a new commission, the Bay Area Regional Commission (BARC) which would serve as a successor to the Joint Policy Committee (JPC). The JPC was established in 2004 to provide policy overview of the activities of the four agencies. The bill would make ABAG, BAAQMD, BCDC and MTC divisions of BARC. BARC would be responsible for all funding and regional planning decisions in the region.

The bill died in the Senate Appropriations Committee. Senator DeSaulnier parked the bill in but would like to continue the conversation on the issue.

4. **AB 1780 (Bonilla)** assigns responsibilities, including cost-sharing responsibilities between local transportation planning agencies and Caltrans, for completion of project study reports (PSRs), or equivalent planning documents. It also directs Caltrans to review and approve PSRs or equivalent planning documents that are prepared by other entities for projects on the State Highway System. Mandates that, for state highway projects that are in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or other voter-approved transportation program, Caltrans is to review and approve the PSR or equivalent planning document at its own expense; for other projects, Caltrans's costs for review and approval of the PSRs or equivalent planning documents are to be paid by the entity performing the work.

PSRs and equivalent planning documents (referred to collectively as project initiation documents, or PIDS) are used to document the initial stages of a project's development. They contain specific information related to a project idea such as the identification of the transportation problem that is to be addressed, an evaluation of potential alternatives to address the problem, and the justification and description of the preferred solution. Each PSR also includes the estimated cost, scope, and schedule of the project-information needed to decide if, how, and when to fund the project. Existing law requires PSRs to be

completed before a project can be included in an adopted STIP and the California Transportation Commission (CTC) administratively requires PSRs for projects to be included in the State Highway Operation and Protection Program.

Caltrans' efforts related to preparing and providing oversight for PIDS, including development of PSRs, have come under scrutiny in the last couple of years, focused largely on a significant over-production of PIDs and resultant wasteful costs. Much of the scrutiny was as a result of the Legislative Analyst's Office (LAO) budget analyses that identified deficiencies in the program, including (in addition to the over-production issue) a lack of any cost-sharing arrangements with other agencies for the development of PIDs. As a result, the Legislature requested Caltrans to collaborate with external stakeholders to identify ways to improve the project initiation process, including consideration of potential cost-sharing arrangements and a streamlined PID process.

Caltrans responded to LAO's concerns and recommendations by working with local agencies and the CTC to streamline PIDs. These efforts sought to ensure that PSRs did not include more information than was prudent to collect at the beginning stages of a project's development and that PSRs were not being done for more projects than could reasonably be expected to be developed.

Budget discussions are continuing this year and continue to focus on: 1) identifying the appropriate source of funding for PSRs and other planning documents; and 2) resolving the appropriate content and scope of these documents. Previous attempts by the Legislature to ensure that Caltrans be responsible for costs for locally-sponsored state highway projects have been twice vetoed by the Governor, who directed, instead, that Caltrans' costs for the work be reimbursed by local agencies.

This bill was approved by the Assembly on May 29 by a vote of 68 to 0. The next stop is the Senate Transportation and Housing Committee.

5. ACA 23 (Perea) this bill would amend the Constitution to lower the vote threshold, from 66% to 55%, for local transportation sales tax measures.

This bill has yet to be referred to a policy committee.

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M E M O R A N D U M

May 31, 2012

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

During the month of May we monitored developments with the surface transportation authorization legislation, Department of Transportation appropriations, and grant opportunities.

Surface Transportation Reauthorization

After the House passed a short term extension of current law on March 29, 2012, the House and Senate leaders appointed conferees with the goal of negotiating a final bill before the latest extension expires on June 30. Senator Boxer is serving as conference chair and held her first meeting of conferees on May 8. Although Senator Boxer expressed optimism that the conferees can complete work on the bill before June 30, there are major hurdles, including agreeing on a way to pay for the bill, reconciling environmental streamlining provisions, and determining whether to include a provision that would expedite permitting of the Keystone pipeline and a provision that would reserve regulation of ash from coal-fired plants to the states.

Staff is meeting regularly in an attempt to reach agreement on many of the provisions in the bill with members making decisions on the more controversial provisions. On May 17 and 18 the House adopted two non-binding motions to instruct the conferees. The House adopted a motion sponsored by Rep. John Barrow (D-GA) to “insist” that the conferees include the House language approving the Keystone pipeline in the final bill by a vote of 261-152. The vote fell short of a veto proof majority (two-thirds of the House voting) and will not bring the conference talks to any conclusion. Twenty-six Democrats voted in favor of the motion.

The House also adopted a motion to instruct the conferees to close loop-holes in the Buy American law for federally-funded transportation projects, proposed by Rep. Nick Rahall (D-WV), the Ranking Member on the House Transportation and Infrastructure Committee. The motion instructs the House conferees to support provisions in the Senate bill that would: prohibit segmentation of highway, transit, and rail projects to avoid Buy America compliance; require opportunities for public notice and comment on Buy America waiver requests before waivers take effect; require review of longstanding waivers for highway and rail projects; and require DOT to prepare an annual report on waivers it grants. The motions adopted may be the first in a series. Rep. Rahall stated that he will continue to offer the motions to keep the pressure on the conference to complete work on the bill. Under the House rules, members may offer the motions

Solano Transportation Authority
May 31, 2012
Page 2

and are entitled to a recorded vote, which could require members to go “on the record” by voting on a variety of controversial topics.

Fiscal Year 2013 Appropriations Bills

The Senate Appropriations Committee approved the Transportation-Housing and Urban Development (THUD) Fiscal Year 2013 Appropriations bill on April 19, but the bill has not been scheduled for a floor vote. As we discussed the last month, the bill funds most transportation programs at current levels and includes \$500 million for another round of TIGER grants.

The House Appropriations Committee has not begun work on its transportation bill, although bills are moving through the Committee under regular order. The House is expected to consider the Military Construction-Veterans Affairs bill this week and move to Commerce-State-Justice or Homeland Security.

Although funding under the Senate appropriations bills is consistent with the \$1.047 trillion level in the Budget Control Act adopted last August as part of an agreement to raise the debt ceiling, the House bills have included deeper spending cuts. It appears that the more contentious bills, such as the THUD bill, which provides significant funding for discretionary programs, may not be negotiated until after the November elections. The Obama Administration has warned the House Appropriation Committee that the President will not sign any spending bills until the House Republicans agree to abide by the August debt ceiling agreement.

Grants

The Department of Transportation has not made any grant announcements for fiscal year 2012 funding to date, but we expect that they will begin making notices shortly.

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

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
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) . 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 CO₂ 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. 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

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

Regional Program (millions \$ - rounded)		4-Year Total
Regional Categories		
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
Regional Program Total:*		\$475
		60%

One Bay Area Grant (OBAG) (millions \$ - rounded)		4-Year Total
Counties		
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
OBAG Total:*		\$320
		40%

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Cycle 2 Total Total:*	\$795
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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
County CMAs Total:		\$6,512,000	\$6,714,000	\$6,919,000	\$7,133,000	\$27,278,000

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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
Regional Agencies Total:		\$1,596,000	\$1,646,000	\$1,696,000	\$1,749,000	\$6,687,000

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

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

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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. 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
 - 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
 - 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
 - iii. 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 goals¹. 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:

¹ 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
 - 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

CMAAs develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMAAs to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMAAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMAAs 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
CYCLE 2 PROGRAMMING			\$435,187,000	\$40,000,000	\$475,187,000
1. REGIONAL PLANNING ACTIVITIES (PL)					
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
1. REGIONAL PLANNING ACTIVITIES (PL)			TOTAL: \$6,687,000	\$0	\$6,687,000
2. REGIONAL OPERATIONS (RO)					
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
2. REGIONAL OPERATIONS (RO)			TOTAL: \$95,300,000	\$0	\$95,300,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)					
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
Ramp Metering and TOS Elements					
<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
3. FREEWAY PERFORMANCE INITIATIVE (FPI)			TOTAL: \$62,000,000	\$34,000,000	\$96,000,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)					
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
4. PAVEMENT MANAGEMENT PROGRAM (PMP)			TOTAL: \$7,200,000	\$0	\$7,200,000
5. PRIORITY DEVELOPMENT ACTIVITIES (PDA)					
PDA Planning					
<i>Specific projects TBD by Commission</i>	TBD	TBD	\$25,000,000	\$0	\$25,000,000
SUBTOTAL			\$25,000,000	\$0	\$25,000,000
Transit Oriented Affordable Development (TOD)					
<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
5. PRIORITY DEVELOPMENT ACTIVITIES (PDA)			TOTAL: \$40,000,000	\$0	\$40,000,000
6. CLIMATE CHANGE INITIATIVES (CCI)					
Climate Strategies	TBD	TBD	\$14,000,000	\$6,000,000	\$20,000,000
6. CLIMATE CHANGE INITIATIVES (CCI)			TOTAL: \$14,000,000	\$6,000,000	\$20,000,000
7. SAFE ROUTES TO SCHOOL (SR2S)					
<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
7. SAFE ROUTES TO SCHOOL (SR2S)			TOTAL: \$20,000,000	\$0	\$20,000,000
8. TRANSIT CAPITAL PROGRAM (TCP)					
<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
8. TRANSIT CAPITAL PROGRAM (TCP)			TOTAL: \$150,000,000	\$0	\$150,000,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)					
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
9. TRANSIT PERFORMANCE INITIATIVE (TPI)			TOTAL: \$30,000,000	\$0	\$30,000,000
10. PRIORITY CONSERVATION AREA (PCA)					
<i>Specific projects TBD by Commission</i>	TBD	TBD	\$10,000,000	\$0	\$10,000,000
10. PRIORITY CONSERVATION AREA (PCA)			TOTAL: \$10,000,000	\$0	\$10,000,000
Cycle 2 Total			TOTAL: \$435,187,000	\$40,000,000	\$475,187,000

