



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

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TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, June 27, 2012
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Table with 2 columns: ITEM and STAFF PERSON. Items include CALL TO ORDER, APPROVAL OF AGENDA, OPPORTUNITY FOR PUBLIC COMMENT, REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF, and CONSENT CALENDAR with sub-items A and B.

TAC MEMBERS

Table listing TAC members: Charlie Knox (City of Benicia), Morrie Barr (City of Dixon), George Hicks (City of Fairfield), Dave Mellili (City of Rio Vista), Dan Kasperson (City of Suisun City), Rod Moresco (City of Vacaville), David Kleinschmidt (City of Vallejo), and Matt Tuggle (County of Solano).

**C. Solano County Ridership Studies**

Liz Niedziela

Recommendation:

*Forward a recommendation to the STA Board to approve the 2012 Intercity Transit Ridership Study Reports as shown in Attachment A.*  
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**VI. ACTION FINANCIAL ITEMS**

**A. None presented.**

**VII. ACTION NON-FINANCIAL ITEMS**

**A. OneBayArea Grant (OBAG) Update**

Robert Macaulay

Recommendation:

*Forward a recommendation to the STA Board to approve Solano's OBAG Public Input Process and Schedule as shown in Attachment B.*

(1:50 – 2:00 p.m.)

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**B. Development of Priority Development Area (PDA) Investment Strategy and Schedule**

Robert Guerrero

Recommendation:

*Forward a recommendation to the STA Board to approve the process and schedule for the development of Solano's Priority Development Strategy.*

(2:00 – 2:10 p.m.)

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**VIII. INFORMATIONAL ITEMS – DISCUSSION**

**A. Draft State Route (SR) 12 Economic Study**

Dale Pfeiffer,  
Solano EDC

(2:10 – 2:20 p.m.)

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**B. Highway Projects Status Report:**

Janet Adams

- 1. I-80/I-680/State Route (SR) 12 Interchange**
- 2. I-80 Eastbound Cordelia Truck Scales Relocation**
- 3. I-80 Express Lanes**
- 4. Redwood Pkwy -Fairgrounds Dr. Access Improvements**
- 5. Jepson Parkway**
- 6. State Route 12 (Jameson Canyon)**
- 7. State Route 12 East SHOPP**
- 8. I-80 SHOPP Rehabilitation**

(2:20 – 2:25 p.m.)

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- C. **STA's Local Preference Policy FY 2011-12 Year-End Report** Judy Kowalsky  
(2:25 – 2:30 p.m.)  
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**NO DISCUSSION NECESSARY**

- D. **Legislative Update** Jayne Bauer  
**Pg. 181**
- E. **Mapping of Local Streets and Roads Submitted Projects** Jessica McCabe  
**Pg. 213**
- F. **Funding Opportunities Summary** Sara Woo  
**Pg. 223**
- G. **STA Board Meeting Highlights of June 13, 2012** Johanna Masiclat  
**Pg. 227**
- H. **STA Board and Advisory Committee Meeting Schedule  
for Calendar Year 2012** Johanna Masiclat  
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**IX. ADJOURNMENT**

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, August 29, 2012.**

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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

**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**

By consensus, the STA TAC approved the following modifications:

1. Liz Niedziela announced changes to the TDA Matrix, Item V.B and provided a revised matrix to the members;
2. 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; and
3. Janet Adams announced that STA Staff would like to pull the Projects Update Item VIII.B from the agenda.

### 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 2012-13 and FY 2013-14.

*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 residential 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 13, 2012  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – July 2012

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**Background:**

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

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

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

**Discussion:**

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

The TDA matrix is developed to guide MTC as they review allocations from Solano jurisdictions and to prevent any jurisdictions' TDA balances being over-subscribed. Tracking various allocations is essential given the amount of cross claiming of TDA in Solano for various shared cost transit services. One of the major services shared by multiple jurisdictions is the seven major intercity routes covered in the Intercity Transit Funding Agreement. The Board approved the Intercity Transit Funding shares for FY 2012-13 at their May 2012 Board meeting and these have been included on the TDA matrix. Also in June, the STA Board approved the multiple operators' TDA shares for the new intercity taxi program, the City of Vacaville, SolTrans, and STA claim for Dixon's West B Street Overcrossing capital project.

The City of Dixon has recently prepared their TDA claim for FY 2012-13. Dixon is claiming \$300,000 in TDA for operating its Read-Ride Transit. This amount has been added to and is consistent with, the TDA matrix.

**Fiscal Impact:**

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. This agenda item identifies the TDA funds to be claimed by the City of Dixon for their Read-Ride transit service for FY 2012-13.

**Recommendation:**

Forward a recommendation to the STA Board to approve the FY 2012-13 TDA Matrix – July 2012 for the City of Dixon as shown in Attachment A.

Attachment:

- A. FY 2012-13 TDA Matrix – July 2012 (An enlarged color copy has been provided to the committee members under separate enclosure and is available upon request by contacting the STA at (707) 424-6075.



DATE: June 13, 2012  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Solano County Ridership Study

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**Background:**

The seven major intercity transit routes that serve Solano County are operated by the two largest transit operators in the County: Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans). Although operated by two transit operators, they are funded by contributions from six cities (Benicia, Dixon, Fairfield, Suisun City, Vacaville, and Vallejo) and the County of Solano, and Regional Measure 2 (RM 2) funds determined by the STA Board.

The STA has been working with local jurisdictions through the Intercity Transit Funding (ITF) Working Group over the past several years and developed an ITF Agreement to stabilize the funding for these services. The cost-sharing for each route is based on residence of the ridership (80%) and population share (20%). An initial ridership survey was conducted in the fall of 2006 and the agreements established that the ridership data will be updated every three years.

**Discussion:**

To meet multiple needs other than just the ITF Agreement, the 2012 Ridership Survey consisted of a countywide on-board survey on all local and intercity routes as well as off and on counts and on-time performance. Since SolTrans was in the planning stage of restructuring the local routes and just finished finalized their Short Range Transit Plan, SolTrans local routes were not included in this study. In addition, the information from the ridership study and analysis is essential information for the upcoming Coordinated Short Range Transit Plan (SRTP) and the I-80/I-680/I-780/SR 12 Transit Corridor Study.

The consulting firm Quantum Market Research (QMR), who completed the first two ridership surveys, was selected to complete the updated Ridership Study. The ridership data was collected in March 2012 for the intercity routes and April 2012 for the local routes. Passengers on/off counts and on time performance have been collected as well to assist in identifying productivity and compare across routes and systems. The results of this study is presented in Attachment A.

**Recommendation:**

Forward a recommendation to the STA Board to approve the 2012 Intercity Transit Ridership Study Reports as shown in Attachment A.

**Attachments:**

(The attachment has been provided to the TAC members under separate cover. Copies may be requested by contacting the STA at (707) 424-6075.)

- A. Solano Intercity Ridership Study

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DATE: June 22, 2012  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: OneBayArea Grant (OBAG) Update

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**Background:**

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

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

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

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

On April 4<sup>th</sup>, MTC staff released additional proposed amendments to the OBAG guidelines. 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 17<sup>th</sup>, 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 A.

Appendix A-5 of Resolution 4035 includes MTC's guidance on the CMAs for issuing an OBAG Call for Projects. MTC is requiring a "Unified Call for Projects", and extensive public involvement and outreach in order to demonstrate compliance with Title VI of the Civil Rights Act of 1964. The outreach requirements are found in MTC's Public Participation Plan (Attachment D), dated December 3, 2010, and the Federal Highway Administration (FHWA) Title VI of the Civil Rights Act of 1964 and Additional Nondiscrimination Guidelines published on the FHWA website. According to the FHWA website,

In addition to the Title VI requirements, there are two Executive Orders that provide guidance on public outreach. These are Executive Order #12898 (*"Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations"*) and Executive Order #13166 (*"Improving Access To Services For Persons With Limited English Proficiency"*). Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. Executive Order # 13166 (Limited-English-Proficiency) directs federal agencies to evaluate services provided and implement a system that ensures that Limited English Proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency. Additionally, each federal agency shall ensure that recipients of federal financial assistance provide meaningful access to their Limited-English-Proficiency applicants and beneficiaries. Because OBAG uses federal funds, MTC is required to prove compliance with the Executive Orders as well, and has requested the CMAs establish a public process compliant with their requirements when programming funds.

In order to show compliance with these requirements, STA is proposing to adopt a schedule and guidelines at its July 11 meeting, and to issue a Call for Projects at that time. Each of STA's advisory committees would then hold a formal meeting to consider projects and make a recommendation to the STA Board. In addition, STA would host a community workshop to seek additional public input, and would specifically seek out members of the community that do not normally participate in STA's advisory

committees. Materials and press releases would be developed and distributed in at least two non-English languages. Finally, STA would use its website to distribute information, seek input, track comments and proposals, and accept procedural and substantive complaints about the OBAG call for projects process.

The deadline established by MTC for submittal of OBAG project lists and supporting public outreach documents to MTC is June 30, 2013. STA staff is recommending a more aggressive process to conduct the call for projects and identify OBAG fund recipients. This is a two-part process, with STA seeking MTC concurrence that Title VI compliance has already been achieved for existing commitments: planning funds, Solano Napa Commuter Information funds and the Dixon West B Street Undercrossing.

For the commitment of OBAG funds to new projects or programs, the recommended goal is to adopt the final OBAG project list at the January 9, 2013 STA Board meeting. STA is in a position to complete this process well before the June deadline because of the recent adoption of countywide plans for bicycle and pedestrian transportation, Safe Routes to Transit and Transportation for Sustainable Communities, and the on-going activities of the Safe Routes to Schools, Paratransit, Lifeline and Seniors and Persons with Disabilities committees. In addition, by moving quickly to adopt a project list, projects can be in position to receive funding as soon as it is available.

In issuing a unified call for projects, STA is recommending that the minimum standard found in Attachment C be established for projects and programs.

In making a recommendation for which projects should receive funding, the STA must also determine that 50% of the OBAG funds will be spent on projects that are in, directly connected to or providing proximate support to approved PDAs.

**Recommendation:**

Forward a recommendation to the STA Board to approve Solano's OBAG Public Input Process and Schedule as shown in Attachment B.

Attachments:

- A. MTC Resolution 4035 (OBAG Guidelines)
- B. STA OBAG Public Outreach Schedule
- C. STA OBAG Minimum Standards for Project or Program Eligibility
- D. MTC Public Participation Plan

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

ABSTRACT

Resolution No. 4035

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

The resolution includes the following attachments:

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4035

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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Adrienne J. Tissier, Chair

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

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

Attachment A  
Resolution No. 4035

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

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

# Cycle 2 Program Policy and Programming

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## BACKGROUND

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

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

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

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

## CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE

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

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

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

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

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

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

### Project List

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

### OneBayArea Grant Fund Distribution Formula

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

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

### OBAG Fund Distribution Factors

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

\* RHNA 2014-2022

\*\*Housing Production Report 1999-2006

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

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

## CYCLE 2 GENERAL PROGRAMMING POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## REGIONAL PROGRAMS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## ONEBAYAREA GRANT PROGRAMMING POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Pavement Rehabilitation:

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

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

#### Non-Pavement:

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

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

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

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

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

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

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

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

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

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

General project categories include the following:

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

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

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

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

[http://mtc.ca.gov/funding/STPCMAQ/7\\_SR2S\\_Eligibility\\_Matrix.pdf](http://mtc.ca.gov/funding/STPCMAQ/7_SR2S_Eligibility_Matrix.pdf)

#### Non-Infrastructure Projects

##### Public Education and Outreach Activities

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

#### Infrastructure Projects

##### Bicycle/Pedestrian Use:

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

Exclusions found to be ineligible uses of CMAQ funds:

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

**6. Priority Conservation Areas**

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

**PROGRAM SCHEDULE**

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

# Appendix A-1

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

### Proposed Cycle 2 Funding Commitments

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

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

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

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

## Appendix A-2

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

#### OBAG - County CMA Planning

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

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#### Regional Agency Planning

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

**\$33,965,000**

**Appendix A-3**

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

**Safe Routes To School County Distribution**

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

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

# Appendix A-4

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

### OBAG Geographic Funding Distribution

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

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

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

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

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

### 1. Public Involvement and Outreach

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

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

## 2. Agency Coordination

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

## 3. Title VI Responsibilities

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

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

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

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

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

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

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

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

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

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

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

**Process/Timeline**

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

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

**Regional Programs Project List**

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

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# Attachment B-2

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

### OBAG Program Project List

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

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STA OBAG Public Outreach Schedule

July 11	STA Board adopts OBAG Call for Projects Guidelines and Schedule and Issues a Call for Projects  STA Board approves public process for OBAG Committed Funding
August through September	Committee Meetings:  Bicycle Advisory Committee  Pedestrian Advisory Committee  Paratransit Coordinating Council  Senior and Persons with Disabilities Steering Committee  Lifeline Committee/ Community Based Organizations  Tribal Consultation  Public Workshop
September	Board Workshop on OBAG Project Selection Criteria
September 26	TAC and Consortium Review of Draft Project List
October 10	STA Board Public Hearing on Draft Project List
November 28	TAC and Consortium Review of Final Project List
December 12	Board Approval of Final OBAG Project List
January 2013	Submittal of STA OBAG Project List and Supporting Documentation to MTC

## **ATTACHMENT C**

### **STA OBAG Minimum Standards for Project or Program Eligibility**

1. Project is located in a jurisdiction that meets the OBAG eligibility requirements regarding Complete Streets and a certified Housing Element
2. Inclusion in a draft or adopted STA plan
3. Commitment by a public agency to deliver the project or program
4. Deliverable within the OBAG funding cycle (2012 through 2016)
5. Advances one or more OBAG goals

METROPOLITAN TRANSPORTATION COMMISSION  
**PUBLIC PARTICIPATION PLAN**  
for the SAN FRANCISCO BAY AREA

*2010 Update*

**FINAL DRAFT**

DRAFT: July 9, 2010  
REVISED DRAFT: Oct. 15, 2010  
FINAL DRAFT: Dec. 3, 2010



**METROPOLITAN  
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**METROPOLITAN TRANSPORTATION COMMISSION**  
**Public Participation Plan**  
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## **Separately Bound Appendix**

Appendix D:	Public Participation Plan Outreach: Detail of Comments and Notes from 2007 Presentations, Focus Groups and Web Survey	
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(These appendices are available from the MTC website, [www.mtc.ca.gov](http://www.mtc.ca.gov), or by calling MTC's Public Information Office at 510.817.5757.)