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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
CYCLE 2 COUNTY OBAG PROGRAMMING		\$301,964,000	\$18,036,000	\$320,000,000
ALAMEDA COUNTY				
<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
ALAMEDA COUNTY	TOTAL:	\$60,006,000	\$3,726,000	\$63,732,000
CONTRA COSTA COUNTY				
<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
CONTRA COSTA COUNTY	TOTAL:	\$42,403,000	\$2,384,000	\$44,787,000
MARIN COUNTY				
<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
MARIN COUNTY	TOTAL:	\$9,340,000	\$707,000	\$10,047,000
NAPA COUNTY				
<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
NAPA COUNTY	TOTAL:	\$6,222,000	\$431,000	\$6,653,000
SAN FRANCISCO COUNTY				
<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
SAN FRANCISCO COUNTY	TOTAL:	\$36,927,000	\$1,910,000	\$38,837,000
SAN MATEO COUNTY				
<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
SAN MATEO COUNTY	TOTAL:	\$24,255,000	\$1,991,000	\$26,246,000
SANTA CLARA COUNTY				
<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
SANTA CLARA COUNTY	TOTAL:	\$82,934,000	\$4,350,000	\$87,284,000
SOLANO COUNTY				
<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
SOLANO COUNTY	TOTAL:	\$17,660,000	\$1,141,000	\$18,801,000
SONOMA COUNTY				
<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
SONOMA COUNTY	TOTAL:	\$22,217,000	\$1,396,000	\$23,613,000
Cycle 2 Total	TOTAL:	\$301,964,000	\$18,036,000	\$320,000,000

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STA Federal Funding Matrix

6/5/12 12:00 AM

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

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

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Innovative Transit Workforce Development Program	Betty Jackson, FTA Office of Research and Innovation (202) 366-1730 Betty.Jackson@dot.gov	Public transit agencies; state departments of transportation (DOTs) providing public transportation services; and Indian tribes, non-profit institutions and institutions of higher education or a consortium of eligible applicants.	\$5 million	7/6/2012	Funding will be provided to transit agencies and other entities with innovative solutions to pressing workforce development issues. Proposals should target one or more the following areas in the lifecycle of the transit workforce: (1) Pre-employment training/preparation; (2) Recruitment and hiring; (3) Incumbent worker training and retention; and (4) Succession planning/phased retirement. Proposal minimum \$100,000 and maximum \$1,000,000.		
Veterans Transportation and Community Living Initiative (VTCLI)*	VeteransTransportation@dot.gov or	Direct recipients of Section 5309, Urbanized Area Formula program, local governments, States, or Indian Tribes	\$30 million	4/19/2012	The capital costs of creating, expanding, or increasing access to local One-Call/One-Click Transportation Resource Centers, as well as some research costs to demonstrate successful implementation of these capital projects. The One-Call/One-Click Centers simplify access to transportation for the public by providing one place to connect veterans, service members, military families, persons with disabilities and other transportation disadvantaged populations, such as older adults, low-income families or disadvantaged youth, to rides and transportation options provided in their locality by a variety of transportation providers and programs.		
Clean Fuels*	Vanessa Williams, FTA Office of Program Management, (202) 366-4818, email: vanessa.williams@dot.gov.	Direct recipients of Section 5307, i.e., transit operators	\$51.5 million	(Due to MTC 2/15/2012) 4/5/2012	1) Purchasing or leasing clean fuel buses, including buses that employ a lightweight composite primary structure and vans for use in revenue service. 2) Constructing or leasing clean fuel bus facilities or electrical recharging facilities and related equipment; 3) Projects relating to clean fuel, biodiesel, hybrid electric, or zero emissions technology buses that exhibit equivalent or superior emissions reductions to existing clean fuel or hybrid electric technologies.		
Bus Livability*	Bryce McNitt, Office of Budget and Policy, (202) 366-2618, email: bryce.mcnitt@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	\$125 million	(Due to MTC 2/22/2012) 3/29/2012	Purchase or rehabilitation of buses and vans, bus-related equipment (including ITS, fare equipment, communication devices), construction and rehabilitation of bus-related facilities (including administrative, maintenance, transfer, and intermodal facilities). FTA will prioritize the replacement and rehabilitation of intermodal facilities that support the connection of bus service with multiple modes of transportation, including but not limited to: Rail, ferry, intercity bus and private transportation providers. In order to be eligible for funding, intermodal facilities must have adjacent connectivity with bus service. In addition, FTA will prioritize funding for the development and implementation of new, or improvement of existing, transit asset management systems.		

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

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Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Economic Development Assistance Programs - Public Works and Economic Development Facilities Program	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	\$111 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)	12/15/11 for funding cycle 1; 3/9/2012 for funding cycle 2; 06/08/12 for funding cycle 3; and 09/14/12 for funding cycle 1 of FY 2013	Supports the construction or rehabilitation of essential public infrastructure and facilities to help communities and regions leverage their resources and strengths to create new and better jobs, drive innovation, become centers of competition in the global economy, and ensure resilient economies. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		
Ferry Boat Discretionary (FBD) Program	Tony DeSimone FHWA Office of Program Administration 317-226-5307 Anthony.DeSimone@dot.gov	Ferry systems and public entities responsible for developing ferries through their State transportation agency. The States may submit applications to their local FHWA division office.	\$22 million	1/6/2012	Priority given to ferry systems, and public entities responsible for developing ferries, that: (1) provide critical access to areas that are not well-served by other modes of surface transportation; (2) carry the greatest number of passengers and vehicles; or (3) carry the greatest number of passengers in passenger-only service."		
Smart Growth Implementation Assistance (SGIA) Program*	EPA – Abby Hall (hall.abby@epa.gov , 202-566-2086)	Open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity)	\$75,000 per recipient in contractor support	10/28/2011	Communities receive direct technical assistance from a team of national experts in one of two areas: policy analysis (e.g., reviewing state and local codes, school siting guidelines, transportation policies, etc.) or public participatory processes (e.g., visioning, design workshops, alternative analysis, build-out analysis, etc.). The assistance is tailored to the community's unique situation and priorities. EPA provides the assistance through a contractor team – not a grant. Through a multiple-day site visit and a detailed final report, the multi-disciplinary teams provide information to help the community achieve its goal of encouraging growth that fosters economic progress and environmental protection.		

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Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Building Blocks for Sustainable Communities	EPA - Kevin Nelson(nelson.kevin@epa.gov, 202-566-2835).	Local, county, or tribal government	N/A	10/28/2011	This technical assistance will help selected local and/or tribal governments to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life. The purpose of delivering these tools is to stimulate a discussion about growth and development, strengthen local capacity to implement sustainable communities approaches, and provide ideas on how to change local policies and procedures to make communities more economically and environmentally sustainable. Assistance will be provided through presentations, meetings with community stakeholders, and/or activities that strive to relay to participants the impacts of the community's development policies. Communities select from 10 tools: (1) Walking Audits Tool; (2) Parking Audits; (3) Sustainable Design and Development; (4) Smart Growth Zoning Codes for Small Cities and Rural Areas; (5) Green Building Toolkit; (6) Using Smart Growth to Produce Fiscal and Economic Health; (7) Complete Streets; (8) Preferred Growth Areas; (9) Creating a Green Streets Strategy; and (10) Linking Water Quality and Land Use.		
Sustainable Communities -- Community Challenge Planning Grant	HUD	State and local governments, including U.S. territories, tribal governments, political subdivisions of State or local governments, and multi-State or multijurisdictional groupings.	Fiscal Year 2011 - \$30 million Fiscal Year 2012 funding -- not available Budget request expected for Fiscal year 2013	9/9/2011	Focuses on individual jurisdictions and more localized planning. Fosters reform and reduces barriers to achieving affordable, economically vital, and sustainable communities. Such efforts may include amending or replacing local master plans, zoning codes, and building codes, either on a jurisdiction-wide basis or in a specific neighborhood, district, corridor, or sector to promote mixed-use development, affordable housing, the reuse of older buildings and structures for new purposes, and similar activities with the goal of promoting sustainability at the local or neighborhood level. This Program also supports the development of affordable housing through the development and adoption of inclusionary zoning ordinances and other activities to support plan implementation.		
TIGGER	Federal Transit Administration	Direct recipients of Section 5307, i.e., transit operators	Fiscal Year 2011 -- \$49.9 million Fiscal Year 2012 funding not available	8/23/2011	Capital projects that assist in the reduction of the energy consumption of a public transportation system and/or the reduction of greenhouse gas emissions of a public transportation system.		
Alternatives Analysis	Federal Transit Administration	States, MPOs and local government authorities	\$25 million	4/19/2012	To conduct an alternatives analysis or to support additional technical tasks in an alternatives analysis that will improve and expand the information available to decision-makers considering major transit improvements. FTA will consider proposals for all areas of technical work that can better develop information about the costs and benefits of potential major transit improvements, including those that might seek New Starts or Small Starts funding. FTA will give priority to technical work that would advance the study of alternatives that foster the six livability principles.		

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Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
National Clean Diesel Funding Assistance Program (DERA)	Environmental Protection Agency	U.S. regional, state, local or tribal agencies/consortia or port authorities with jurisdiction over transportation or air quality; School districts, municipalities, metropolitan planning organizations (MPOs), cities and counties	\$20 million	6/4/2012	Grant applicants can propose projects to significantly reduce diesel emissions by deploying EPA or California Air Resources Board (CARB) verified retrofit technologies early replacement of engines or vehicles (incremental cleaner technology costs only); repowering with EPA certified cleaner diesel or certified alternate fuel engine configurations; and reducing long-duration idling with EPA approved technologies. Grant applicants can propose projects to significantly reduce diesel emissions by deploying EPA or California Air Resources Board (CARB) verified retrofit technologies early replacement of engines or vehicles (incremental cleaner technology costs only); repowering with EPA certified cleaner diesel or certified alternate fuel engine configurations; and reducing long-duration idling with EPA approved technologies.		

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ATTACHMENT 1

California Transit Association

Recommendations on Cap and Trade Revenue Distribution

[Executive Committee Action 03-30-12 to Support the Following Principles in Concept]

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 applied)

Eligible expenditures

- Public transportation services and projects
 - Capital (rail line extensions, BRT, clean fuel bus purchases, facilities, etc.)
 - Operations (labor expenses for drivers, maintenance, power and fuel, etc.)
- Other types of transportation projects that reduce GHG emissions

Basis of revenue allocation within the transportation sector

- Any final allocation decisions should contemplate the role of regional and county-level agencies, such as MPOs and/ or RTPAs & LCTCs, particularly as contemplated in SB 375
 - Initial State-level allocation decisions should consider regional guarantees – perhaps based on CARB inventory of GHG emissions per MPO jurisdiction (starting with the 2020 baseline)
 - Legislation authorizing the subsequent direct award processes should consider setting up competitive programs administered within each MPO's or county-level entity's jurisdiction*
 - Transportation projects could be prioritized if bundled with other GHG-reducing projects, like mixed-use development, housing, TOD projects, etc.

*In the SCAG region, funds should always be sub-allocated to and administered by RTPAs/ LCTCs

Basis of project award

- The entity making the final award should consider both GHG reductions of eligible projects or services, as well as the co-benefits of the projects or services
 - Award should be made based on best return on investment/ biggest bang for the buck in reducing GHGs, plus consideration of co-benefits
 - Co-benefits of transit projects should be recognized, including –
 - Cleaner air via congestion mitigation, fewer cars
 - Public health improvements
 - Mobility improvements
 - Economic efficiency
 - Social justice / environmental justice goals achieved
- The decision-making process should be linked to the applicable Sustainable Community Strategy or Alternative Planning Scenario (pursuant to SB 375)
 - A process should be developed to govern the interim period while all SCSs / APSs come on line
- In any case, projects or services should be in the RTP or STP



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

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AMENDED IN ASSEMBLY MAY 25, 2012

AMENDED IN ASSEMBLY APRIL 30, 2012

AMENDED IN ASSEMBLY APRIL 17, 2012

CALIFORNIA LEGISLATURE—2011–12 REGULAR SESSION

ASSEMBLY BILL

No. 1706

Introduced by Assembly Member Eng

February 15, 2012

An act to amend, repeal, and add Section 35554 of, and to add and repeal Section 35554.1 of, the Vehicle Code, relating to vehicles, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

AB 1706, as amended, Eng. Vehicles: transit bus weight.

(1) 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 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, commencing January 1, 2013, and until January 1, 2016, 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 through a solicitation process pursuant to which a solicitation is issued on or after January 1, 2013, a new transit bus whose gross weight

exceeds 22,400 pounds. The bill would impose a state-mandated local program by imposing new requirements upon transit buses.

The bill would require the Secretary of ~~the~~ Business, Transportation and Housing ~~Agency~~ to convene a task force for the purpose of preparing a report concerning the maximum axle weight limitations in federal and state statutes applicable to transit buses. The bill would specify the information, analyses, and recommendations to be included in the report and would require the report to be submitted by January 1, 2015, to the appropriate *committees of the* Senate and Assembly ~~Committees of the~~ Legislature that oversee transportation issues. The bill would appropriate ~~an unspecified amount~~ \$500,000 from the Public Transportation Account ~~and an unspecified amount from the State Highway Account~~ to the secretary to prepare the report.

The bill would repeal these provisions on January 1, 2019.

(2) 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 no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: yes. Fiscal committee: yes.
State-mandated local program: yes.

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

- 1 SECTION 1. The Legislature finds and declares all of the
- 2 following:
- 3 (a) Fully funded, efficient, and effective public transit systems
- 4 operating in a balanced transportation network do all of the
- 5 following:
- 6 (1) Support California’s growing economy by moving people
- 7 to their jobs and to educational sites, by providing well-paying
- 8 and stable jobs, and by enhancing the value of surrounding real
- 9 estate.
- 10 (2) Bolster the state’s energy security by decreasing dependence
- 11 on imported oil.
- 12 (3) Contribute to California’s greenhouse gas reduction and air
- 13 quality improvement goals.
- 14 (4) Save travelers time by mitigating traffic congestion as the
- 15 state’s population grows.
- 16 (5) Afford the safest means of motorized travel.

1 (6) Promote equitable access to affordable, reliable, and safe
2 transportation for all Californians.

3 (b) The state should therefore support the continued building,
4 maintenance, and operation of effective local and regional public
5 transportation networks for, including, but not limited to, the
6 following additional reasons:

7 (1) Every one billion dollars (\$1,000,000,000) invested in
8 transportation infrastructure creates 47,500 jobs.

9 (2) Every one dollar (\$1) invested in public transportation
10 generates approximately six dollars (\$6) in local economic activity.

11 (3) Real estate, including residential, commercial, and business,
12 that is served by public transit is valued more highly by the public
13 than similar properties not as ~~well-served~~ *well served* by transit.
14 For example, in the County of San Diego, residential properties
15 for sale near commuter rail stops were valued 17 percent higher
16 than properties for sale not near commuter rail stops.

17 (4) California oil production has steadily decreased since its
18 peak in the 1980s, which has resulted in an increased need for
19 imported oil. In 2006, California imported 55 percent, 328 of 593
20 million barrels, of the oil that it consumed. If the cost of oil is
21 calculated at ninety dollars (\$90) per barrel, this level of
22 importation of oil results in twenty-nine billion five hundred
23 million dollars (\$29,500,000,000) annually leaving the state. Public
24 transit in California currently reduces the need to import oil by
25 creating savings of 486 million gallons of oil annually.

26 (5) Volatile organic compounds (VOCs) and nitrogen oxide
27 (NOx) in high concentrations create dangerous air quality
28 conditions that cause at least 6,500 premature deaths, 9,000
29 hospitalizations, and 1,700,000 cases of respiratory illness annually
30 in California. Public transportation reduces carbon monoxide (CO)
31 by 95 percent, VOCs by 90 percent, and NOx by 50 percent, per
32 passenger mile, compared to driving a private vehicle.

33 (6) To meet requirements set out by Assembly Bill 32 of the
34 ~~2006~~ *2005–06* Regular Session of the Legislature that enacted the
35 California Global Warming Solutions Act of 2006 (Division 25.5
36 commencing with Section 38500) of the Health and Safety Code),
37 and Executive Order S-3-05, California will have to reduce its per
38 capita emissions from 13 metric tons to 9.5 metric tons by 2020
39 and 2 metric tons by 2050. By taking existing public transportation

1 instead of driving a car, a single person can save 2.1 metric tons,
2 or 4,800 pounds, of carbon dioxide (CO₂) per year.

3 (7) In the next 10 years, the California population is expected
4 to grow by over four million people, mostly in urban centers. This
5 will lead to more time wasted in traffic congestion. In 2005, public
6 transit prevented 540.8 million hours of traffic delay around the
7 country, according to the Texas Transportation Institute. The
8 monetary value of those savings was ten billion two hundred
9 million dollars (\$10,200,000,000).

10 (8) Those traveling by personal vehicles or in trucks suffer much
11 higher fatality rates than those traveling by public transit. The
12 National Transportation Safety Board reports that 32,841 fatalities
13 occurred during the 2010 calendar year on the nation's highways
14 related to personal vehicle or truck use, but in the same year, only
15 44 fatalities were recorded related to public transit bus use.

16 (9) By 2025, an estimated one in five Californians will be over
17 65 years of age. Public transportation is already playing an
18 important role for this demographic group, 20 percent of which
19 does not drive.

20 (10) Californians recognize the benefits of public transportation
21 and are responding with increased demand. Transit ridership is
22 growing and particularly increases when the price of gasoline
23 increases.

24 (c) However, as public transit ridership has increased, concerns
25 arise about the long-term sustainability of the transportation
26 network built to support cars, trucks, and buses, namely, that the
27 increased frequency of transit bus use disproportionately damages
28 city streets, county roads, and the state's highway and interstate
29 systems, due to the pavement wear impact of heavy transit vehicles
30 relative to other types of vehicles, as evidenced by the following:

31 (1) In 2002, the United States Congress directed the preparation
32 by the Secretary of the United States Department of Transportation
33 of a study on the federal and state maximum axle weight limitations
34 applicable to vehicles using the Dwight D. Eisenhower National
35 System of Interstate and Defense Highways, as the limitations
36 apply to over-the-road buses and public transit vehicles. The
37 study's purpose was to determinate how the requirements of the
38 federal limitation on vehicle axle weights should be applied to
39 over-the-road buses and public transit vehicles, and, in making
40 those recommendations, to consider all of the following factors:

1 (A) Vehicle design standards.