# Metropolitan Transportation Commission Public Participation Plan

*I know of no safe depository of the ultimate powers of the society but the people themselves; and if we think them not enlightened enough to exercise their control with a wholesome discretion, the remedy is not to take it from them but to inform their discretion.*

— Thomas Jefferson

## I. Introduction

The Metropolitan Transportation Commission is the transportation planning and financing agency for the nine-county San Francisco Bay Area. It also serves as the Bay Area Toll Authority (BATA), with oversight of the toll revenue from the region's seven state-owned toll bridges. And, as the Service Authority for Freeways and Expressways (SAFE), MTC oversees a region-wide network of freeway call boxes and roving tow trucks.

The Metropolitan Transportation Commission's public involvement process aims to give the public ample opportunities for early and continuing participation in critical transportation projects, plans and decisions, and to provide full public access to key decisions. Engaging the public early and often in the decision-making process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws, as well as by the Commission's own internal procedures.

This Public Participation Plan spells out MTC's process for providing the public and interested parties with reasonable opportunities to be involved in the regional transportation planning process.

## A. MTC's Commitment to Public Participation

### **Guiding Principles**

The Metropolitan Transportation Commission's public involvement procedures are built on the following guiding principles:

1. Public participation is a dynamic activity that requires teamwork and commitment at all levels of the MTC organization.
2. One size does not fit all — input from diverse perspectives enhances the process.
3. Effective public outreach and involvement requires relationship building — with local governments, with stakeholders and advisory groups.
4. Engaging interested persons in 'regional' transportation issues is challenging, yet possible, by making it relevant, removing barriers to participation, and saying it simply.
5. An open and transparent public participation process empowers low-income communities and communities of color to participate in decision making that affects them.\*  
\*This environmental justice principle was adopted by the Commission in March 2006, as proposed by its Minority Citizens Advisory Committee.

MTC undertakes specific strategies to involve the public, including low-income persons and communities of color, in MTC's planning and investment decisions.

### **Strategy 1: Early Engagement Is Best**

MTC structures its major planning initiatives and funding decisions to provide for meaningful opportunities to help shape outcomes. For example, because MTC's regional transportation plan is the blueprint for both new policies and investments for the Bay Area, updates to the RTP are one of the best places for interested persons to get involved.

### **Strategy 2: Access to All**

MTC works to provide all Bay Area residents opportunities for meaningful participation, regardless of disabilities or language barriers. Further, we recognize that one should not need to be a transportation professional to understand our written and oral communications. In this spirit, we:

- provide auxiliary aids or interpreters to persons with disabilities or language translation barriers
- strive to communicate in plain language and provide appropriate public education materials, and

- use visual tools to translate detailed data into information that is more readily understood.

### **Strategy 3: Response to Written Comments**

MTC pays close attention to the views of the public. MTC is committed to responding to every letter, fax and e-mail sent by individual members of the public.

### **Strategy 4: Inform Commissioners and Public of Areas of Agreement and Disagreement**

MTC staff summarizes comments heard by various parties so that the Commissioners and the public have a clear understanding of where there is consensus on a given issue and where there is not.

### **Strategy 5: Notify Public of Proposed or Final Actions**

MTC staff makes every effort to ensure that meeting minutes reflect public comments and document how comments are considered in MTC's decisions. We strive to inform citizen participants on how public meetings/participation are helping to shape or have contributed to MTC's key decisions and actions. When outcomes don't correspond to the views expressed, every effort is made to explain why not.

## B. Federal and State Requirements

### **SAFETEA**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users — better known as SAFETEA — signed into law in 2005, underscores the need for public involvement and requires metropolitan planning agencies such as MTC to “provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties with a reasonable opportunity to comment” on transportation plans and programs.

SAFETEA legislation also requires MTC — when developing the Regional Transportation Plan and the Transportation Improvement Program (TIP) — to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, this Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments.

### **Title VI of the Civil Rights Act of 1964**

Title VI of the Civil Rights Act of 1964 requires that transportation planning and programming be non-discriminatory on the basis of race, color, national origin or disability. The federal statute was further clarified and supplemented by the Civil Rights Restoration Act of 1987 and a series of federal statutes enacted in the 1990s relating to the concept of environmental justice. The fundamental principles of environmental justice include:

- Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations;
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.

### **Executive Orders**

An Executive Order is an order given by the president to federal agencies. As a recipient of federal revenues, MTC assists federal transportation agencies in complying with these orders.

- *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*

In February 1994, President William Clinton signed Executive Order 12898, Federal Actions to Address Environmental Justice for Minority Populations and Low-Income Populations, which mandates that federal agencies make achieving environmental justice part of their missions.

- *Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency*

Executive Order 13166 states that people who speak limited English should have meaningful access to federally conducted and federally funded programs and activities. It requires that all federal agencies identify any need for services to those with limited English proficiency and develop and implement a system to provide those services so all persons can have meaningful access to services. MTC's *Plan for Special Language Services to Limited English Proficient Populations* can be found in English, Spanish and Chinese on MTC's website at [http://www.mtc.ca.gov/get\\_involved/lep.htm](http://www.mtc.ca.gov/get_involved/lep.htm).

- *Executive Order 12372: Intergovernmental Review of Federal Programs*

Executive Order 12372 calls for intergovernmental review of projects to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. The Executive Order does not replace public participation, comment, or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but gives the states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

## **2008 California Legislation**

Under a new state law (SB 375, Steinberg, Chapter 728, 2008 Statutes), MTC and the Association of Bay Area Governments must develop a regional Sustainable Communities Strategy to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light trucks. The law also calls for a separate Public Participation Plan for development of the Sustainable Communities Strategy and the regional transportation plan. In the Bay Area, MTC and ABAG are working together with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission to develop the region's response to this new law. Appendix A of this plan includes a Public Participation Plan for the Sustainable Communities Strategy and the regional transportation plan.

## **Other Requirements**

A number of other federal and state laws call on MTC to involve and notify the public in its decisions. MTC complies with all other public notification requirements of the state's Ralph M. Brown Act, the California Public Records Act, the California Environmental Quality Act, as well as the public participation mandates of the federal Americans with Disabilities Act, those contained in the state's Katz-Kopp-Baker-Campbell Transportation Blueprint for the Twenty-First Century (Government Code Section 65080), and other applicable state and federal laws.

## C. Development of the Public Participation Plan

MTC's Public Participation Plan was first adopted in September 2007, and updated in 2010. The 2010 update reflects a re-structuring of MTC's advisory committees into a single, broad based Policy Advisory Council; the addition of a Public Participation Plan for the Sustainable Communities Strategy and regional transportation plan; plus other minor edits.

In drafting the 2007 Public Participation Plan, MTC staff consulted with a wide range of interested parties as required by the SAFETEA legislation. The comments and guidance resulting from the public outreach process undertaken as part of the 2007 Public Participation Plan remain relevant and continue to inform the principles and procedures contained in this revised 2010 Plan. As part of the update, MTC will consult with its Policy Advisory Council, as well as an advisory group to the development of the SCS. Focus groups held with limited English proficient persons also will serve to inform procedures contained in this plan.

Details of the 2007 outreach efforts — which included six focus groups with various stakeholders; a web survey; and outreach to local, state and federal environmental resource agencies plus Native American tribal governments — are described in Appendix B and C.

## D. What We Heard From the Public

This section includes a summary of comments received on the Draft July 2010 update to the Public Participation Plan. In reviewing the comments, several themes emerged:

*Involve More Bay Area Residents* — A number of those submitting comments noted how important it is to broaden outreach and public participation to include a wider range of participants, including those who have not traditionally been involved. Citing MTC's work with the Association of Bay Area Governments on a new Sustainable Communities Strategy, many observed how important it is to cover new ground and involve more people, including more outreach to local governments and local elected officials, schools, public health officers, low-income communities, and communities of color.

*Simplify and Demystify* — Citing the complex nature of transportation and land-use planning, many who commented cited the importance of communicating in plain language and of crafting presentations so that a given community or audience can understand why it is important to participate. A number of comments called for more discipline at MTC to avoid or minimize use of complex, technical terms and planning jargon, as well as provide better explanations of how the technical work is conducted.

*Build Relationships in Under-served Communities* — Many noted the importance of taking the time to work over the long term in low-income communities and communities of color in order to build capacity and allow for more effective participation. Several comments from MTC’s Policy Advisory Council and other advisors asked for “tool kits” so that individuals and organizations could work in concert with MTC and ABAG on public outreach on the Sustainable Communities Strategy.

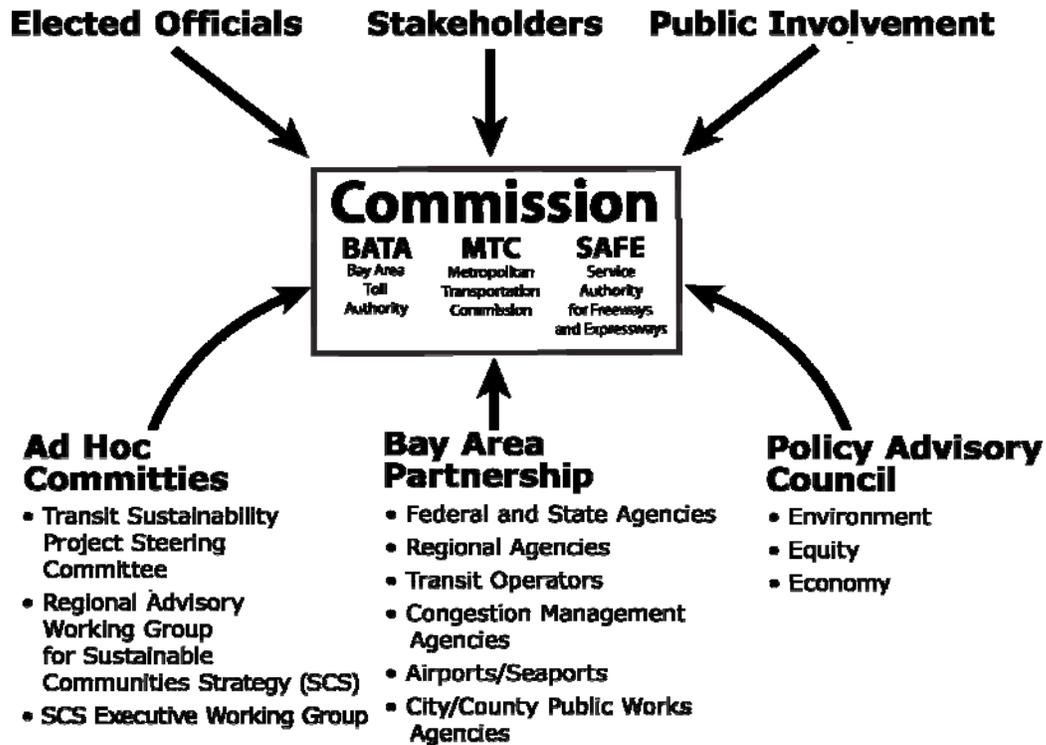
*Make the Process More Transparent* — Another key comment was the need to identify key planning and decision milestones so that the public can understand when they should get involved in the process and provide input on key decisions. A number of comments stressed the need to circle back to participants and communicate how comments were considered in shaping final actions. Specific to the Regional Transportation Plan and the Sustainable Communities Strategy, many asked that more specifics about process and schedule be included in the final plan.

*More Electronic Access* — A number of people who commented asked for expanded access to information via the web, and encouraged MTC to use social media to enable interactive online dialogue.

## II. Continuing Public Engagement

MTC is committed to an active public involvement process that provides comprehensive information, timely public notice and full public access to key decisions.

### Access to MTC's Decisionmakers



MTC provides the public with myriad opportunities for continuing involvement in the work of the agency, through the following methods:

#### MTC's Policy Advisory Council

As part of the evaluation of MTC's public participation program for the Transportation 2035 Plan, MTC looked at the effectiveness of three existing citizen advisory committees. After months of discussion and dialogue, the Commission approved a reorganization of its three separate advisory committees — the Elderly and Disabled Advisory Committee, the Minority Citizens Advisory Committee and the multi-interest MTC Advisory Council — into a single 27-member advisory panel reflecting the “Three E’s” of the Economy, The Environment and Social Equity. (More information on the review of the advisory committee structure can be found in a report on MTC's website: [http://apps.mtc.ca.gov/meeting\\_packet\\_documents/agenda\\_1346/3\\_AdvCommEvalAtt-2.pdf](http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1346/3_AdvCommEvalAtt-2.pdf).)

The Policy Advisory Council — which met for the first time in March 2010 — was created to bring a range of interests to a single table to offer the Commission policy advice. The Council will be consulted during the development of MTC policies and strategies, and their recommendations on various issues will be reported directly to the Commission. The Council may pursue its own policy/program discussions and forward independent ideas to the Commission for consideration. The Council will address Commissioners directly at MTC committee and Commission meetings. MTC Resolution No. 3516 spells out the role and responsibilities of the Policy Advisory Council, including ways to encourage more dialogue between Commissioners and the Council.

All Policy Advisory Council meetings are audiocast and archived on MTC’s website. Meetings are open to the public. In fact, tracking the agenda and discussions of MTC’s Policy Advisory Council is one of the best ways for interested persons to engage early in the major policy and fiscal issues confronting MTC. Agendas are posted on MTC’s website and persons can request to be placed on the mailing list.