2 (B) Statutory and regulatory requirements, including the federal
3 Clean Air Act (42 U.S.C. Sec. 7401 et seq.) and the federal
4 Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101
5 et seq.), as amended.

6 (C) Motor vehicle safety standards prescribed under Chapter
7 301 of Title 49 of the United States Code (49 U.S.C. Sec. 30101
8 et seq.).

9 (D) The availability of lightweight materials suitable for use in
10 the manufacture of over-the-road buses.

11 (E) The cost of those lightweight materials relative to the cost
12 of heavier materials in use as of the date of the determination.

13 (F) Any safety or design considerations relating to the use of
14 those materials.

15 (2) The report specified in paragraph (1) also included an
16 analysis of, and recommendations concerning, all of the following:

17 (A) The means to be considered to encourage the development
18 and manufacture of lightweight buses.

19 (B) An analysis of, and recommendations concerning, whether
20 Congress should require that each rulemaking by an agency of the
21 federal government that affects the design or manufacture of motor
22 vehicles consider the weight that would be added to the vehicle
23 by implementation of the proposed rule.

24 (C) The effect that the added weight would have on pavement
25 wear.

26 (D) The resulting cost to the federal government and state and
27 local governments.

28 (3) In 2005, federal law was amended to temporarily provide
29 an exemption from the federal vehicle weight limitations for transit
30 vehicles on the Dwight D. Eisenhower National System of
31 Interstate and Defense Highways (the Interstate System), and to
32 prohibit specified states, including California, or any political
33 subdivision of those states, from enforcing a transit vehicle weight
34 limit of less than 24,000 pounds on the Interstate System. That
35 exemption and prohibition are in place until June 30, 2012.

36 (d) The Vehicle Code currently places a restriction on the gross
37 weight imposed upon the highway by the wheels of any one axle
38 of a bus, which cannot exceed 20,500 pounds. However, that
39 restriction was created in 1976, ~~and~~, and is only 500 pounds heavier
40 than the restriction generally placed on any other type of vehicle

1 operating on the highways. In the case of vehicle axle weights, the
2 term “highway” is interpreted to include city streets and county
3 roads.

4 (e) The federal study specified in paragraph (1) of subdivision
5 (c) referenced several reasons why public transit buses have
6 become heavier over the years, particularly in the more than three
7 decades since California first imposed a specific axle weight
8 limitation on buses, as follows:

9 (1) Requirements placed on bus manufacturers, as well as on
10 providers of local public transit service, to comply with new federal
11 and state laws and regulations.

12 (2) Heavier fuel tanks to safely contain alternative fuels such
13 as natural gas that are necessary to meet air quality standards and
14 engine emissions standards imposed on buses.

15 (3) Wheelchair lifts and other safety equipment necessary to
16 transport disabled passengers pursuant to the federal Americans
17 with Disabilities Act of 1990 (42 U.S.C. Sec. 12101 et seq.), as
18 amended.

19 (f) Some local law enforcement agencies have begun to cite
20 some operators of public transportation services for operating
21 transit vehicles in excess of the California axle weight limitations
22 for buses, thus threatening disruption of efficient and effective
23 public transit service that otherwise complies with all applicable
24 federal and state laws and regulations, including those laws and
25 regulations that have compelled operation of heavier transit buses.

26 (g) Therefore, it is vital the state act immediately to clarify that
27 the public transit vehicles currently operating in California are
28 permitted to continue in transit service without disruption due to
29 the state’s outdated transit bus weight limitation, while a study is
30 prepared analyzing all of the following:

31 (1) The appropriate transit bus axle weight limitations to reflect
32 current federal and state laws affecting vehicle manufacture.

33 (2) The availability of, and the ability of manufacturers to utilize,
34 lighter-weight materials in the manufacture and integration of
35 transit buses.

36 (3) Other alternative strategies to ensure the long-term
37 sustainability of the transportation network, including the Interstate
38 System, state highways, local streets and roads, and public transit
39 systems.

1 (4) A comparison of the costs of maintaining the status quo
2 versus the potential cost to state and local governments of adopting
3 new vehicle axle weight standards for transit buses.

4 (5) Requiring the use of lighter-weight materials in the
5 manufacture and integration of buses.

6 (6) Alternative strategies for ensuring the sustainability of the
7 transportation network.

8 SEC. 2. Section 35554 of the Vehicle Code is amended to read:

9 35554. (a) Notwithstanding Section 35550, the gross weight
10 on any one axle of a bus shall not exceed 20,500 pounds.

11 (b) A transit bus is not subject to subdivision (a).

12 (c) A transit bus is not subject to Section 35550.

13 (d) (1) A publicly-~~owed~~ *owned* or operated transit system or
14 an operator of a transit system under contract with a publicly owned
15 or operated transit system shall not procure, through a solicitation
16 process pursuant to which a solicitation is issued on or after January
17 1, 2013, a new transit bus whose gross weight on any one axle
18 exceeds 22,400 pounds.

19 (2) This subdivision shall not apply to any solicitation that has
20 been issued prior to or is pending as of January 1, 2013.

21 (e) This section shall remain in effect only until January 1, 2016,
22 and as of that date is repealed, unless a later enacted statute, that
23 is enacted before January 1, 2016, deletes or extends that date.

24 SEC. 3. Section 35554 is added to the Vehicle Code, to read:

25 35554. (a) Notwithstanding Section 35550, the gross weight
26 on any one axle of a bus shall not exceed 20,500 pounds.

27 (b) This section shall become operative on January 1, 2016.

28 SEC. 4. Section 35554.1 is added to the Vehicle Code, to read:

29 35554.1. (a) For purposes of this section, “secretary” means
30 the Secretary of ~~the~~ Business, Transportation and Housing Agency.

31 (b) The secretary shall convene a task force to oversee the
32 preparation of a report concerning the maximum axle weight
33 limitations in federal and state statutes applicable to transit buses
34 using the highways, streets, and roads of the state and to transit
35 buses using the portions in the state of the Dwight D. Eisenhower
36 National System of Interstate and Defense Highways subject to
37 Section 127 of Title 23 of the United States Code, and to
38 recommend strategies relative to measuring and enforcing transit
39 bus weight limits, designing and manufacturing transit buses, and
40 updating and utilizing the most effective and efficient pavement

1 design standards when designing and constructing highways ~~and~~
2 ~~streets, streets,~~ and roads, to ensure the sustainability of the state's
3 transportation network of highways, streets, roads, and public
4 transit systems.

5 (c) The task force shall consist of all of the following:

6 (1) Two representatives of public transportation systems, as
7 determined by the California Transit Association.

8 (2) Two representatives of bus manufacturers, bus component
9 integrators, or bus component manufacturers, as determined by
10 the California Transit Association.

11 (3) Three representatives of cities, as determined by the League
12 of California Cities.

13 (4) One representative of counties, as determined by the
14 California State Association of Counties.

15 (5) A representative of the Department of Transportation.

16 (6) A representative of the Department of the California
17 Highway Patrol.

18 (d) The report shall include all of the following:

19 (1) A determination concerning any changes that should be
20 made to the requirements of Section 35554, as that section read
21 on January 1, 2012, regarding the application of axle weight limits
22 to transit buses.

23 (2) An analysis of the applicability of the weight restrictions in
24 Section 35554, as that section read on January 1, 2012, compared
25 to the requirements of federal and state laws and regulations that
26 affect the weight of transit buses.

27 (3) Recommendations relative to updating the pavement design
28 standards utilized by the Department of Transportation in designing
29 and constructing highways and by local governments in designing
30 and constructing streets and roads, given the necessity of
31 maintaining a sustainable transportation network that includes the
32 provision of adequate public transportation service by bus, and the
33 requirements of federal and state laws and regulations that affect
34 the weight of transit buses.

35 (4) An analysis of, and recommendations concerning, whether
36 the Legislature should require that each state agency that adopts
37 regulations that affect the design or manufacture of motor vehicles
38 consider all of the following:

39 (A) The weight that would be added to the vehicle by
40 implementation of the proposed regulation.

1 (B) The effect that the added weight would have on pavement
2 wear.

3 (C) The resulting cost to the state and local governments.

4 (5) An analysis relating to the axle weight of transit buses that
5 compares the costs of the pavement wear caused by transit buses
6 with the costs of the pavement wear caused by other vehicles,
7 including trucks or vehicles such as municipal garbage trucks or
8 fire engines.

9 (e) In preparing the report required by this section, the secretary
10 shall consider all of the following:

11 (1) Vehicle design standards, including those relating to
12 durability and corrosion, and the typical operating environments
13 of transit vehicles.

14 (2) Statutory and regulatory requirements, including the federal
15 Clean Air Act (42 U.S.C. Sec. 7401 et seq.), the federal Americans
16 with Disabilities Act of 1990 (42 U.S.C. Sec. 12101 et seq.), as
17 amended, and the transit bus engine emission regulations and
18 standards adopted by the State Air Resources Board and by
19 individual air quality management districts.

20 (3) Federal motor vehicle safety standards prescribed under
21 Chapter 301 of Title 49 of the United States Code (49 U.S.C. Sec.
22 30101 et seq.).

23 (4) The availability of lightweight materials suitable for use in
24 the manufacture of transit buses, the cost of those lightweight
25 materials relative to the cost of heavier materials in use as of the
26 date of the determination, and any safety or design considerations
27 relating to the use of those materials.

28 (5) The necessity of vehicle amenities that are attractive to
29 existing or prospective transit passengers.

30 (6) Any available information pertaining to the means to
31 encourage the development and manufacture of lightweight transit
32 buses.

33 (7) Any other pertinent data in the report by the Secretary of
34 the United States Department of Transportation entitled Study &
35 Report to Congress: Applicability of Maximum Axle Weight
36 Limitations to Over-the-Road and Public Transit Buses Pursuant
37 to Senate Report No. 107-38, dated December 2003.

38 (8) The latest interpretation by the Federal Transit
39 Administration and by the Federal Highway Administration of the
40 applicability of Section 127 of Title 23 of the United States Code

1 as it pertains to enforcement in California of federal limitations
2 on transit bus weight.

3 (f) The secretary shall submit this report to the appropriate
4 *committees of the* Senate and Assembly ~~Committees of the~~
5 ~~Legislature~~ that oversee transportation issues on or before January
6 1, 2015. The report shall be submitted in compliance with Section
7 9795 of the Government Code.

8 ~~(g) Both of the following amounts are hereby appropriated to~~
9 ~~the secretary from the following sources for purposes of preparing~~
10 ~~the report required by this section:~~

11 (1) ~~_____ dollars _____ is hereby appropriated from the Public~~
12 ~~Transportation Account.~~

13 (2) ~~_____ dollars _____ is hereby appropriated from the State~~
14 ~~Highway Account from the truck weight fee revenue derived from~~
15 ~~Section 9400.~~

16 (g) *For the purposes of preparing the report required by this*
17 *section, five hundred thousand dollars (\$500,000) from the Public*
18 *Transportation Account is hereby appropriated to the secretary.*
19 *The secretary shall expend the money consistent with the duties*
20 *of the Department of Transportation as specified in subdivision*
21 *(c) or (d) of Section 99315 of the Public Utilities Code.*

22 (h) This section is repealed on January 1, 2019, pursuant to
23 Section 10231.5 of the Government Code unless a later enacted
24 statute, that is enacted before January 1, 2019, deletes or extends
25 that date.

26 SEC. 5. No reimbursement is required by this act pursuant to
27 Section 6 of Article XIII B of the California Constitution because
28 the only costs that may be incurred by a local agency or school
29 district will be incurred because this act creates a new crime or
30 infraction, eliminates a crime or infraction, or changes the penalty
31 for a crime or infraction, within the meaning of Section 17556 of
32 the Government Code, or changes the definition of a crime within
33 the meaning of Section 6 of Article XIII B of the California
34 Constitution.

O

ASSEMBLY THIRD READING

AB 1706 (Eng)

As Amended May 25, 2012

Majority vote

TRANSPORTATION 12-0APPROPRIATIONS 12-5

Ayes: Bonnie Lowenthal, Jeffries,
Achadjian, Blumenfield, Bonilla,
Buchanan, Eng, Carter, Galgiani,
Miller, Portantino, Solorio

Ayes: Fuentes, Blumenfield, Bradford,
Charles Calderon, Campos, Davis,
Gatto, Ammiano, Hill, Lara, Mitchell,
Solorio

Nays: Harkey, Donnelly, Nielsen, Norby,
Wagner

SUMMARY: Suspends axle weight limits of public transit buses until January 1, 2016.
Specifically, this bill:

- 1) Makes findings and declarations related to public transit systems' benefits, sustainability issues of the transportation system's pavement, and federal study requirements.
- 2) Repeals, until December 31, 2015, the existing transit bus gross axle weight limit of 20,500 pounds.
- 3) Establishes, until December 31, 2015, that transit buses are not subject to weight and tire load limits as specified.
- 4) Allows, until December 31, 2015, public transit agency contracts for the procurement of public transit buses issued after January 1, 2013, to purchase buses that do not exceed 22,400 pounds.
- 5) Allows, until December 31, 2015, a public agency to incorporate a new fleet class into its inventory under specified conditions.
- 6) Reestablishes, on January 1, 2016, the transit bus gross axle weight limit of 20,500 pounds.
- 7) Requires the Secretary of the Business, Transportation and Housing Agency (Secretary) to convene a task force to oversee the preparation of a report concerning the maximum axle weight limitations in federal and state statutes and to recommend strategies relative to measuring and enforcing transit vehicle weight limits, designing and manufacturing transit vehicles, and updating and utilizing the most effective and efficient pavement design standards when designing and constructing highways and streets and roads, to ensure the sustainability of California's transportation network of highways, streets, roads and public transit systems.
- 8) Establishes the membership of the task force.
- 9) Establishes parameters of the report as specified.

- 10) Requires the Secretary to submit the report to the appropriate Senate and Assembly Committees of the Legislature that oversee transportation issues by January 1, 2015.
- 11) Appropriates \$500,000 from the Public Transportation Account for the development of the report.
- 12) Repeals the report provisions on January 1, 2019.

EXISTING LAW:

- 1) Establishes the size and weight limits for vehicles operating on the state's highways. For buses, sets the gross weight on any one axle to not exceed 20,500 pounds.
- 2) Suspends temporarily, under federal law, the axle weight limit of 20,000 pounds for buses operating over the federal Interstate Highway System. Prohibits specified states, including California, or any political subdivision of such states, from enforcing a transit vehicle weight limit of less than 24,000 pounds on the Interstate Highway System.

FISCAL EFFECT: According to the Assembly Appropriations Committee:

- 1) One-time appropriation of \$500,000 from the Public Transportation Account to fund the report.
- 2) Potential cost pressure of an unknown amount, potentially in the hundreds of thousands of dollars, to the extent the \$500,000 appropriation is insufficient to fund the work of the task force.
- 3) Potential increase in state and local costs of an unknown, but presumably significant amount, as heavier transit vehicles operate on, and create a relatively greater amount of damage to, state highways and local roadways.

COMMENTS: A December 2003 federal Department of Transportation/Federal Transit Administration study on bus axle weight limitations indicated that the buses have been operating in excess of the 20,000 pound federal axle weight limits on the Interstate Highway System for over 20 years. The report also indicated that "Since 1992, there has been a permissive arrangement whereby states are not required to enforce axle weight limits for intrastate transit buses." The report further recommended the following approaches used for dealing with overweight transit buses:

- 1) Some states, particularly in the northeast, have higher axle-weight limits that preempt the federal limits due to grandfather rights. In these states, transit buses with a seated load often remain legal.
- 2) A number of years ago, bus operators for the Los Angeles County Metropolitan Transportation Authority (MTA) received traffic citations for driving overweight transit buses on Interstate highways. As a result, MTA bought over 90 tandem-axle Neoplan transit buses for freeway operation.
- 3) Federal law currently allows states to exempt intrastate transit buses from the weight limit.

The federal study also recognized that other areas currently have higher axle weight limits than California. The State of Pennsylvania and others have a 22,400 pound axle weight limit.

This bill's sponsor, the California Transit Association (CTA), contends that vehicles have increased in weight due to state and federal mandates, as well as to accommodate for higher passenger loads and passenger amenities. They cite clean vehicle fleet rules as promulgated by the California Air Resources Board as contributing weight factors especially as compressed natural gas equipment can add around 4,000 pounds to the weight of a bus. Further, they cite additional requirements, such as the federal Americans with Disabilities Act of 1990 (ADA), that requires public transit buses to be equipped with ADA-compliant tools, such as wheelchair lifts, ramps, kneelers, tie-downs, and other equipment. Their contention is that this gear also adds hundreds of pounds of weight to buses, in addition to passengers with wheelchairs, which can add 1,000 pounds of weight for only two passengers in wheelchairs. They claim that these requirements have caused "transit systems to seek compliance with one law while breaking another as a result."

Additionally, CTA indicates that buses today carry more passengers than they did in years past. Buses are designed to accommodate more standing passengers, and thus more passengers overall. Also, as average passenger weights in the United States are also increasing, this is a contributing factor that needs to be considered by the task force as proposed by this bill for establishing new public transit bus weight limits.

Responding to the need to increase the federal and state public transit bus axle weight limits, local road and state highway maintenance officials indicate that an increase in the axle weight allowances of the buses will result in pavement stress, resulting in higher reconstruction costs for local arterials than state highways.

Analysis Prepared by: Ed Imai / TRANS. / (916) 319-2093

FN: 0003872

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DATE: June 4, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Proposed SolanoExpress Route 78 Service Changes

Background:

Prior to 2005, the funding for Solano County's intercity routes, collectively called Solano Express, was shared among local jurisdictions through various understandings and internal agreements. In Fiscal Year (FY) 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit, the STA coordinated with the transit operators to create a standard cost-sharing method that would provide stability for the operators of the intercity services and the funding partners. A working group was formed, the Intercity Transit Funding (ITF) Working Group, and was comprised of representatives from STA, Solano County, and each city in Solano County. The first countywide Intercity Transit Funding Agreement was established for FY 2006-07.