 <b>Get Involved: Serve on MTC’s Policy Advisory Council</b> A major recruitment is done periodically to fill advisory council seats. However, MTC may open recruitment to fill interim vacancies. Check MTC’s website for current opportunities ( <a href="http://www.mtc.ca.gov/get_involved/">www.mtc.ca.gov/get_involved/</a> ) or call MTC’s Public Information Office at 510.817.5757.
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### **Bay Area Partnership**

The Bay Area Partnership collaboratively assists the Commission in fashioning consensus among federal, state, regional, and local transportation agency partners regarding the transportation investment policies to be adopted and implemented by the Commission. ~~MTC Resolution 3509~~ Resolution No. 3985 specifies the membership and role of the Partnership Board in advising MTC.

Membership includes the chief staff from all public agencies representing:

- transit operators
- transportation facilities
- congestion management agencies
- public works agencies
- airports and seaports
- regional, state and federal transportation, environmental, and land use agencies

The Partnership Board has one primary subcommittee — the Partnership Technical Advisory Committee (PTAC) — that delves into the more technical aspects of transportation investment policy issues prior to their presentation and discussion among Partnership Board members. Agendas and meeting materials for PTAC are available on MTC’s website or by calling MTC’s public information office.

In addition to the panels listed above, MTC facilitates policy and technical discussions through numerous ad hoc working groups, and serves on other multi-agency advisory committees.

### **Working with Neighboring Regions**

MTC and its counterpart agencies in adjacent regions often coordinate with each other to identify transportation programs and projects of mutual interest for key travel corridors traversing both regions. While no formal agreements are in place, MTC works closely with the neighboring regions on a number of planning initiatives with the Sacramento, San Joaquin, Stanislaus, Santa Cruz and Monterey regions, among others. When updating long-range plans and Transportation Improvement Programs, the regions do keep each other informed and solicit input on planning and programming activities. For air quality planning purposes, MTC has an agreement with the Sacramento Area Council of Governments to detail agency responsibilities relating to transportation conformity and to coordinate the funding of certain projects receiving federal air quality funding in eastern Solano County, which is within the Bay Area but falls partly in the Yolo-Sacramento air basin.

### **Commission and Committee Meetings**

MTC encourages interested persons to attend MTC Commission and standing committee meetings to express their views. Items on the Commission agenda usually come in the form of recommendations from MTC’s standing committees. Much of the detailed work of MTC is done at the committee level, and the Commission encourages the public to participate at this stage, either in person or by tracking developments via the web. At times it is necessary to impose a time limit on public comments in order to allow all attendees the opportunity to speak.

Current MTC standing committees are shown below:

### MTC Standing Committee Structure & Responsibilities

Legislation Committee	Administration Committee	Planning Committee	Programming & Allocations Committee	Operations Committee
Annual MTC Legislative Program  Positions on Legislation & Regulations  Public Participation  Policy Advisory Council	Oversight of Agency Budget and Agency Work Program  Agency Financial Reports/Audits  Contracts  Commission Procedures  Staff Salaries and Benefits	Regional Transportation Plan  Other Regional Plans (airports, seaports)  State and Federal Air Quality Plans  Corridor Planning Studies  Transportation and Land Use Initiatives	Annual Fund Estimate  Fund Allocations  State Transportation Improvement Program (STIP)  Federal Transportation Improvement Program (TIP)	Transportation System Management and Operational Activities  Contracts Related to System Management and Operations  Service Authority for Freeways and Expressways (SAFE)



#### **Get Involved: Accessible Meetings**

All Commission public meetings, workshops, forums, etc. are held in locations accessible to persons with disabilities. Monthly meetings of the Commission, and those of MTC standing committees and advisory committees, usually take place at MTC's offices:

Joseph P. Bort MetroCenter  
 Lawrence D. Dahms Auditorium  
 101 Eighth Street (across from the Lake Merritt BART Station)  
 Oakland, CA 94607

Assistive listening devices or other auxiliary aids are available upon request. Sign-language interpreters, readers for persons with visual impairments, or language translators will be provided if requested through MTC Public Information (510.817.5757) at least three working days (72 hours) prior to the meeting (five or more days' notice is preferred).

## Access to MTC Meetings

Web Access to MTC Meetings [www.mtc.ca.gov]				If You Have Limited or No Web Access
Meeting Materials	<i>WHAT ...</i> is available on the web?	<i>WHEN ...</i> is it posted on the web?	<i>HOW LONG...</i> is it available on the web?	
Meeting Agendas	<ul style="list-style-type: none"> <li>◆ Commission meetings</li> <li>◆ Standing committees</li> <li>◆ Advisory committees</li> </ul>	One week prior to meeting**	6 months	Mailed to interested public or available at meeting*
Meeting Packets	<i>Same as above</i>	<i>Same as above</i>	6 months	<i>Same as above</i>
Audiocast of Meetings	<ul style="list-style-type: none"> <li>◆ Commission meetings</li> <li>◆ Standing committees</li> <li>◆ Partnership Board meetings</li> <li>◆ Policy Advisory Council meetings</li> </ul>	Listen to meeting live	6 months	Meeting minutes will be mailed to interested public; copies of electronic recordings are available*
Monthly Tentative Meeting Schedule	Schedule of all Commission and advisory committee meetings	Posted and updated continuously	Posted and updated continuously	Mailed to interested public or available at MTC*

\* Contact the MTC Library or the Public Information Office to request meeting materials.

\*\* Final agendas are posted 72 business hours in advance of the meeting time in the MTC Library.

### Database Keeps Interested Persons in the Loop

MTC maintains a master database of interested persons, public agency staff, and stakeholders. The database, which includes mailing information, e-mail addresses and other contact information, is organized around issues or events. This allows MTC to send targeted mailings to keep the public updated on the specific issues they are interested in, including information on how public meetings/participation have contributed to its key decisions and actions.



**Get Involved: Sign Up for MTC's Database**

Signing up to receive mailings or periodic email concerning major MTC initiatives is a good way stay informed. Any member of the public may request to be added to MTC's contact database by calling MTC's Public Information Office at 510.817.5757 or e-mailing [info@mtc.ca.gov](mailto:info@mtc.ca.gov).

## **Public Meetings, Workshops and Forums**

Public meetings on specific issues are held as needed. If statutorily required, formal public hearings are conducted, and notice of these public hearings is placed in the legal section of numerous newspapers in the MTC region, including newspapers circulated in minority communities of the Bay Area. Materials Proposals (in the form of compact discs or printed documents) to be considered at MTC public hearings are mailed to major libraries throughout the MTC region prior to public hearings, and are made available to interested persons upon request. In addition, materials are placed on file in the MTC Library. The MTC Public Information Office can provide the names and addresses of libraries that received the public hearing documents.

MTC also conducts workshops, community forums, conferences and other events to keep the public informed and involved in various high-profile transportation projects and plans, and to elicit feedback from the public and MTC's partners. MTC holds meetings throughout the nine-county San Francisco Bay Area to solicit comments on major plans and programs, such as the long-range Regional Transportation Plan. Meetings are located and scheduled to maximize public participation (including evening meetings).

For major initiatives and events, MTC typically provides notice through posting information on MTC's website, and, if appropriate, through mailed notices, e-mail notices, and news releases.



### **Get Involved: Alternative Language Translations**

If language is a barrier to your participation in meetings, MTC can arrange for an interpreter or translate meeting materials. Sign-language interpreters and readers for persons with visual impairments are also available. Please call MTC Public Information (510.817.5757) at least three working days (72 hours) prior to the meeting (five or more days' notice is preferred).

## **MTC's Library: Information for the Asking**

The MTC Library, located in the Joseph P. Bort MetroCenter (the building that houses MTC offices) at 101 Eighth Street in Oakland, is open to the public week days. Check the web site or call MTC Public Information (510.817.5757) for exact hours. This special library has an extensive collection of reports, books, and magazines, covering transportation planning, demographics, economic analysis, public policy issues and regional planning in the San Francisco Bay Area. It is designed to meet the information needs of government agencies, researchers, students, the media and anyone else who is interested in transportation, regional planning and related fields. Special features include:

- Extensive reference assistance by telephone, e-mail, fax and in-person
- Two public access Internet terminals
- Newspaper and magazine reading areas
- Coin-operated copier
- Open stacks

The commitment to using technology to extend public outreach continues with MTC Library staff posting on MTC’s web site the headlines of transportation and related stories from Bay Area daily newspapers as well as key statewide and national journals and other such publications. Readers can view the headlines each morning on MTC’s website or subscribe to the service via e-mail or by RSS feed (a method of electronic notification of web updates).

The library makes public resource materials available for download by posting on the MTC website: <http://www.mtc.ca.gov/library/pub.php> and including URLs whenever available for all materials in our publicly available catalog <http://slk060.liberty3.net/mtc/opac.htm>.



**Get Involved: The Facts at Your Fingertips**  
MTC’s publications listed on MTC’s web site can be ordered by phone (510.817.5836), e-mail ([library@mtc.ca.gov](mailto:library@mtc.ca.gov)) or by completing an online form. The entire Library collection can be searched using the online catalog. A wide range of MTC publications are available for downloading.



**Get Involved: Keep on Top of Transportation News**  
MTC’s Library compiles an electronic news summary with links to transportation-related articles appearing in major Bay Area and national news outlets. To subscribe, visit MTC’s web site:  
[www.mtc.ca.gov/news/headlines.htm](http://www.mtc.ca.gov/news/headlines.htm)

**Publications**

The Public Information Office publishes a variety of materials to inform the public about MTC’s work, issues relating to Bay Area transportation and guides for transit users. They include:

- MTC’s print and electronic newsletter, *Transactions*, offering news about MTC’s activities, along with general transportation news for the nine-county San Francisco Bay Area. Between 13,000 and 15,000 copies are circulated free of charge to interested persons, the news media, public

officials, legislators, transit staff, national transportation groups, environmental groups, business groups and libraries.

- *The ABC's of MTC*, serving as a primer on MTC's roles and responsibilities for the region's interested persons and local policy-makers, and providing basic information on the Bay Area's transportation network.
- *MTC's Annual Report*, providing information about MTC allocations and expenditures.

MTC also publishes guides for transit riders and other materials to help Bay Area residents learn more about transportation. These publications include working papers, technical memoranda, reports based on data from the U.S. Census and other sources that describe regional travel characteristics and travel forecasts. They are available to the public through the MTC Library, located at MTC offices. Most can be found on MTC's web site. A charge may be levied to recover the cost of producing and (if applicable) mailing the publication.



### **Get Involved: Accessible Documents**

MTC provides accurate, high-quality and culturally sensitive translations to more actively involve non-English speakers and disabled communities in its public comment process when appropriate. A request for language interpreters at a meeting must be requested at least three working days (72 hours) prior to the meeting (five or more days' notice is preferred).



### **Get Involved: DataMart Offers a Wealth of Transportation Information**

Interested persons can access a wealth of data on Bay Area travel and commute patterns online at: [www.mtc.ca.gov/maps\\_and\\_data/](http://www.mtc.ca.gov/maps_and_data/)  
Included is access to maps, census data, transit operator statistics, background on travel models, and research papers.

**Website:** [www.mtc.ca.gov](http://www.mtc.ca.gov)

MTC's website — [www.mtc.ca.gov](http://www.mtc.ca.gov) — is targeted to audiences ranging from transit riders seeking bus schedules to transportation professionals, elected officials and news media seeking information on particular programs, projects and public meetings.

Updated daily, the site provides information about MTC's projects and programs, the agency's structure and governing body and upcoming public meetings and workshops. It contains the names, e-mail addresses and phone numbers for staff and Commission members; all of MTC's current planning documents, publications located in the MTC Library, data from the U.S. Census as well as detailed facts about the region's travel patterns. It also includes important links to partner government agencies as well as to other sites such as the Bay Area's 511.org for traveler information and the FasTrak<sup>®</sup>.org site for users of the region's automated toll system.



### **Get Involved: Track MTC Via Web**

Log onto MTC's website — [www.mtc.ca.gov](http://www.mtc.ca.gov) — for meeting agendas and packets. Live and archived audiocasts of meetings make it possible for interested parties to “tune in” at their convenience to all Commission and standing committee meetings.

### **Media Outlets Help Engage More Persons**

MTC regularly issues news releases about Commission programs and actions of interest to the public. These include announcements of public workshops and hearings, recruitment for positions on MTC's advisory committees, and employment opportunities through MTC's high school and college internship programs. News releases are sent to regional, state and national media — including minority print and broadcast outlets — and many are translated into Spanish, Chinese and other languages. In addition to news releases, MTC staff and Commissioners also host press events and news conferences (often in conjunction with other transportation agencies), visit newspaper editorial boards, and conduct briefings with Bay Area reporters and editors to discuss key initiatives such as the Regional Transportation Plan and MTC's transportation and land-use policy. These briefings provide an opportunity for both print and broadcast journalists to learn about MTC programs that may not immediately produce traditional hard news stories, thus providing background context for subsequent articles or radio/TV pieces.

### **Staff Dedicated to Assistance and Outreach**

In addition to the components of MTC's public outreach program detailed above, MTC's commitment to public participation includes staff dedicated to involving the public in MTC's work. Public Information staff provides the following materials and services:

- Public Information staff can make available to the public any item on the MTC website (including meeting notices, agendas, and materials that accompany agenda items for meetings of the Commission and its committees and advisory panels) if a person does not have Internet access.
- Public Information staff works with interested organizations to arrange for MTC staff and commissioners to make presentations to community groups.
- MTC staff participates in region-wide community and special events, especially events in targeted ethnic and under-represented communities.
- Public Information staff will respond by telephone (510.817.5757), U.S. mail (101 Eighth Street, Oakland, CA 94607) or e-mail ([info@mtc.ca.gov](mailto:info@mtc.ca.gov)) from the public and the media about MTC.

### III. Public Participation Techniques

MTC selects from an array of options to develop and execute specific public participation programs to inform its major decisions, such as for corridor studies, new funding policies or updates to the Regional Transportation Plan.