Key components of the agreement are the Intercity Cost Sharing Formula, primarily based upon two factors: ridership by residence and population. This shared funding is for the cost of these routes after farebox and other non-local revenue are taken into account. Another key element of the agreement is that these routes be regularly monitored so that all the funding partners are aware of these routes' performances. This data guides future funding, service planning and marketing decisions.

Discussion:

SolanoExpress Route 78 provides service along the I-780 corridor between Baylink Ferry and Pleasant Hill and Walnut Creek BART station. Route 78 is the only one of seven SolanoExpress initiated after the first funding agreement was developed. Route 78 is managed by Solano Transportation Authority and operated by SolTrans and is one of the seven routes in the ITF agreement that funding partners pay into. Route 78 is one of the five routes funded by Regional Measure 2 (RM 2) bridge toll funds. In efforts to build a sustainable transit system, SolTrans staff was directed by the SolTrans Board to eliminate approximately 17,000 service hours from their overall transit system.

Route 78 serves Vallejo, Benicia, Pheasant Hill and Walnut Creek BART and Baylink Ferry. Route 78 changes are as follows (Attachment A):

- Eliminate the Pheasant Hill BART station
- Add Sunday Service in place of Route 80 Sunday service
- Add Diablo Community College stop to the route
- Fare Increase to unify intercity fare structure

Per the Intercity Funding Agreement, STA staff requested SolTrans provide the Consortium and STA staff with a presentation of the proposed services changes to Route 78.

SolTrans staff is still working on developing the changes to Route 78. The Route 80 may be modified to run the Sunday service between Vallejo, Benicia and BART instead of Route 78. The Diablo Community College run may be provided by another alternative and is still be evaluated by SolTrans staff. The main concern of the changes to Route 78 was to maintain RM 2 eligibility.

At its meeting of May 30th, the Solano Express Intercity Transit Consortium (Consortium) approved to forward the recommended changes to Route 78 with the service to be evaluated after six months with (Five Ayes Rio Vista abstaining).

On June 7th, STA's transit and SNCI staff toured Route 78 and has analyzed the service changes to Route 78 and recommends SolTrans consider restoring service to Pleasant Hill BART to avoid a potential loss of ridership and to address concerns about the potential loss of RM 2 funds.

Recommendation:

Approve the following to SolanoExpress Route 78 as recommended by SolTrans:

1. Service Modifications; and
2. Authorize the Executive Director to forward a letter to SolTrans with comments as specified.

Attachment:

- A. SolTrans Board Report on Service Changes
- B. SolTrans Power Point

REVISED
 Agenda Item 7
 May 24, 2012



DATE: May 14, 2012
 TO: SolTrans Board
 FROM: Jeanine Wooley, Director of Operations
 RE: Service Modifications/Fare Restructure Proposal

Background:

In February, a proposed service plan and revised fare structure was released for public comment. A series of public outreach events were held followed by a formal Public Hearing held at the April 19 Board meeting.

On April 19, upon conclusion of the Public Hearing, the Board established priorities for revising the draft service and fare restructure proposal. Staff was directed to consider the following:

- Reconsider the proposed monthly pass fare for regional routes, and keep the current fare (\$118) if the money saved could result in the reinstatement of service that would otherwise be cut.
- Consider reinstating the Walnut Creek stop on Route 78 and eliminating the Pleasant Hill stop instead, based upon ridership numbers.
- Consider options for shifting service hours from various routes in order to reinstate some level of Sunday service.

Additionally, the Board established priorities for service restoration should additional funding become available. Those priorities include:

- Extension of hours during the work week in order to get people to and from jobs.
- Reinstatement of some level of service on Route 76.

Discussion:

Subsequent to the April Board meeting, with clear direction on priorities, staff immediately began reviewing options to the proposed service plan. Staff collected supplemental data to assess services originally proposed for elimination, and routes that could potentially be impacted as a result of shifting service to restore other services. Analysis included review of the following:

- Ridership patterns
- Trip specific passenger boarding and alighting's
- Assessment of minor route realignments to address public comment
- Review of prior and recent ridership studies
- Review of performance measures established through the SRTP

Route 78

In the case of Route 78 during the public outreach, riders claimed the Walnut Creek stop was heavily used versus Pleasant Hill, noting that it included connections to many other services. Staff began collecting data during the public comment period regarding this concern. Per direction of the Board, staff pursued continued analysis which included passenger boarding's and alighting's by trip as well as passenger travel patterns. The Solano Transportation Authority significantly assisted with this effort providing data obtained during a 2009 Intercity Ridership Study as well as data relative to an Intercity Ridership Study conducted March of this year. Data analysis showed two morning trips with adequate ridership into the Pleasant Hill station however, you would assume the same numbers would return during evening commute. This was not the case. For the remainder of the service day, for the most part, all trips were single digits while Walnut Creek reflected higher passenger volume. Thus, staff is proposing to retain the Walnut Creek BART stop and eliminate Pleasant Hill.

Route 76

Staff proposes to serve Diablo Valley College (DVC) via Route 78. Three trips would be added to the schedule consistent with passenger times of need received during the public comment period.

Sunday Service

As directed by the Board, staff evaluated the feasibility of removing hours from other routes in order to restore some level of Sunday service. It was also suggested by the Board, riders and subsequently the Public Advisory Committee, that staff consider operating the Route 78 versus Route 80 to allow for improved travel across the service area. During the public outreach process, staff collected times crucial to the ridership. Concessions were made that included reducing the peak period, thereby expanding midday hourly service, changing the Route 2 to operate on a 45-minute headway, and elimination of 30-minute morning headways on Route 85. Although the peak period was reduced, the modification maintained thirty-minute headways during the system's highest ridership periods. Consequently, staff proposes to restore minimal intercity service via Route 78 consisting of three round trips in the morning and three evening trips. Moreover, local service consisting of two routes that mirror intercity hours of service are proposed allowing connections to express bus and points throughout the service area.

Span of Service

Regarding span of service, staff proposes to expand shoulder service on local routes consistent with performance measures adopted in the SRTP.

Schedule Adjustment

Utilizing existing resources staff proposes to realign Route 85 to provide continued coverage of Discovery Kingdom.

Fare Schedule

Finally, the Board requested staff revisit the fare structure related to the cost of the regional monthly pass, which is addressed under a separate agenda item.

Revised Summary of Proposed Reductions

Proposed Reduction	Description	Proposed Annual Hours April 2012 Authorized Reduction in Annual Hours	Revised Proposed Reduction in Annual Hours
1. Span of Local Service (Service Area 1)	SolTrans was awarded Lifeline funds to restore span of service. <i>Retained 1,500 hours.</i>	5,146	5,146 (Less) 1500 3646
2. Elimination of one BART stops along the Concord corridor.	The plan proposed to eliminate the Walnut Creek BART stop. Staff performed field checks and collected ridership data to further analyze elimination of the BART stop and select an option that maximizes ridership along this corridor.	3,523	3,523
3. Elimination of Route 76	Route 76 currently provides five (5) trips Monday - Friday between Benicia and Diablo Valley College in Contra Costa County. Three trips to DVC were restored through deviation of the Rt. 78 all of which were cost neutral.	1,639	1,639
4. Elimination of Sunday Service (Service Area 1)	Existing Sunday service includes one (1) local route that covers the eastern and western portions of Service Area 1 and express bus along the I-80 corridor serving El Cerrito del Norte BART and Fairfield. Limited Sunday service restored.	3,499	2,043
5. Other Miscellaneous Reductions	Scheduling and efficiency improvements	3,193	3,193- 4,649
		17,000	15,544 15,500

Fiscal Impact:

The revised plan if implemented accomplishes \$1M in needed savings to the operating budget as outlined in the financial plan beginning FY12/13.

Recommendation:

Authorize staff to implement 17,000 annual hours in service cuts with the following modifications to the plan presented at the May 2012 Board meeting:

- a. Restoration of the Walnut Creek BART stop on the Route 78
- b. Elimination of the Pleasant Hill BART stop on the Route 78
- c. Retain limited service to Diablo Valley College by modification to selected trips on Route 78, as determined by staff
- d. Restoration of limited Sunday service through limited reductions in selected off-peak weekday service, as determined by staff

Further, authorize restoration of approximately ~~1,456~~ **1500** hours of selected early morning and evening trips, as determined by staff, pending receipt of expected one-time grant funds specifically dedicated for said purposes, therefore revising total reductions from 17,000 annual hours to about ~~15,544~~ **15,500** annual hours for purpose of connecting to jobs as directed by previous Board action.

Finally, authorize staff to implement said modifications on about July 1, 2012, but with actual date to be determined by staff based on operating and customer considerations.

SOLTRANS JPA BOARD MEETING

Thursday, May 24, 2012 4:00 p.m.

Benicia Council Chambers



SOLTRANS BOARD – APRIL 19, 2012

Recommendation:

After holding public hearing, direct staff to develop a final service plan ~~including the proposed reductions~~ for Board adoption at the May meeting. **Prior to finalizing the service plan, staff shall address the following issues:**

- **Reconsider the proposed unified \$100 monthly pass rate for regional routes, retaining current monthly pass rates with the goal of retaining revenue to support service that would otherwise be eliminated.**
- **Regards Route 78, review passenger counts and consider maintaining the Walnut Creek stop and eliminating the Pleasant Hill stop.**
- **Regards Sunday service, consider options for shifting service hours from various lower productivity routes to maintain limited Sunday service [including Benicia and Vallejo*].**

Provide staff with direction on priorities for restoration of service should additional funding become available.

*** Requested by the SolTrans Public Advisory Committee 05-02-12**



SOLTRANS BOARD – APRIL 19, 2012

On a motion by Board Member Spering and a second by Vice Chair Hannigan, the SolTrans JPA Board unanimously approved the recommendation as amended shown above in ~~strike~~ **through bold italics**, and directed staff to include the following priorities for restoration of service should additional funding become available:

1. Retain Monday through Friday service in early morning and evening to support travel to and from jobs.
2. Retain limited service to and from DVC currently served by Route 76.
3. Retain limited Sunday service

REVISED SUMMARY OF PROPOSED REDUCTIONS

Proposed Reduction	Description	April 2012 Authorized Reduction in Annual Hours	Proposed Reduction in Annual Hours
1. Span of Local Service (Service Area 1)	SolTrans was awarded Lifeline funds to restore span of service. <i>Retained 1,500 hours.</i>	5,146	3,646
2. Elimination of one BART stops along the Concord corridor.	The plan proposed to eliminate the Walnut Creek BART stop. Staff performed field checks and collected ridership data to further analyze elimination of the BART stop and select an option that maximizes ridership along this corridor.	3,523	3,523
3. Elimination of Route 76	Route 76 currently provides five (5) trips Monday - Friday between Benicia and Diablo Valley College in Contra Costa County. Three trips to DVC were restored through deviation of the Rt. 78 all of which were cost neutral.	1,639	1,639
4. Elimination of Sunday Service (Service Area 1)	Existing Sunday service includes one (1) local route that covers the eastern and western portions of Service Area 1 and express bus along the I-80 corridor serving El Cerrito del Norte BART and Fairfield. Limited Sunday service restored.	3,499	2,043
5. Other Miscellaneous Reductions	Scheduling and efficiency improvements	3,193	4,649
		17,000	15,500



RECOMMENDATION:

Authorize staff to implement 17,000 annual hours in service cuts with the following modifications to the plan presented at the May 2012 Board meeting:

- a. Restoration of the Walnut Creek BART stop on the Route 78
- b. Elimination of the Pleasant Hill BART stop on the Route 78
- c. Retain limited service to Diablo Valley College by modification to selected trips on Route 78, as determined by staff
- d. Restoration of limited Sunday service through limited reductions in selected off-peak weekday service, as determined by staff

(RECOMMENDATION CONT'D)

Further, authorize restoration of approximately ~~1,456~~ **1,500** hours of selected early morning and evening trips, as determined by staff, pending receipt of expected one-time grant funds specifically dedicated for said purposes, therefore revising total reductions from 17,000 annual hours to about ~~15,544~~ **15,500** annual hours for purpose of connecting to jobs as directed by previous Board action.

Finally, authorize staff to implement said modifications on about July 1, 2012, but with actual date to be determined by staff based on operating and customer considerations.





DATE: June 8, 2012
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: OneBayArea Grant (OBAG) Update

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 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 28th, 2012, the STA TAC discussed the process for agencies to formally submit OBAG priorities. On April 9th, 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 4th, MTC staff released additional proposed amendments to the OBAG guidelines. 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 7th, 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. On May 11th, 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 A. 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 17th, the MTC and ABAG governing bodies met to consider the OBAG Guidelines and other RTP/SCS issues. The two Boards approved the SCS Land Use Scenario and the RTP Transportation Investment Scenario, but made three 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 in consultation with MTC/ABAG. The MTC Resolution 4035, including the OBAG guidelines, is included as Attachment B.

STA staff intends to develop a 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 potentially some local street rehabilitation projects, and bring the updated process to the TAC in June of this year. STA staff recommendations for OBAG projects are expected to occur in September/October of 2012.

Recommendation:

Informational.

Attachments:

- A. CMA Comments on Draft OBAG Guidelines
- B. MTC Resolution 4035 (OBAG Guidelines)

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One Bay Area Grant Program CMA Comments

- 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 5th, 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

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
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) . 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 CO₂ 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. 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

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

Regional Program (millions \$ - rounded)		4-Year Total
Regional Categories		
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
Regional Program Total:*		\$475
		60%

One Bay Area Grant (OBAG) (millions \$ - rounded)		4-Year Total
Counties		
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
OBAG Total:*		\$320
		40%

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Cycle 2 Total Total:*	\$795
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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
County CMAs Total:		\$6,512,000	\$6,714,000	\$6,919,000	\$7,133,000	\$27,278,000

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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
Regional Agencies Total:		\$1,596,000	\$1,646,000	\$1,696,000	\$1,749,000	\$6,687,000

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

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

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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. 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
 - 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
 - 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
 - iii. 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 goals¹. 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:

¹ 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
 - 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
CYCLE 2 PROGRAMMING			\$435,187,000	\$40,000,000	\$475,187,000
1. REGIONAL PLANNING ACTIVITIES (PL)					
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
1. REGIONAL PLANNING ACTIVITIES (PL)			TOTAL: \$6,687,000	\$0	\$6,687,000
2. REGIONAL OPERATIONS (RO)					
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
2. REGIONAL OPERATIONS (RO)			TOTAL: \$95,300,000	\$0	\$95,300,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)					
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
Ramp Metering and TOS Elements					
<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
3. FREEWAY PERFORMANCE INITIATIVE (FPI)			TOTAL: \$62,000,000	\$34,000,000	\$96,000,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)					
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
4. PAVEMENT MANAGEMENT PROGRAM (PMP)			TOTAL: \$7,200,000	\$0	\$7,200,000
5. PRIORITY DEVELOPMENT ACTIVITIES (PDA)					
PDA Planning					
<i>Specific projects TBD by Commission</i>	TBD	TBD	\$25,000,000	\$0	\$25,000,000
SUBTOTAL			\$25,000,000	\$0	\$25,000,000
Transit Oriented Affordable Development (TOD)					
<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
5. PRIORITY DEVELOPMENT ACTIVITIES (PDA)			TOTAL: \$40,000,000	\$0	\$40,000,000
6. CLIMATE CHANGE INITIATIVES (CCI)					
Climate Strategies	TBD	TBD	\$14,000,000	\$6,000,000	\$20,000,000
6. CLIMATE CHANGE INITIATIVES (CCI)			TOTAL: \$14,000,000	\$6,000,000	\$20,000,000
7. SAFE ROUTES TO SCHOOL (SR2S)					
<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
7. SAFE ROUTES TO SCHOOL (SR2S)			TOTAL: \$20,000,000	\$0	\$20,000,000
8. TRANSIT CAPITAL PROGRAM (TCP)					
<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
8. TRANSIT CAPITAL PROGRAM (TCP)			TOTAL: \$150,000,000	\$0	\$150,000,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)					
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
9. TRANSIT PERFORMANCE INITIATIVE (TPI)			TOTAL: \$30,000,000	\$0	\$30,000,000
10. PRIORITY CONSERVATION AREA (PCA)					
<i>Specific projects TBD by Commission</i>	TBD	TBD	\$10,000,000	\$0	\$10,000,000
10. PRIORITY CONSERVATION AREA (PCA)			TOTAL: \$10,000,000	\$0	\$10,000,000
Cycle 2 Total			TOTAL: \$435,187,000	\$40,000,000	\$475,187,000

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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
CYCLE 2 COUNTY OBAG PROGRAMMING		\$301,964,000	\$18,036,000	\$320,000,000
ALAMEDA COUNTY				
<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
ALAMEDA COUNTY	TOTAL:	\$60,006,000	\$3,726,000	\$63,732,000
CONTRA COSTA COUNTY				
<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
CONTRA COSTA COUNTY	TOTAL:	\$42,403,000	\$2,384,000	\$44,787,000
MARIN COUNTY				
<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
MARIN COUNTY	TOTAL:	\$9,340,000	\$707,000	\$10,047,000
NAPA COUNTY				
<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
NAPA COUNTY	TOTAL:	\$6,222,000	\$431,000	\$6,653,000
SAN FRANCISCO COUNTY				
<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
SAN FRANCISCO COUNTY	TOTAL:	\$36,927,000	\$1,910,000	\$38,837,000
SAN MATEO COUNTY				
<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
SAN MATEO COUNTY	TOTAL:	\$24,255,000	\$1,991,000	\$26,246,000
SANTA CLARA COUNTY				
<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
SANTA CLARA COUNTY	TOTAL:	\$82,934,000	\$4,350,000	\$87,284,000
SOLANO COUNTY				
<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
SOLANO COUNTY	TOTAL:	\$17,660,000	\$1,141,000	\$18,801,000
SONOMA COUNTY				
<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
SONOMA COUNTY	TOTAL:	\$22,217,000	\$1,396,000	\$23,613,000
Cycle 2 Total	TOTAL:	\$301,964,000	\$18,036,000	\$320,000,000

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DATE: June 4, 2012
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Yolo Solano Air Quality Management District (YSAQMD) Clean Air Grant Program – Summary of Recommendations

Background:

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

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

Discussion:

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

The Review Committee met on Monday, May 7th to review the application requests and the staff recommendation. Committee participants include the following STA Board and YSAQMD Board members:

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

Project applicants were in attendance to provide presentations to the Review Committee. The Review Committee concluded the meeting by unanimously supporting the staff recommendation as indicated in Attachment A. The full YSAQMD Board will consider the Review Committee's action at their June 13th meeting. The full YSAQMD Board historically takes an action in support of the Clean Air Review Committee's action. STA staff will be present at that meeting to answer any questions the YSAQMD Board may have and will report back to the STA Board on their action.