For example, public involvement elements for the Regional Transportation Plan might include working with community-based organizations to cosponsor meetings, targeted news releases, a regional summit, a telephone and web survey, workshops with interactive exercises and facilitated discussions, and a companion web site that serves as a ready reference point to track key milestones in the overall development of the plan.

A menu of participation techniques follows, and includes some tried-and-true approaches as well as new suggestions we heard from the public while developing this plan.

#### **Public Meetings/Workshops**

- Offer customized presentations to existing groups and organizations
- Co-host workshops with community groups, business associations, etc.
- Contract with community-based organizations in low-income and minority communities for targeted outreach
- Sponsor a forum or summit with partner agencies, with the media or other community organizations
- Encourage opportunities for public input directly to policy board members

#### **Techniques for Public Meetings/Workshops**

- Open Houses
- Facilitated discussions
- Question-and-Answer sessions with planners and policy board members
- Break-out sessions for smaller group discussions on multiple topics
- Interactive exercises
- Customized presentations
- Vary time of day for workshops (day/evening)
- Conduct meeting entirely in alternative language (Spanish, Chinese, for example)

#### **Visualization Techniques**

- Maps
- Charts, illustrations, photographs

- Table-top displays and models
- Web content and interactive games
- Electronic voting
- PowerPoint slide shows

### **Polls/Surveys**

- For major planning efforts (such as the Regional Transportation Plan and Sustainable Communities Strategy), conduct statistically valid telephone polls in English as well as in Spanish and Cantonese
- Electronic surveys via web
- Intercept interviews where people congregate, such as at transit hubs
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.

### **Focus Groups**

- Participants recruited randomly from telephone polls
- Participants recruited by interest area

### **Printed Materials**

- User-friendly documents (including use of executive summaries)
- Outside review of written materials to ensure clear, concise language
- Post cards
- Maps, charts, photographs, and other visual means of displaying information

### **Targeted Mailings/Flyers**

- Work with community-based organizations to distribute flyers
- Mail to targeted database lists
- Distribute “Take-one” flyers to key community organizations
- Place notices on board transit vehicles and transit hubs

### **Utilize local media**

- News Releases
- Invite reporters to news briefings
- Meet with editorial staff
- Opinion pieces/commentaries
- Purchase display ads
- Negotiate inserts into local printed media
- Visit minority media outlets to encourage use of MTC news releases
- Place speakers on Radio/TV talk shows
- Public Service Announcements on radio and TV

- Develop content for public access/cable television programming
- Civic journalism and nonprofit partnerships

### **Use of the Internet/Electronic Access to Information**

- Web site with updated content
- Use social media to reach a larger audience
- Audio-cast of past public meetings/workshops
- Electronic duplication of open house/workshop materials
- Interactive web with surveys, comment line
- Use the web to provide interaction among participants
- Access to planning data (such as maps, charts, background on travel models, forecasts, census data, research reports)
- Provide information in advance of public meeting

### **Notify Public via**

- Blast e-mails
- Notice widely disseminated through new partnerships with community-based and interest organizations
- Newsletters
- Printed materials
- Electronic access to information
- Local Media
- Notices placed on board transit vehicles and at transit hubs

### **Newsletters**

- MTC's newsletter *Transactions*
- Commissioner newsletters
- Submit articles for publication in community/corporate newsletters

### **Techniques for Involving Low Income Communities and Communities of Color**

See also MTC's *Plan for Special Language Services to Limited English Proficient Populations*, which can be found in English, Spanish and Chinese on MTC's website at [www.mtc.ca.gov/get\\_involved/lep.htm](http://www.mtc.ca.gov/get_involved/lep.htm).

- Involve MTC's Policy Advisory Council
- Grants to community-based organizations to tailor meetings, customize presentation materials, provide incentives and support services to ~~and~~ remove barriers to participation (e.g., provide child care and refreshments)
- "Take One" flyers on transit vehicles and transit hubs
- Outreach in the community (flea markets, churches, health centers, etc.)

- Personal interviews or use of audio recording devices to obtain oral comments
- Translate materials; have translators available at meetings as requested
- Include information on meeting notices on how to request translation assistance
- Robust use of “visualization” techniques, including maps and graphics to illustrate trends, choices being debated, etc.
- Use of community and minority media outlets to announce participation opportunities

### **Techniques for Reporting on Impact of Public Comments**

- Summarize key themes of public comments in staff reports to MTC standing committees
- Direct mail and email to participants from meetings, surveys, etc. to report final outcomes
- Newsletter articles
- Updated and interactive web content

### **Techniques for Involving Limited-English Proficient Populations**

- Personal interviews or use of audio recording devices to obtain oral comments
- Translated documents and web content on key initiatives
- On-call translators for meetings
- Translated news releases and outreach to alternative language media, such as radio, television, newspapers and social media.
- Include information on meeting notices on how to request translation assistance
- Robust use of “visualization” techniques, including maps and graphics to illustrate trends, choices being debated, etc.
- Train staff to be alert to and anticipate the need of low-literacy participants in meetings, workshops, and the like

### **Other Outreach**

- Information/comment tables or booths at community events and public gathering spaces
- Comment Cards/Take-One Cards on-board transit vehicles

#### IV. Public Participation Procedures for the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP)

There are two key transportation initiatives of MTC's that are specially called out in federal law as needing early and continuing opportunities for public participation — development of the Regional Transportation Plan and the Transportation Improvement Program.

##### **Public Participation Opportunities in the RTP and TIP**

Because of its comprehensive, long-term vision, the RTP provides the earliest and the best opportunity for interested persons and public agencies to influence MTC's policy and investment priorities for Bay Area transportation. It is at this earlier RTP stage where investment priorities and major planning-level project design concepts are established, and broad, regional impacts of transportation on the environment are addressed. Thus, there is comparatively less value for public to participation in the TIP, which is a programming document that identifies funding for only those programs and projects that are already included in the RTP. A mid-point between the RTP and TIP is the project-selection process. Interested residents can become versed in how a transportation project moves from an idea to implementation — including local project review, details for how projects are included in MTC's RTP, MTC's Project Selection Process, the TIP and environmental review/construction phases — in a publication titled “A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP.” This document is available on MTC's web site ([www.mtc.ca.gov/funding/tip/DRAFT\\_2011/Guide\\_to\\_TIP\\_8-10.pdf](http://www.mtc.ca.gov/funding/tip/DRAFT_2011/Guide_to_TIP_8-10.pdf)) and from the MTC Library.

Another easy way to engage on transportation policies and investment is to request to be added to MTC's RTP database (see below for instructions).



##### **Get Involved: Sign Up for MTC's RTP Database at [www.OneBayArea.org](http://www.OneBayArea.org)**

One of the ways to have the most impact on MTC's policy and investment decision is to participate in an update of the regional transportation plan (RTP). Contact MTC's Public Information Office online at [www.OneBayArea.org](http://www.OneBayArea.org) or at [info@mtc.ca.gov](mailto:info@mtc.ca.gov), or call at 510.817.5757, and ask to be included in MTC's database.

## **Regulatory and Planning Context for Environmental Justice**

Under 1998 guidance from the Federal Highway Administration and the Federal Transit Administration on environmental justice, metropolitan planning organizations must, as part of the planning process:

- Enhance analytical capabilities to ensure that the long-range transportation plan and transportation improvement program comply with Title VI.
- Identify residential, employment and transportation patterns of low-income and minority populations, identify and address needs, and assure that benefits and burdens of transportation investments are fairly distributed.
- Improve public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decisions.

MTC carries out each of these directives by (a) continually gathering and analyzing regional demographic and travel data and refining its analytical capabilities; (b) supporting locally based needs assessments in low-income communities and communities of color through the Community-based Transportation Planning program, funding projects targeting low-income communities through the Lifeline Transportation Program, and conducting an equity analysis of each long-range plan RTP; (c) preparing an investment analysis with a focus on low-income communities and communities of color for the 2011 and future TIPs; (d) examining and refining the agency's public involvement process to ensure full and fair participation in decision-making.

## A. Regional Transportation Plan

The long-range Regional Transportation Plan (RTP) prioritizes and guides all Bay Area transportation development over 25 years. The RTP is the comprehensive blueprint for transportation investment (transit, highway, local roads, bicycle and pedestrian projects), and establishes the financial foundation for how the region invests in its surface transportation system by identifying how much money is available to address critical transportation needs and setting the policy on how projected revenues are to be spent. The RTP is updated at least once every four years to reflect reaffirmed or new planning priorities and changing projections of growth and travel demand based on a reasonable forecast of future revenues available to the region.

Under a new state law (SB 375, Steinberg, Chapter 728, 2008 Statutes), the RTP must include a regional Sustainable Communities Strategy for achieving a regional target for reducing greenhouse gases for cars and light trucks and identify specific areas in the nine-county Bay Area to accommodate all the region's projected population growth, including all income groups, for at least the next 25 years. The legislation requires MTC and the Association of Bay Area Governments (ABAG) to jointly develop the regional Sustainable Communities Strategy to integrate planning for growth and housing with long-range transportation investments. In the Bay Area, MTC and ABAG are joined by the Bay Area Air Quality Management District and the Bay Conservation and Development Commission to develop an SCS that also incorporates shoreline planning and air quality objectives.

The law also calls for a separate Public Participation Plan for development of the Sustainable Communities Strategy and the regional transportation plan. Appendix A describes a Public Participation Plan for the Sustainable Communities Strategy and Regional Transportation Plan.

MTC prepares several technical companion documents for RTP updates. These include a program-level Environmental Impact Report per California Environmental Quality Act (CEQA) guidelines, and transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions to the RTP may warrant a revision or update to these technical documents. The process for preparing and conducting interagency consultation on the conformity analysis is described in MTC Resolution No. 3757.

MTC also prepares an Equity Analysis on RTP updates to determine whether minority and low-income communities in the Bay Area share equitably in the benefits of the regional transportation plan without bearing a disproportionate share of the burdens. As an assessment of the region's long-

range transportation investment strategy, this analysis is conducted at a regional, program-level scale. This assessment of the long-range plan is intended to satisfy federal requirements under Title VI of the Civil Rights Act and federal policies and guidance on environmental justice. For each update of the RTP, MTC will prepare a public participation plan (see below “RTP Update”) that will provide more information on how the equity analysis will be conducted throughout that update of the RTP.

### **Updating and Revising the Regional Transportation Plan**

A complete update of an existing regional transportation plan is required at least once every four years. The RTP also may be revised in between major updates under certain circumstances, as described below in the table and narrative:

- **RTP Update**

This is a complete update of the most current long-range regional transportation plan, which is prepared pursuant to state and federal requirements.

RTP updates include extensive public consultation and participation involving hundreds of Bay Area residents, public agency officials and stakeholder groups over many months. MTC’s Policy Advisory Council and many stakeholder advocacy groups play key roles in providing feedback on the policy and investment strategies contained in the plan. Local and Tribal governments, transit operators and other federal, state and regional agencies also actively participate in the development of an RTP update via existing and ad hoc forums.

For each RTP update MTC will prepare a multi-phased public outreach and involvement program to ensure that all those with a stake in the outcome are actively involved in its preparation. See Appendix A of this Plan for the Public Participation Plan for the 2013 Sustainable Communities Strategy/ Regional Transportation Plan. An RTP Public Participation Plan will draw from the public participation techniques listed in Section III of this plan, as well as set performance benchmarks. MTC will request that county congestion management agencies (CMAs) involve the public in their process for nominating projects for inclusion in the RTP, and show how public comments helped inform their recommendations.

- **RTP Amendment**

An amendment is a major revision to a long-range RTP, including adding or deleting a project, major changes in project/project phase costs, initiation dates, and/or design concept and scope (e.g., changing project locations or the number of through traffic lanes). Changes to projects that are included in the RTP only for illustrative purposes (such as in the financially unconstrained “vision” element) do not require an amendment. An amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation conformity mandates. Amendments that require an update to the air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **RTP Administrative Modification**

This is a minor revision to the RTP for minor changes to project/project phase costs, funding sources, and/or initiation dates. An administrative modification does *not* require public review and comment, demonstration that the project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As with an RTP amendment, changes to projects that are included in the RTP’s financially unconstrained “vision” element may be changed without going through this process.

Table 1  
**Updating and Revising the Regional Transportation Plan (RTP)**

<b>Public Participation for an RTP Update</b>
<p>❶ Prepare a public participation plan to provide early and continuing opportunities to comment. Review public outreach and involvement program with stakeholders and advisory groups.</p>
<p>❷ Implement public outreach and involvement program, which may include:</p> <ul style="list-style-type: none"> <li>• Numerous targeted workshops with local governments, partner agencies, stakeholder groups, advisory groups including MTC’s Policy Advisory Council, and the general public</li> <li>• Opportunities to participate via the web, surveys, etc</li> <li>• Posting draft documents to the web for public review and comment</li> <li>• Documents available for viewing at the MTC Library</li> </ul>
<p>❸ Notify the public of opportunities to participate using such methods as local media outlets, mailings and electronic-mailings to MTC’s database, stakeholder and advocacy groups, web postings.</p>
<p>❹ Conduct inter-governmental consultation, as appropriate.</p>
<p>❺ Conduct interagency consultation as appropriate based on Air Quality Conformity Protocol (MTC Resolution No. 3757).</p>
<p>❻ Release Draft Plan for at least a 55-day public review period</p> <ul style="list-style-type: none"> <li>• Hold at least three formal public hearings in different parts of the region</li> <li>• Respond to significant comments</li> <li>• Extend public review period by 5-days if changes in the final RTP are considered material differences.</li> </ul>
<p>❼ Adoption by the MTC Commission at a public meeting. Notify the public about the Commission’s action with electronic mailings to MTC’s database.</p>
<b>Public Participation for an RTP Amendment</b>
<p>❶ Release proposed amendment for a 30-day public review</p> <ul style="list-style-type: none"> <li>• Notify the public of opportunities to participate and comment using such methods as local media outlets, mailings and electronic mailings to MTC’s database, notice to stakeholder and advocacy groups, or web postings.</li> <li>• Post amendment on MTC’s web site for public review</li> <li>• Amendment available for viewing at the MTC Library</li> </ul>
<p>❷ RTP Amendment reviewed at a public meeting of the MTC Planning Committee.</p>
<p>❸ Approval at a public meeting by the MTC Commission.</p>
<p>❹ Post approved RTP Amendment on the MTC website and notify the public about its approval via electronic mailings to MTC’s database.</p>
<b>Public Participation for RTP Administrative Modification</b>
<p>❶ No formal public review.</p>
<p>❷ Approval by MTC Executive Director.</p>
<p>❸ RTP Administrative Modification posted on MTC website following approval.</p>

## B. Transportation Improvement Program

The Transportation Improvement Program (TIP) implements the policy and investment priorities expressed by the public and adopted by MTC in the Regional Transportation Plan (RTP). In this way, public comments made as part of the RTP are reflected in the TIP as well. The TIP covers a four- or five-year timeframe, and all projects included in the TIP must be consistent with the RTP, which covers 25 years. The TIP is a comprehensive listing of Bay Area surface transportation projects — including transit, highway, local roadway, bicycle and pedestrian investments — that:

- receive federal funds, or are
- subject to a federally required action, or are
- regionally significant, for federal air quality conformity purposes.

The TIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or “programmed”) to the projects are available to implement the projects or project phases. Adoption of the TIP also requires a finding of conformity with federal transportation-air quality conformity mandates.

Individual project listings may be viewed through MTC’s web-based Fund Management System at [www.mtc.ca.gov/funding/fms\\_intro.htm](http://www.mtc.ca.gov/funding/fms_intro.htm). As part of MTC’s commitment to public involvement, many projects in the TIP are mapped to present the online reader with a visual location of the project. Individuals without access to the Internet may view a printed copy of the project listings at the MTC Library at 101 Eighth Street, in Oakland.

In addition to a Transportation Improvement Program that is accessible online (<http://www.mtc.ca.gov/funding/tip/>), MTC maintains free, subscription-based e-mail distribution lists to inform interested individuals, transportation officials and staff of changes and actions related to the TIP. Through this system, individuals are alerted as needed regarding the development and approval of a new TIP and updates, such as the notice of a TIP update, or notice and approval of the TIP amendments. The TIP-INFO Notification tool helps facilitate public review and comments as well as coordination with transportation and other public agencies. Anyone may sign up for the service at MTC’s website.

To further assist in the public assessment of the TIP, and specifically to analyze the equity implications of the proposed TIP investments, MTC conducted an investment analysis for the 2011

TIP with a focus on minority and low-income residents for each update of the TIP. Future TIPs will build and improve upon this analytical framework.

### **Updating and Revising the TIP**

Federal regulations require that the TIP be updated at least once every four years. From time to time, circumstances dictate that revisions be made to the TIP between updates. MTC will consider such revisions when the circumstances prompting the change are compelling, and the change will not adversely affect transportation-air quality conformity or negatively impact the financial constraint findings of the TIP. These regulations can be viewed on MTC's web site at <http://www.mtc.ca.gov/funding/tip/tiprevisionprocedures.pdf>.

In addition to a TIP update, revisions to the TIP may occur as TIP Amendments, TIP Administrative Modifications, or TIP Technical Corrections. The criteria for Administrative Modifications and Amendments are defined in federal regulations, specifically Title 23, CFR part 450.104.

The Federal Highway Administration, Federal Transit Administration, and Caltrans agreed on Amendment and Administrative Modification Guidelines on November 17, 2008. The guidelines are posted online at:

[www.dot.ca.gov/hq/transprog/federal/fedfiles/res\\_publications/amend\\_mod\\_procedures\\_approval.pdf](http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/amend_mod_procedures_approval.pdf) [www.dot.ca.gov/hq/transprog/federal/fedfiles/amend\\_mod\\_procedures\\_approval.pdf](http://www.dot.ca.gov/hq/transprog/federal/fedfiles/amend_mod_procedures_approval.pdf). Further explanation about TIP updates and how the types of revisions are processed are shown in the narrative and table that follows.

- **TIP Update**

This is a complete update of the existing TIP, to reflect new or revised transportation investment strategies and priorities. An update of the TIP is required at least once every four years. Because all projects included in the TIP are consistent with the RTP, MTC's extensive public outreach for development of the RTP is reflected in the TIP as well. The TIP implements, in the short-term, the financially constrained element of the RTP and is responsive to comments received during the development of the RTP. TIP updates will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **TIP Amendment**

This is a revision that involves a major change to the TIP, such as the addition or deletion of a project; a major change in project cost or project/project phase initiation date; or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or an air quality conformity determination.

Amendments requiring a transportation-air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **TIP Administrative Modification**

An administrative modification includes minor changes to a project’s costs or to the cost of a project phase; minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint, or conformity determination.

- **TIP Technical Correction**

Technical corrections may be made by MTC staff as necessary. Technical corrections are not subject to an administrative modification or an amendment, and may include revisions such as: changes to information and projects that are included only for illustrative purposes; changes to information outside of the TIP period; changes to information not required to be included in the TIP per federal regulations; or changes to correct simple errors or omissions including data entry errors. These technical corrections cannot significantly impact the cost, scope, or schedule within the TIP period, nor will they be subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

**Table 2  
Public Participation for  
Updating and Revising the Transportation Improvement Program (TIP)**

<b>TIP Update</b>
<ul style="list-style-type: none"> <li>❶ Notify public of opportunities to participate via U.S. mail; use appropriate lists within MTC’s database, including list of Regional Transportation Plan participants Also notify the public using such methods as local media outlets; electronic-mailings to stakeholder and advocacy groups; the TIP-INFO Notification (e-mail); or via an electronic subscription system that is open for anyone to sign up to be kept informed about the TIP.</li> </ul>

<p>② Notify Bay Area Partnership technical committees or working groups Conduct Intergovernmental consultation, as appropriate.</p>
<p>③ Release Draft TIP for 30-day public review and comment period</p> <ul style="list-style-type: none"> <li>▪ Draft TIP available for viewing in MTC Library; and mailed to major libraries throughout the Bay Area</li> <li>▪ Posted on MTC web site for public review and comment</li> </ul> <p>Extend public review period by 5-days if final TIP differs significantly from draft TIP and the changes are considered material differences.</p>
<p>④ Respond to significant comments; MTC's response compiled into an appendix in the final TIP.</p>
<p>⑤ Review by an MTC standing committee, typically the Programming &amp; Allocations Committee (a public meeting); referral to Commission.</p>
<p>⑥ Adoption by Commission at a public meeting. Approval by Caltrans. Approval by Federal Highway and Federal Transit Administrations (FHWA/FTA).</p>
<p>⑦ Notify the public about the Commission's action with electronic mailings, including via an electronic subscription system that is open for anyone to sign up to be kept informed about the TIP.</p>

<b>TIP Amendment</b>
<p>① Notify public via TIP-INFO Notification (e-mail) or other electronic notification methods.</p>
<p>② Notify Bay Area Partnership technical committees or working groups Available for viewing in MTC Library Posted on MTC web site for public review</p>
<p>③</p> <ul style="list-style-type: none"> <li>• Amendments deleting or adding a project or changing an existing project that is subject to a new air quality conformity analysis: <ul style="list-style-type: none"> <li>○ 30-day public review and comment period, with review by an MTC standing committee at a public meeting; and</li> <li>○ Approval by the full Commission at a public meeting.</li> </ul> </li> <li>• Amendments deleting or adding a project that is <i>not</i> subject to an air quality conformity analysis (such as a roadway rehabilitation): <ul style="list-style-type: none"> <li>○ Review and approval by an MTC standing committee or the full Commission at a public meeting.</li> </ul> </li> <li>• An amendment changing an existing project that is not subject to an air quality conformity analysis, or changing an existing grouped project listing (such as the highway bridge program), or bringing a previously listed project or phase back into the TIP for financial purposes; or changing TIP funding revenues: <ul style="list-style-type: none"> <li>○ Approval by the MTC Executive Director or designee, following 5-day</li> </ul> </li> </ul>

<ul style="list-style-type: none"> <li>○ notice on MTC’s website, <b>or</b></li> <li>○ Review and approval by an MTC standing committee or the full Commission at a public meeting.</li> </ul>
<p>④ Approval by Caltrans Approval by FHWA/FTA</p> <p>Notify public via TIP-INFO Notification or via an electronic subscription system open to anyone who requests to be kept informed about the TIP.</p>

<b>TIP Administrative Modification</b>
① No public review.
② Approval by <u>MTC Executive Director or designee</u> by delegated authority (authority is delegated by the Federal Highway Administration or Federal Transit Administration), or Caltrans
③ After approval, notify Bay Area Partnership technical committees or working groups.
④ After approval: <ul style="list-style-type: none"> <li>• post in MTC Library</li> <li>• post on MTC web site</li> <li>• notify public via TIP-INFO Notification or via an electronic subscription system open to anyone who requests to be kept informed about the TIP.</li> </ul>

<b>TIP Technical Correction</b>
① No public review.
② Technical corrections by staff.
③ No approval required.

**Federal Transit Administration Program of Projects Public Participation Requirements**

Federal transit law and joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307 funds must meet. This Public Participation Plan follows the procedures for public involvement associated with TIP development and therefore satisfies public participation requirements for the POP. All public notices of public involvement activities and times established for public review and comment on the TIP will state that they satisfy the POP requirements of the Section 5307 Program.

### **Annual Listing of Obligated Projects**

By federal requirement, MTC publishes at the end of each calendar year an annual listing of obligated projects, which is a record of project delivery for the previous year. The listing also is intended to increase the awareness of government spending on transportation projects to the public. Copies of this annual listing may be obtained from MTC's web site: <http://www.mtc.ca.gov/funding/delivery/> or by calling MTC's Library at 510.817.5836.

### **Congestion Management Process**

Under Federal SAFETEA regulations, MTC is required to prepare a congestion management process (CMP) for the Bay Area that includes strategies for managing travel demand, traffic operational improvements, public transportation improvements, and the like. MTC's Planning Committee at a public meeting adopts a CMP approximately every two years, with the results of this technical evaluation used to inform MTC decisions on program and investment priorities, including the Regional Transportation Plan. Those interested in this exercise may obtain copies of the relevant memoranda via MTC's web site, or by requesting to be added to the Planning Committee's mailing list.

## V. Interagency and Tribal Government Consultation Procedures for the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP)

### A. Public Agency Consultation

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users – better known as SAFETEA – expanded and specified a public participation process, directing metropolitan transportation agencies like MTC to consult with officials responsible for other types of planning activities that are affected by transportation in the area, be that conservation and historic preservation or local planned growth and land use management.

The most effective time to involve the public and governmental agencies in the planning and programming process is as early as possible. As such, the development of the regional transportation plan, with its 25-year timeframe, is the earliest and the key decision point for the interagency consultation process. It is at this stage where funding priorities and major projects' planning-level design concepts and scopes are introduced, prioritized and considered for implementation. Furthermore, MTC's funding programs and any projects flowing from them are derived directly from the policies and the transportation investments contained in the RTP. Because the RTP governs the selection and programming of projects in the TIP, MTC considers the agency consultation process as a continuum starting with the regional transportation plan. The RTP is the key decision point for policy decisions regarding project and program priorities that address mobility, congestion, air quality, and other planning factors; the TIP is a short-term programming document detailing the funding for only those investments identified and adopted in the RTP.

MTC will use the following approaches to coordinate and consult with affected agencies in the development of the RTP and the TIP. Throughout the process, consultation will be based on the agency's needs and interests. At a minimum, all agencies will be provided an opportunity to comment on the RTP and TIP updates.

- **Regional Transportation Plan (RTP)**

MTC's compliance with the California Environmental Quality Act (CEQA) serves as the framework to consult, as appropriate, in the development of the RTP with federal, state and local resource agencies responsible for land use management, natural resources, environmental protections, conservation, and historic preservation. This consultation will

include other agencies and officials responsible for other planning activities in the MTC region that are affected by transportation, to the maximum extent practicable.

As required by CEQA, the Notice of Preparation (NOP) stating that MTC as the lead agency will prepare a program-level Environmental Impact Report (EIR) for the RTP is the first step in the environmental process. The NOP gives federal, state and local agencies and the public an early opportunity to identify areas of concern to be addressed in the EIR and to submit them in writing to MTC. Further, MTC also will hold agency and public scoping meeting(s) to explain the environmental process and solicit early input on areas of concern. During the development of the Draft EIR, MTC will consult with affected agencies on resource maps and inventories for use in the EIR analysis.

MTC will consider the issues raised during the NOP period and scoping meetings(s) during its preparation of the EIR. Subsequently, as soon as MTC completes the Draft EIR, MTC will file a Notice of Completion (NOC) with the State Clearinghouse and release the Draft EIR for a 45-day public review period. MTC will seek written comments from agencies and the public on the environmental effects and mitigation measures identified in the Draft EIR. During the comment period, MTC may consult directly with any agency or person with respect to any environmental impact or mitigation measure. MTC will respond to written comments received prior to the close of comment period and make technical corrections to the Draft EIR where necessary. The Commission will be requested to certify the Final EIR, and MTC will file a Notice of Determination (NOD) within five days of Commission certification.

Note that while the RTP is not subject to the federal National Environmental Policy Act (NEPA), MTC will consult with federal agencies as appropriate during the preparation of the CEQA environmental document. Additionally, the involvement of federal agencies in the RTP can link the transportation planning process with the federal NEPA process. As the projects in the RTP and TIP continue down the pipeline toward construction or implementation, most must comply with NEPA to address individual project impacts.

- **Transportation Improvement Program (TIP)**

As discussed above, crucial decisions whether or not to support or fund a transportation program or project in the region first occurs at the RTP level. The TIP translates recommendations from the RTP into a short-term program of improvements focused generally on projects that have a federal interest. Therefore, the earlier, and more effective,

timeframe for public comment on the merits of a particular transportation project is during the development of the long-range plan. The TIP defines project budgets, schedules and phasing for those programs and projects that are already part of the RTP. The TIP does not provide any additional information regarding environmental impacts, beyond that found in the program-level environmental analysis prepared for the RTP.

As such, starting at the RTP development stage, MTC staff will concurrently consult with all agencies regarding the TIP. Subsequent to the RTP, additional consultations at the TIP stage will be based on an agency's needs and interests. At a minimum, all agencies will be provided with an opportunity to comment on the TIP. Project sponsors — including the California Department of Transportation (Caltrans), local jurisdictions, transit operators, and county congestion management agencies (CMAs) — review and consult with MTC on each of their respective projects in the TIP. These agencies (and any other interested agency) are involved every step of the way in the establishment of MTC programs, selection of projects and their inclusion in the TIP.

## B. Other Protocol for Working with Public Agencies

### ▪ **The Bay Area Partnership Review and Coordination**

MTC established the Bay Area Partnership in 1991 to collaboratively assist the Commission in fashioning consensus among its federal, state, regional, and local transportation agency partners regarding the policies, plans, and programs to be adopted and implemented by the Commission. More recently, that focus has narrowed to advising the Commission on specific transportation investment policies. Membership includes a chief staff officer from all public agencies representing the following transportation interests:

- Transit operations
- Transportation facilities
- Congestion management agencies
- Public works agencies
- Airports and seaports
- Regional, state and federal transportation, environmental, and land use agencies

The Partnership Board discusses critical transportation investment policy issues, while the Partnership Technical Advisory Committee (PTAC) considers the on-going and more technical aspects of these investment issues. These meetings are open to the public. The Partnership Board meetings are audiocast live and later archived on MTC's web site. The status of any TIP amendments and administrative modifications are reviewed via the PTAC and/or its working group meetings. For TIP updates, PTAC and/or its working groups will be kept informed and consulted throughout the process through items on regular meeting agendas, e-mail notifications, and presentations as appropriate.

### ▪ **Air Quality Conformity and Interagency Consultation**

A dialogue between agencies over transportation-air quality conformity considerations must take place in certain instances prior to MTC adoption of its RTP or TIP. These consultations are conducted through the Air Quality Conformity Task Force — which includes representatives of the U.S. Environmental Protection Agency, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the California Air Resources Board (CARB), Caltrans, the Bay Area Air Quality Management District, and other state and local transportation agencies. These agencies review updates and, in certain instances, amendments to the RTP and TIP to ensure they conform to federal transportation conformity regulations via transportation-air quality conformity analysis.

In accordance with Transportation-Air Quality Conformity and Interagency Consultation Protocol procedures (MTC Resolution No. 3757), MTC must implement the interagency consultation process for the nine-county San Francisco Bay Area before making a transportation conformity determination on the RTP or TIP. In developing an update to the RTP/TIP, MTC will bring important issues to the Partnership or its technical committees/working groups for discussion and feedback. All materials that are relevant to interagency consultation, such as the RTP/TIP schedule, important RTP/TIP-related issues, and draft RTP/TIP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur for RTP/TIP amendments requiring an air quality conformity analysis.

▪ **Intergovernmental Review via Regional and State Information Clearinghouses**

The intent of intergovernmental review, per Executive Order 12372, is to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. Applicants in the Bay Area with programs/projects for inter-governmental review are required to submit documentation to Association of Bay Area Government's (ABAG) Area-wide Clearinghouse and the State Clearinghouse in Sacramento, which are responsible for coordinating state and local review of applications for federal grants or loans under state-selected programs. In this capacity, it is also the function of the Clearinghouses to coordinate state and local review of federal financial assistance applications, federally required state plans, direct federal development activities, and federal environmental documents. The purpose of the clearinghouses is to afford state and local participation in federal activities occurring within California. The Executive Order does not replace public participation, comment, or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but gives the states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

ABAG's clearinghouse notifies, via the bi-weekly e-mail Intergovernmental Review Newsletter, entities and individuals at all governmental levels, as well as certain public interest groups that might be affected the proposed project or program. The state and area-wide clearinghouses are a valuable tool to help ensure that state and local agency comments are included along with any applications submitted by an applicant to the federal agencies. MTC uses this service to notice TIP updates and those TIP amendments that require an air quality determination. This service is not used for TIP amendments that do not require an

air quality conformity determination, for TIP administrative modifications and for TIP technical corrections. The clearinghouses also receive and distribute environmental documents prepared pursuant to the California Environmental Quality Act (CEQA) and coordinate the state-level environmental review process. The RTP is subject to CEQA and therefore is reviewed through the clearinghouses as well.

## C. Tribal Government Consultation

There are six federally recognized Native American tribes in the San Francisco Bay Area. MTC invites the tribes to conduct government-to-government consultation during development of the regional transportation plan and the companion Transportation Improvement Program as well as throughout the regional transportation planning process. MTC lays the groundwork for consultation-early in the process of developing the regional transportation plan, and generally includes a “Tribal summit” for all six Tribal governments. MTC expresses to each tribe a willingness to conduct individual meetings at the tribe’s convenience.

MTC board members and executive staff participate in consultation with the Tribal governments. MTC will conduct consultation and associated activities in locations convenient for the Tribal governments. Past meetings have been held in Sonoma County, where most of the Tribal governments are located.

The Tribal summit often will include MTC’s partner agencies, the Association of Bay Area Governments, the state Department of Transportation and the appropriate congestion management agencies. The Tribal summit also may include facilitation by an individual or organization known to the Tribal governments.

The Tribal summit will include discussion about how the Tribal governments will participate in development of the long-range plan, as well as the companion TIP. The Tribal summit also serves to introduce the Tribal governments to MTC’s partner agencies.

As a next step after the tribal summit, MTC encourages individual meetings with each tribal government throughout development of the regional transportation plan to discuss issues and concerns specific to each tribe. MTC offers to conduct consultation at a time and location convenient for the tribe, which may include attendance at meetings of the tribal council or committees. The governments also receive material from MTC throughout the RTP planning effort.

## VI. Evaluation and Update of the Public Participation Plan

MTC's Public Participation Plan is not a static document, but an on-going strategy that will be periodically reviewed and updated based on our experiences and the changing circumstances of the Commission and the transportation community it serves.

As part of every public outreach and involvement program developed for the regional transportation plan and other major planning studies that feed into the plan, MTC will set performance measures for the effectiveness of the participation program and report on the results. These performance reports will serve to inform and improve future outreach and involvement programs, including future updates to this Public Participation Plan.

For example, MTC identified specific performance measures to gauge progress toward accomplishing a set of goals established for the public participation process for the Transportation 2035 Plan. Evaluation questions were asked at the end of public meetings via electronic voting; participants also had the opportunity to complete written questionnaires. Participants were asked to evaluate specific aspects of the public involvement program related to the quality of outreach, meeting handouts, presentation, facilitation, and opportunities for feedback. More than 80 percent of the participants responded positively to all nine aspects of the outreach program.

Additionally, MTC will periodically evaluate various components of the items identified under Section II, "Continuing Public Engagement," which form the core of MTC's public involvement activities.

This Public Participation Plan may be subject to minor changes from time to time. Any major updates will include a review by MTC's advisory committees, 45-day public comment period with wide release and notification of the public about the proposed changes, review by the Commission's Legislation and Public Affairs Committee (a public meeting), and approval by the Commission. We will extend the public comment period by an additional 45 days in instances where major revisions are proposed in response to comments heard.

# MTC Public Participation Plan

## Appendix A

### A Public Participation Plan for the Bay Area Sustainable Communities Strategy and Regional Transportation Plan

# FINAL DRAFT

DRAFT: July 9, 2010  
REVISED DRAFT: Oct. 15, 2010  
FINAL DRAFT: Dec. 3, 2010



**A Public Participation Plan for the  
Bay Area Sustainable Communities Strategy and  
Regional Transportation Plan**

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# **A Public Participation Plan for the Bay Area Sustainable Communities Strategy and Regional Transportation Plan**

## **I. Introduction**

California Senate Bill 375 (2008) aims to reduce greenhouse gas emissions through development of a Sustainable Communities Strategy, or SCS, which integrates transportation and land-use planning. It's a tall order, but it's also an opportunity to leave our nine-county San Francisco Bay Area in better shape for future generations. In addition to seeking to achieve a new state greenhouse gas target, the Bay Area must also continue to work together to accommodate anticipated population growth while keeping the region affordable for our residents, preserve open spaces, protect our environment, and get our residents where they need to go, when they need to get there.

The law calls upon the Metropolitan Transportation Commission (MTC), with the Association of Bay Area Governments (ABAG), to develop a plan to involve the public in this process, which is detailed on the following pages. This plan is rooted in the principles that are included in MTC's federally required Public Participation Plan (to which this plan is appended). The goal is to promote an open, transparent process that encourages the ongoing and active participation of local governments and a broad range of stakeholders.

In developing the Bay Area's SCS, MTC and ABAG will team with two partner regional agencies — the Bay Area Air Quality Management District (Air District) and the San Francisco Bay Conservation and Development Commission (BCDC) — to integrate transportation and land use planning with clean air and shoreline planning. Developing the Bay Area's SCS will involve working together with local governments, county congestion management agencies, public transit agencies, along with business and community groups, nonprofits, stakeholders and interested residents to ensure that those with a stake in the outcome have the opportunity to be involved. We invite all Bay Area residents to join in the dialogue to make our region a better, more sustainable place.

## **OneBayArea**

The four regional agencies — ABAG, the Air District, BCDC and MTC — each have a number of separate initiatives under way toward the goal of creating a more sustainable and livable Bay Region. To connect these efforts, a single, unifying campaign has been developed — OneBayArea. A single web portal, [www.OneBayArea.org](http://www.OneBayArea.org), provides the public with ready access to information about the joint efforts of the four agencies. Information on the Sustainable Communities Strategy is located there. To learn more and get involved, visit the [www.OneBayArea.org](http://www.OneBayArea.org) site. Interested participants are encouraged to sign up to receive updates, get meeting schedules and materials and otherwise keep up to date on progress toward a sustainable Bay Area.

## **Planning Basics**

ABAG and MTC's current land use and transportation planning efforts include three key elements, which now must be woven together under SB 375 into a single SCS planning effort.

**Projections** — ABAG prepares 25-year long-term forecasts for population, housing and employment for the region, known as Projections. These policy-based projections inform the development of required housing and transportation planning efforts.

**Regional Housing Need Allocation** — ABAG also coordinates the state-mandated Regional Housing Need Allocation (RHNA) process. The California Department of Housing and Community Development (HCD) determines the region's overall housing need, then ABAG is responsible for distributing to local governments their share of housing units, including affordable units, that the Bay Area should plan for in order to accommodate future growth.

**Regional Transportation Plan** — A long-range Regional Transportation Plan (RTP) is prepared and adopted by MTC every four years, taking into account population, housing and employment forecasts and the regional housing allocation process. The Regional Transportation Plan must be a financially viable plan, and also conform with clean air goals. Under SB 375, the RTP must include the Sustainable Communities Strategy for achieving the regional target for reducing greenhouse gases. (In cases where it is determined that the target cannot be achieved, an alternative planning strategy will be developed.) The RTP is slated for adoption by the spring of 2013, upon expiration of the current long-range plan, the Transportation 2035 Plan.

**Other Key Initiatives to Help Shape Development of the SCS** — A number of other ongoing initiatives will also help shape development of the SCS. The FOCUS program is the regional land-use blueprint plan lead by ABAG and MTC to support voluntary, incentive-based efforts to direct development toward a more compact land use pattern for the Bay Area. Through FOCUS, local governments and regional agencies are encouraging the development of complete, livable communities in areas served by transit, and promoting conservation of the region's most significant resource lands. MTC's recently launched Transit Sustainability Project to ensure the long-term viability of the region's public transit network will also help inform the SCS. Other relevant initiatives include MTC's Climate Initiatives Program; BCDC and ABAG's climate adaptation work to address the impacts of sea-level rise; and environmental review guidelines under consideration by the Air District to address health-based concerns over impacts of new development in certain low-income communities near transportation hubs.

The Sustainable Communities Strategy will build upon the extensive body of land use and transportation planning and analyses developed over many years that have focused on identifying and evaluating the region's access and mobility needs, as well as its housing and infrastructure needs. These include:

- **Transportation 2035 Plan:** In April 2009, MTC adopted the Transportation 2035 Plan, which specifies how some \$218 billion in anticipated federal, state and local transportation funds will be spent in the nine-county Bay Area during the next 25-years. The Plan includes needs assessments for transit capital operations, transit rehabilitation and replacement, local streets and roads, and State Highway operations and maintenance. It also addresses the transportation needs of low-income, elderly and disabled populations, bicyclists and pedestrians as informed the Coordinated Public Transit-Human Services Plan, Community-Based Transportation Plan, Lifeline Report, and Regional Bicycle Plan (which are highlighted below). The Transportation 2035 Plan is available at: [http://www.mtc.ca.gov/planning/2035\\_plan/](http://www.mtc.ca.gov/planning/2035_plan/)
- **Transit Sustainability Project:** The analysis for the *Transportation 2035 Plan* suggests that the region's transit system is not sustainable based on current projections of transit costs and reasonably anticipated revenues. The Commission is proceeding with a regional Transit Sustainability Project (TSP) to establish a framework and implementation plan for a more robust, financially viable transit system that is both cost-effective and customer-focused. The TSP will include a comprehensive, fact-based analysis of the existing system focused on service design and delivery, financial viability, and decision-making structures. The analysis will also acknowledge the role external factors play in the long-term viability of the transit system, such as

land use and transportation pricing, which are critically important as the region grapples with preparing the Sustainable Communities Strategy required by SB 375 (Calif. Statutes 2008, Chapter 728). TSP updates and information are available at:  
<http://www.mtc.ca.gov/planning/tsp/>

- **Coordinated Public Transit-Human Services Plan:** Based on new requirements outlined in the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA), MTC adopted a Coordinated Public Transit / Human Services Transportation Plan in 2007 that focuses on the transportation needs of the region’s low-income, elderly and disabled populations. The plan also provides strategies for coordinating service for the three populations. This plan is available at:  
<http://www.mtc.ca.gov/planning/pths/>
- **Community-Based Transportation Planning Program:** With its Community-Based Transportation Planning Program, MTC created a collaborative planning process that involves residents in low-income Bay Area communities, community- and faith-based organizations that serve them, transit operators, county congestion management agencies (CMAs), and MTC. Launched in 2002, the Community-Based Transportation Planning Program evolved out of two reports completed in 2001 — the *Lifeline Transportation Network Report* and the *2001 Regional Transportation Plan Environmental Justice Report*. The Lifeline Report identified basic travel needs in low-income Bay Area communities and recommended community-based transportation planning as a way for communities to set priorities and evaluate options for filling transportation gaps. Likewise, the Environmental Justice Report identified the need for MTC to support local planning efforts in low-income communities throughout the region. These planning initiatives are available at: <http://www.mtc.ca.gov/planning/cbtp/>
- **Countywide Transportation Plans:** Each of the nine county Congestion Management Agencies prepares a long-range planning and policy document that assesses transportation needs and guides transportation priorities and funding decisions for that county over a 20-25 year horizon. These countywide plan informs that transportation projects and programs that are forwarded to MTC for consideration in the long-range plan. These plans can be found at the following links:  
Alameda County: [http://www.alamedactc.com/app\\_pages/view/797](http://www.alamedactc.com/app_pages/view/797)  
Contra Costa County: <http://www.ccta.net/EN/main/planning/countywideplan.html>  
Marin County: <http://www.tam.ca.gov/index.aspx?page=79>  
Napa County: <http://sites.google.com/site/napastransportationfuture/>  
San Francisco County: <http://www.sfcta.org/content/category/6/77/217/>

San Mateo County: [http://www.ccag.ca.gov/plans\\_reports.html](http://www.ccag.ca.gov/plans_reports.html)

Santa Clara County: <http://www.vta.org/projects/studies.html>

Solano County: <http://www.solanolinks.com/plans.html>

Sonoma County: <http://www.sctainfo.org/reports.asp>

- **The FOCUS program** is the regional land-use blueprint plan lead by ABAG and MTC to support voluntary, incentive-based efforts to direct development toward a more compact land use pattern for the Bay Area. Through FOCUS, local governments and regional agencies are encouraging the development of complete, livable communities in areas — known as Priority Development Areas (PDAs) — served by transit, and promoting conservation of the region’s most significant resource lands — known as Priority Conservation Areas (PCAs). For more information, visit: <http://www.bayareavision.org/initiatives/index.html>
- **PDA Assessments**, an offshoot of the FOCUS program, are being conducted by ABAG and MTC in partnership with local jurisdictions to determine specific needs in areas designated as planned PDAs. This effort, expected to wrap up in 2011, looks at the a range of needs, including infrastructure, affordable housing, school quality and the demographic make up of new residential communities.
- **Station Area Planning:** Launched in 2005, MTC has dedicated \$20 million towards planning grants to support implementation of transit-oriented development in key transit centers. Initially focused on supporting the regional rail policy known as MTC Resolution 3434, eligibility for the grants was broadened in 2008 to support planning in PDAs. The grants seek to address planning elements such as traffic circulation, community engagement, housing types, as well as implementation and financing strategies. For more information: visit [http://www.mtc.ca.gov/planning/smart\\_growth/#stations](http://www.mtc.ca.gov/planning/smart_growth/#stations).
- **ABAG Environmental Justice Projects:** Equity policies are an important aspect of the FOCUS Program, which aims to maximize the positive community benefits of developing near transit. Developing strategies governments can undertake to prevent displacement of low-income residents resulting from neighborhood improvement/ increased property values was the subject of a collaborative effort with ABAG, the Center for Innovative Solutions, and PolicyLink and the resulting report Development Without Displacement. More about the report is available for download at <http://www.bayareavision.org/initiatives/dwd-final.pdf>.

In addition, the grant supported three sub-grants to the community based organizations and Cities of San Francisco, Oakland and Richmond to fund collaborative best practices in equitable development and engage low-income communities of color in planning. For details, visit <http://www.bayareavision.org/initiatives/equitabledevelopment.html>

- Other relevant initiatives include BCDC and ABAG’s climate adaptation work to address the impacts of sea-level rise; and environmental review guidelines under consideration by the Air District to address health-based concerns over impacts of new development in certain low-income communities near transportation hubs.

In developing the final SCS, MTC and ABAG will conduct extensive public outreach to gather *additional* input on transportation and housing needs, trade-offs and priorities. Together, the past planning work and the public input to be gathered will form the foundation of the SCS alternatives to be tested and ultimately the SCS itself.

## II. Developing the Sustainable Communities Strategy

The main work elements of the Bay Area's Sustainable Communities Strategy and Regional Transportation Plan will be led by the Metropolitan Transportation Commission and the Association of Bay Area Governments, with support from the Bay Area Air Quality Management District and the Bay Conservation and Development Commission.

To help direct interested Bay Area residents and organizations to participate in key actions or decisions being taken throughout the development of the SCS/RTP, we will post details on the OneBayArea web site highlighting key activities (for example, explaining the purpose and significance of each task, the estimated timeframe, public participation and comment opportunities, policy board actions, etc.).

The three charts on pages 51 – 53 illustrate the expected flow of decision making for the SCS planning effort. Additional detail in two areas — scenario planning and equity review — is described below. However, the process will need to be flexible and is subject to change, as needed, to reflect and respond to the input received as we move through the steps of developing the SCS. Any changes as well as additional detail will be updated in the OneBayArea web site.

### ***Scenario Planning: Options for Future Growth in the Bay Area***

MTC and ABAG will develop land use-transportation scenarios to determine what it will take to reach the statutory targets for greenhouse gas emissions, housing and particulate emissions. Local governments and the public will have opportunities to provide input on what these scenarios will look like through regional workshops, and local forums, such as county/corridor working groups conducted with assistance of county congestion management agencies.

### ***Equity Considerations***

The social equity impacts of the SCS/RTP will be considered through each step of the planning effort. We envision three key milestones in this process where social equity will be considered:

1. Equity and other performance measures will be used to assess an initial scenario that can serve as a foundation for discussion of the region's "vision" for sustainable growth and development. This will begin in early 2011.

MTC and ABAG also will seek to partner with community-based organizations serving residents in low-income communities and communities of color to participate in subsequent revisions to this Initial Vision Scenario and the creation of a preferred SCS scenario.

2. A detailed equity alternatives analysis will be developed based on comments received through the scenario development process, and will be open for public review and discussion beginning in the summer of 2011. This analysis will precede any Commission decisions on a preferred alternative for the SCS. The primary forums for this discussion are expected to be MTC's Policy Advisory Council and the Regional Advisory Working Group.

MTC and ABAG also will seek to partner with community-based organizations to involve residents of low-income communities and communities of color during this phase.

3. Consistent with past equity analyses for the RTP, MTC and ABAG will conduct an equity analysis to measure both the benefits and burdens associated with the SCS/RTP investments to determine that minority and low-income communities share equitably in the benefits of the investments without bearing a disproportionate share of the burdens.

The following pages include these charts (please note that edits were made to each of the charts for the Final Draft Public Participation Plan):

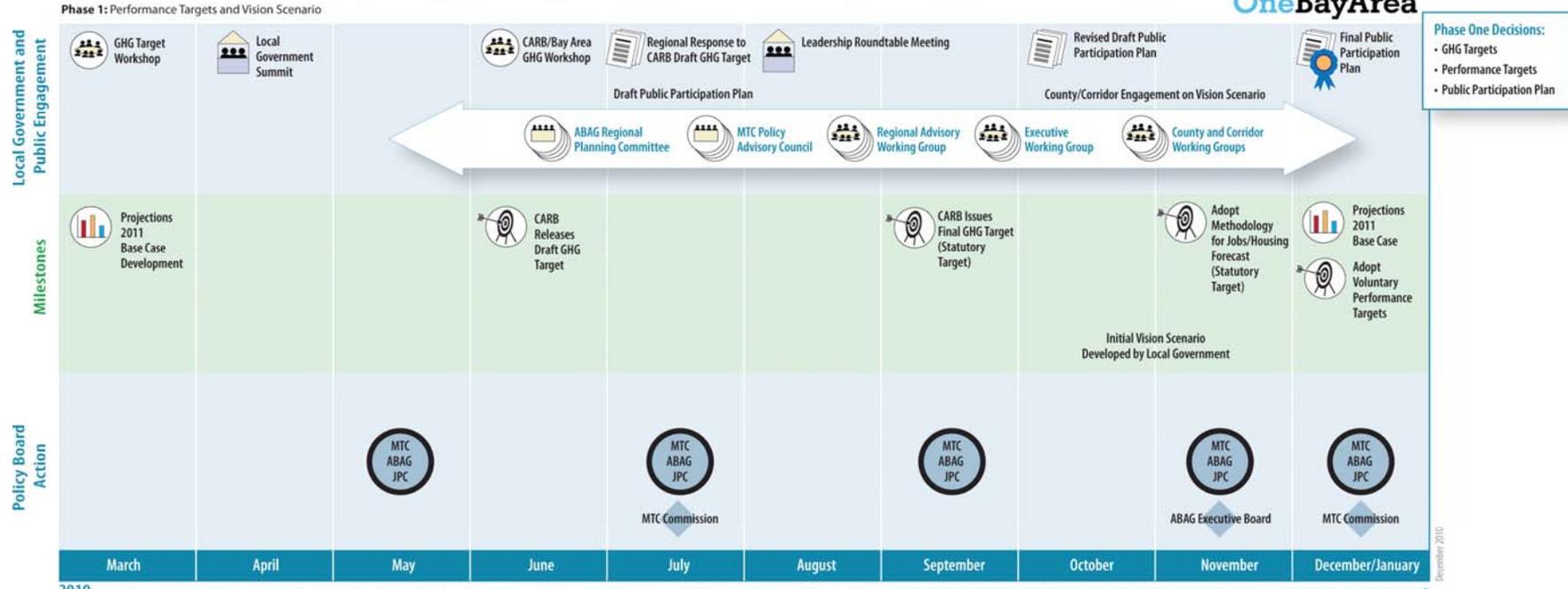
**Chart 1: Phase 1 Detail for 2010**

**Chart 2: Phase 2 Detail for 2011**

**Chart 3: Phases 3 & 4 Details for 2012-2013**

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# Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010\*



**Phase One Decisions:**

- GHG Targets
- Performance Targets
- Public Participation Plan

2010

\*Subject to change

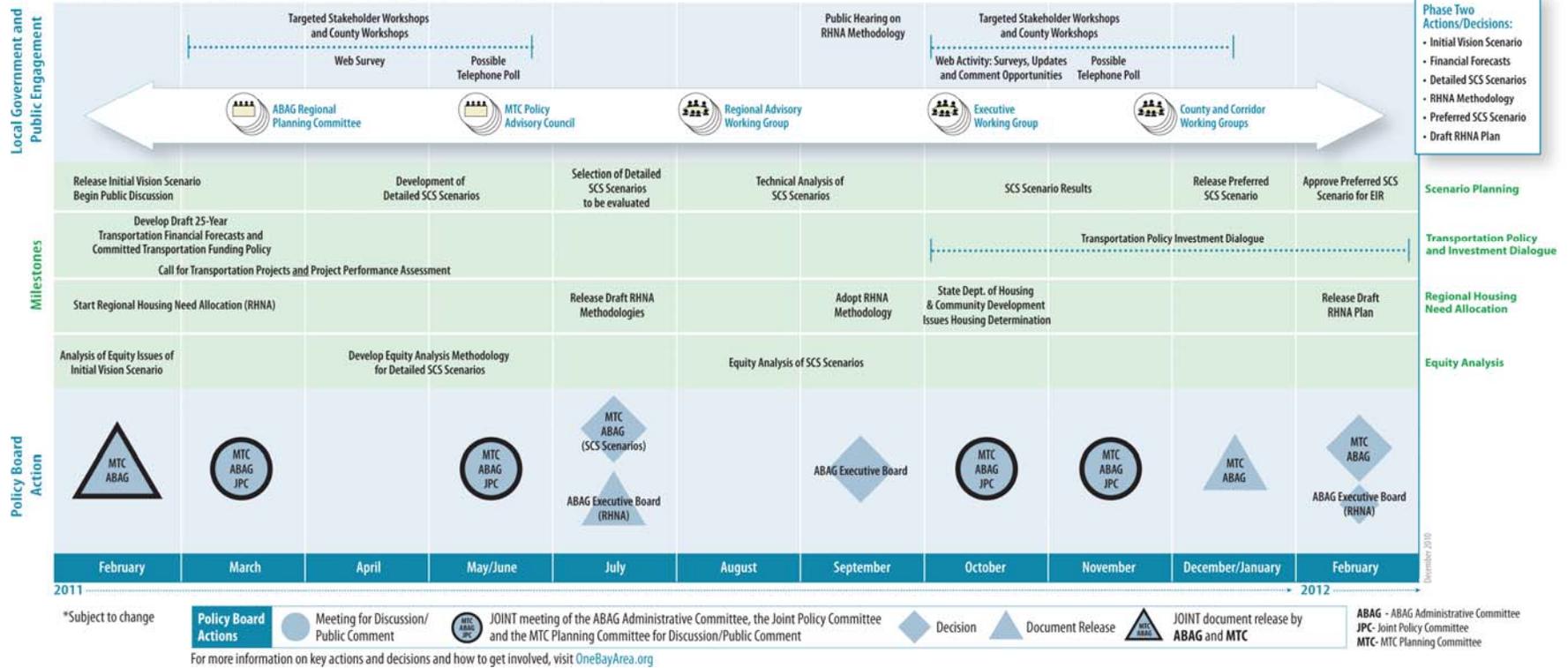
Policy Board Actions
 Meeting for Discussion/Public Comment
  JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
  Decision
  Document Release

ABAG - ABAG Administrative Committee  
 JPC - Joint Policy Committee  
 MTC - MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit [OneBayArea.org](http://OneBayArea.org)

# Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011\*

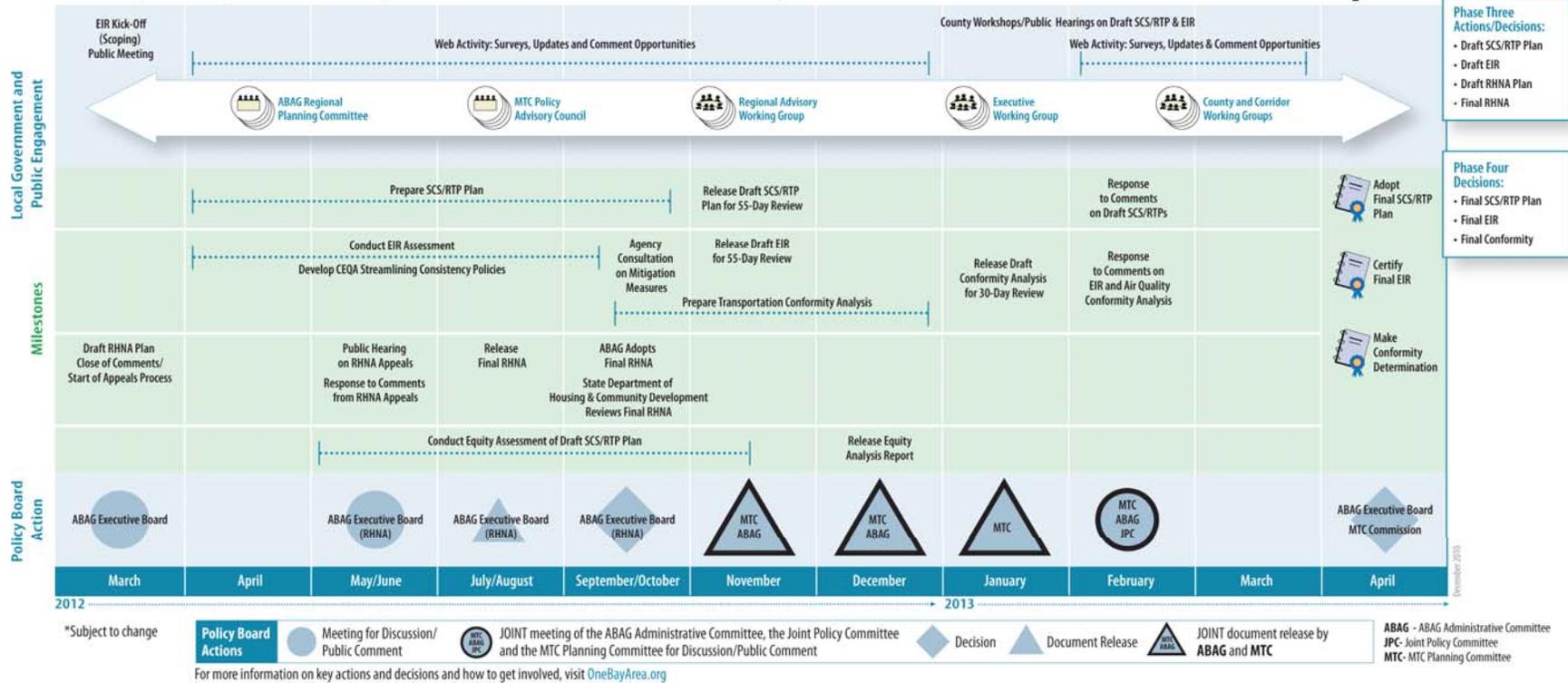
Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation



# Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012-2013\*

Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

Phase 4: Plan Adoption



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### **III. Stakeholders**

The goal of engaging local governments and other stakeholders in the SCS planning effort is to promote an open, transparent process that encourages the ongoing and active participation of local governments, a broad range of stakeholders, and the general public.

The success of the SCS is predicated on effective partnership with local governments and public support for policies and programs to accommodate all the region's projected population growth, including all income groups, and achieve targeted reductions in greenhouse gas emissions from cars and light trucks. Without such partnership and support — no matter how great our effort — we will not achieve the best possible outcomes.

To encourage communication among stakeholders, we have established the Regional Advisory Working Group that includes representatives from local government staff and stakeholders. For local governments, county/corridor working groups will support communication at the county and sub-regional levels. To encourage participation from all stakeholders MTC and ABAG will develop material in layman's terms so Bay Area residents understand what we are attempting to accomplish through this process and the options available to the region for achieving our goals.

#### **A. Government Engagement**

In developing the Bay Area's Sustainable Communities Strategy, the regional agencies will involve both government and non-government agencies, organizations and individuals. A partnership with local governments — from elected officials to city managers, planning and public works directors, transit operators and congestion management agencies — is critical.

To launch the planning process for the Bay Area's development of a Sustainable Communities Strategy, a half-day local government summit was held on April 22, 2010, in Oakland. Local elected officials received a briefing on the requirements of Senate Bill 375 and an introduction to the planning process the Bay Area will utilize to develop the Strategy. The summit was held in conjunction with the Association of Bay Area Governments' spring General Assembly, and drew over 350 attendees. The audience included a roughly equal representation of local elected officials, government staff, and representatives from a range of interest groups (business, environment and social equity).

## **County/Corridor Meetings**

To involve local governments and transportation agencies, ABAG and MTC in the summer and fall of 2010 coordinated meetings in each county with elected officials who serve on the four regional boards and their staffs and county Congestion Management Agencies (CMAs) to map out a process within each county to develop an Initial Vision Scenario. partner with and actively engage This Initial Vision Scenario will be a starting point for discussions among elected officials, city managers, planning directors, CMAs, transit agencies and stakeholder organizations in the development of the SCS. Specific information about each county process will be posted on the OneBayArea web site as it is developed.

County Congestion Management Agencies (CMAs) will work closely with elected officials, local jurisdictions and stakeholder organizations during the SCS planning effort, providing a meeting structure to discuss such issues as where new housing should be sited, how that new housing can be integrated to encourage sustainable growth and development, and how transportation investments should be prioritized to encourage and support sustainable development. MTC and ABAG will expect CMAs to, at a minimum, post notices of meetings on the OneBayArea web site, hold meetings in central locations that are accessible by public transit (to the extent feasible), notify interested parties in each county about meetings and public comment opportunities in the county/corridor by using ABAG's and MTC's contact database, and offer language translations and accommodations for people with disabilities if requested at least three days in advance. MTC is expecting that the CMAs will implement their public outreach efforts in a manner than meets the requirements of Title VI, and will work with the CMAs to support their efforts (e.g., assistance with translation services).

## **SCS Executive Working Group**

An SCS Executive Working Group — including city managers, congestion management agency directors, regional agency executives, transit officials and others — will be formed to provide a forum for input on technical and policy issues surrounding the SCS. Executive Working Group meeting times/locations as well as meeting materials will be posted on the OneBayArea website.

## **Additional Outreach to Government Stakeholders: Federal, State and Other Government Agencies and Native American Tribal Governments**

In addition to the local governments that will be involved in development of the Sustainable Communities Strategy, MTC and ABAG will consult with officials responsible for other types of planning activities that are affected by transportation in the area, such as federal and state conservation and historic preservation agencies. Consultation will be based on the agency's needs

and interests. At a minimum, agencies will be informed about the process to develop the SCS and RTP, and will be provided an opportunity to participate.

Consultation with the region's Native American governments also will occur. There are six federally recognized Native American tribes in the San Francisco Bay Area. MTC and ABAG will invite the tribes to participate in government-to-government consultation during development of the Sustainable Communities Strategy and the Regional Transportation Plan. The groundwork for consultation will occur early in the process of developing the regional transportation plan, and will include a "Tribal summit" for all six Tribal governments. MTC and ABAG will also conduct individual meetings at the tribe's convenience. (See also Tribal Government Consultation in the MTC Public Participation Plan.)

### **Statutorily Required Input on Draft Sustainable Communities Strategy**

As required by SB 375 legislation, at least two informational meetings in each county will be held for members of the county board of supervisors and city councils, to review and discuss the Draft Sustainable Communities Strategy and consider their input and recommendations. Notice of the meeting shall be sent to each city clerk and to the clerk of the board of supervisors. One informational meeting will be conducted if attendance at the one meeting includes county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county. ABAG and MTC will strive for a robust engagement with local governments that may well go beyond the number of meetings prescribed in the legislation.

## **B. Community Stakeholder Engagement**

The regional agencies will seek the active participation of a broad range of stakeholder groups in the development of the Sustainable Communities Strategy. In addition to bringing together representatives of local government, county congestion management agencies, transit agencies and the four regional agencies as described in Section III, outreach efforts will encourage the participation of a broad range of public advocates and community members. We will pay special attention to engagement efforts that focus on under-represented communities who do not typically participate in regional and local planning. The success of the SCS is dependent on all voices in the region being represented and involved, including stakeholders that are specifically identified in SB 375 and in federal legislation that governs regional transportation planning. The stakeholders in the SCS planning process include, but are not limited to, the following:

- Other affected public agencies (such as special districts, county health offices, resource agencies, etc.)
- Transportation and environmental advocates
- Neighborhood and community groups
- Broad-based business organizations
- Affordable housing advocates, home builder representatives, homeowner associations
- Landowners, commercial property interests
- Low-income communities, communities of color and limited English proficient communities
- School districts and county offices of education
- Other interested opinion leaders, advocacy groups and the general public.

### C. Joint Stakeholder Participation via Policy & Advisory Committees

Participation in regularly scheduled meetings of advisory and policy committees is one way that interested stakeholders — whether government or non-government — can get and stay involved. Meeting times and locations for these meetings will be posted on the OneBayArea website. If unable to attend, stakeholders can find meeting materials at the OneBayArea website ([www.OneBayArea.org](http://www.OneBayArea.org)) as well. The diagram below depicts the partnership that will be required to develop a successful sustainable strategy for the region.

**Table 1  
A Public Participation Partnership**



#### *Policy Boards and Committees*

**The Joint Policy Committee** brings together board members of the four regional agencies (ABAG, MTC, the Air District and BCDC) and is the vehicle through which the agencies coordinate their regional planning efforts. This committee will provide oversight of the Sustainable Communities Strategy planning effort. The Joint Policy Committee meets every other month at 10 a.m. in Oakland, in the Joseph P. Bort MetroCenter.

At key points in the development of the Sustainable Communities Strategy, the full policy boards of the four agencies will discuss SCS issues at their regular board meetings. Final decisions and actions related to the SCS will be made by the Metropolitan Transportation Commission and the Executive Board of the Association of Bay Area Governments.

**MTC** is guided by a 19-member policy board composed of local officials from the nine Bay Area counties, including two members who represent regional agencies — ABAG and the Bay Conservation and Development Commission — as well as three nonvoting members appointed to represent the U.S. Department of Housing and Urban Development, the U.S. Department of Transportation, and the California Department of Transportation. The Commission meets monthly on the fourth Wednesday of the month, at approximately 10 a.m., at MTC’s offices in Oakland, in the Joseph P. Bort MetroCenter.

**The ABAG Executive Board** carries out policies established by the General Assembly, which is composed of representatives of the Bay Area’s 101 cities, towns, and counties. ABAG’s Executive Board makes operating decisions and controls expenditures, and acts on recommendations from other Association committees. The 38 voting memberships on the Executive Board include elected officials reflecting population size of the nine counties, with non-voting members representing state or federal agencies invited to serve at the pleasure of the Board. The Executive Committee meets the third Thursday of every other month, beginning in January, at 7 p.m. in the auditorium of the Joseph P. Bort MetroCenter.

To more fully collaborate, the MTC Planning Committee and ABAG’s Administrative Committee will meet jointly as needed to oversee development of the Sustainable Communities Strategy.

### ***Advisory Committees***

**The Regional Advisory Working Group:** Bay Area residents and government staff will meet jointly through a newly created *ad hoc* regional working group whose primary purpose is to provide input to regional agency staff throughout the development of the Sustainable Communities Strategy. The Regional Advisory Working Group will meet as needed. For example, during 2010, the Regional Advisory Working Group is expected to meet almost monthly during the April – December 2010 timeframe, and participants will be asked to offer feedback on regional targets, including regional housing and job targets, the “base-case” or starting point land use, alternative land use and transportation investment scenarios, and SCS-related public outreach.

The Regional Advisory Working Group will include planning staff representatives of local government, county Congestion Management Agencies, transit agencies, and stakeholder representatives. Each county is represented by at least one local planning director; representatives of various stakeholder groups (including affordable housing, business, real estate developers, equity and environmental groups) were invited to participate as well. Meeting materials will be posted on the OneBayArea website and are open to all government staff and members of the public.

**Existing MTC and ABAG advisory committees** will be utilized to garner additional input from various stakeholders. These include MTC’s Policy Advisory Council and ABAG’s Regional Planning Committee.

- **MTC’s Policy Advisory Council** is a 27-seat advisory panel established to advise MTC on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. This panel will be an active participant in the development of the SCS by providing input on regional planning efforts linking transportation, housing and land use plans to reduce greenhouse gas emissions. The Policy Advisory Council meets monthly, on the second Wednesday of the month at 1:30 p.m. at MTC’s offices in the Joseph P. Bort MetroCenter, Oakland.
- **The ABAG Regional Planning Committee** hears Bay Area planning issues of regional concern and makes recommendations to the ABAG Executive Board. The Regional Planning Committee includes 36 members, with a minimum of 18 elected officials from the nine Bay Area Counties, representatives of the four regional agencies, and stakeholders representing a broad range of issues, including business, economic development, recreation/open space, environment, public interest, housing, and labor, as well as representatives from ethnic minority groups and special districts. The Regional Planning Committee meets the first Wednesday; alternate months, from 1-3 p.m. in the MetroCenter Auditorium, in Oakland.

## D. Public Participation Techniques

Development of the Bay Area’s Sustainable Communities Strategy