Fiscal Impact:

The YSAQMD estimated \$244,000 in Clean Air Funds available for Clean Air Projects located in the cities of Dixon, Vacaville, Rio Vista and portions of unincorporated Solano County in FY 2012-13. No impact to STA general funds.

Recommendation:

Informational.

Attachment:

- A. FY 2012-13 Clean Air Application Summary and Screening Committee Recommendations

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

Applicant	Project	Project Description	Total Project Cost	FUNDING REQUESTED	Local Match	Local Match Source	Staff Recommendation
CLEAN TECHNOLOGIES/LOW EMISSION VEHICLES:							
Solano County Public Works	Replace Motor Grader	Solano County Public Works is requesting Clean Air Funds to replace a Motor Grader. The existing Grader will be over 20 years old when the in-use off-road California air Resources Board regulations for medium fleets becomes effective starting January 1, 2017 and will need to be replaced soon to be in compliance. The Clean Air Funds will be utilized to purchased a new Motor Grader which will provide the immediate effect of reducing NOx and diesel particulate matter and this emission reduction will be much earlier than the regulations required.	\$240,000	\$120,000	\$120,000	Solano County Public Works Road Fund	\$100,000
City of Dixon	Mower Replacement	Purchase one (1) new diesel Interim Tier 4, low emission engine John Deere 1600 Turbo Series II wide area mower to replace Tier 1 high emission 2007 Exmark FR724 mower.	\$53,000	\$42,400	\$10,600	Dixon Local match (Equip. Repl.)	\$36,000
City of Rio Vista	Replace Gas Rescue Vehicle with Alt. Diesel Fuel Utility Vehicle	The City of Rio Vista has an existing 1981 gasoline powered former Fire Department Rescue Vehicle that is being used as an off and on road utility maintenance vehicle for the Public Works Department since 2001. The City would like to replace this vehicle due to the high emissions and age of the engine and other mechanical systems. The replacement of this vehicle will help lower emissions for the Central Valley and Eastern Solano and Yolo Counties. This new low emission diesel vehicle meets all the criteria and emissions standards for the Clean Technologies/Low Emission Vehicle Category and Reduced Vehicle Mile/New Low Emission Technology.	\$60,532	\$30,000	\$30,532	Vehicle Replacement Fund from utilities	\$28,000
			SUBTOTAL	\$ 192,400			\$164,000.00

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

Applicant	Project	Project Description	Total Project Cost	FUNDING REQUESTED	Local Match	Local Match Source	Staff Recommendation
ALTERNATIVE TRANSPORTATION:							
Solano County Public Works	Vaca/Dixon Bikeway Phase 5	This application is for the first one-mile constructed segment of the Hawkins Road portion of the Vacaville-Dixon Bikeway, from Pitt School to Clark Road. Construction work includes roadway and shoulder widening to accommodate Class 2 bike lanes, as well as signing and striping for the bike route.	\$280,000	\$80,000.00	\$50,000	Eastern CMAQ	\$75,000.00
					\$50,000	TDA Article 3	
					\$100,000	YSAQMD CAF Grant 11-12	
					\$200,000	Total	
City of Rio Vista	RV Bridge to Beach Multi-Use Pathway	Construct less than a mile (850-900 feet), 12 feet wide paved pathway connecting with the southerly end of the existing Waterfront Pilot Park Phase 1 segment and extending to the existing crosswalk, bus stop, and sidewalk at Logan Street. Two options considered, alignments will be decided based on bids for the project.	\$65,742	\$65,742.00	\$0	\$0	
			SUBTOTAL	\$ 145,742			\$75,000
PUBLIC EDUCATION:							
City of Rio Vista	Delta Breeze Marketing	Develop and implement a comprehensive marketing and public outreach program to promote Rio Vista Delta Breeze transit services to further increase ridership systemwide including commuter services via SR 12 to Fairfield and Suisun City and SR 160 to Antioch and Pittsburg/Bay Point BART Station. Special promotional opportunities would be created to increase ridership.	\$20,000	\$15,000.00	\$5,000	LTF Operating (TDA)	\$0.00
Breathe CA	O24u-After School Education	The O24u program is an environmental education program provided to children in existing afterschool programs. Curriculum topics range from Air pollution and health effect concepts to practical solutions that everyone can take to reduce harmful emissions of air pollution and toxic indoor environments. Each topic includes fun, hands-on, interactive activities that educate and empower children to make changes for clean air. The O24u curriculum provides the knowledge and background for the students to become advocates for clean air within their homes, schools and communities.	\$9,863	\$9,863	\$0	\$0	\$5,000
			SUBTOTAL	\$ 24,863			\$5,000.00
			TOTAL	\$ 363,005			\$244,000.00
			BALANCE	\$ (119,005)			\$0.00



DATE: June 5, 2012
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2011-12 Abandoned Vehicle Abatement (AVA) Program
Second Quarter Report

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administrative duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

Since April 1991, the STA has acted as the Solano County Service Authority for the AVA Program. The California VC Section 9250.7(g) authorizes the continuation of the service fee for each Service Authority to be extended in increments of up to 10 years. In August 2012, STA adopted a resolution for the continuation of the program through April 2022, and subsequently each of the seven member agencies issued resolution for the continuation of the program for another ten (10) years and approved the STA as the Service Authority. As part of this process, the City of Rio Vista opted to rejoin the Solano AVA Program.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Suisun City, City of Vacaville, City of Vallejo, City of Suisun City, County of Solano, and the City of Rio Vista.

Discussion:

For the Second Quarter, STA received the allocation from the State Controller's Office in the amount of \$77,150 and has deducted \$2,386 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Second Quarter in the total amount of \$68,152. The remaining AVA fund balance after the second quarter disbursement to the member agencies is \$154,566. This amount includes the carryover funds from FY 2010-11 and is available for disbursement to member agencies utilizing the funding formula.

Attachment A is a matrix summarizing the AVA Program activities through the Second Quarter FY 2011-12 and is compared to the total FY 2010-11 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program. This matrix shows a total program activities at 42% compared to the FY 2010-11; therefore, the AVA funds remains to have available funds that could be carried over into the next fiscal year unless each member agencies increase their program activities and reimbursement requests.

Fiscal Impact:

None

Recommendation:

Informational.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2011-12 and FY 2010-11

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2011-12 and FY 2010-11**

Member Agency	Second Quarter FY 2011-12				FY 2010-11		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	15	\$3,645	\$243	45%	33	\$7,673	\$233
City of Dixon	58	\$3,426	\$59	64%	90	\$3,782	\$42
City of Fairfield	176	\$21,977	\$125	45%	391	\$39,417	\$101
City of Rio Vista	0	\$0	\$0	0%	0	\$0	\$0
City of Suisun	68	\$20,555	\$302	46%	147	\$51,040	\$347
City of Vacaville	58	\$28,655	\$494	45%	129	\$55,358	\$429
City of Vallejo	760	\$69,567	\$92	43%	1,766	\$133,811	\$76
Solano County Unincorporated area	11	\$2,037	\$185	7%	154	\$12,627	\$82
Total	1,146	\$149,862	\$131	42%	2,710	\$303,708	\$112



DATE: June 5, 2012
TO: STA Board
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: 2012 Bike to Work Campaign Wrap-up

Background:

May 7-11, 2012 marked the eighteenth (18th) annual Bike to Work campaign in the Bay Area. Bike to Work (BTW) Day was Thursday, May 10th. 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 by Energizer Stations on that day (May 10th). 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 Crowl** 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. There were sixteen (16) teams in Solano County competing in the Team Bike Challenge this year. The **Vaca 5**, a team comprised of family and friends, earned the award for the second time in two years! The five (5) member team, led by Jeff Knowles, made 1,022 trips for 1,952 miles during the month of May.

Recommendation:

Informational.



DATE: June 5, 2012
 TO: STA Board
 FROM: Sara Woo, Associate Planner
 RE: Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
Regional¹			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$5,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
State			
	N/A	N/A	N/A
Federal			
5.	Cycle 5 HSIP Call for Projects*	Approximately \$100 million. \$100,000 minimum; \$900,000 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

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

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

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

*New Funding Opportunity

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

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

State Grants						
N/A						
Federal Grants						
Cycle 5 HSIP Call for Projects*	Sylvia Fung Caltrans District 4 Local Assistance	Due On July 20, 2012	Approximately \$100 million. \$100,000 minimum; \$900,000 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. http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm Sponsors are strongly encouraged to view the related webinar, hosted by Caltrans, FHWA, and the National Highway Institute: https://www.nhi.fhwa.dot.gov/resources/webconference/viewconference.aspx?webconfid=24481
N/A						



DATE: June 5, 2012
TO: STA Board
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2012

Discussion:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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

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

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., June 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., June 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., July 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
July 25 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 10 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., August 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., August 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Wed., September 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Thurs., October 25	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., October 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 14	6:00 p.m.	STA's 15 th Annual Awards	TBD – Dixon	Confirmed
Thurs., November 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Wed., November 21	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Wed., November 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., December 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative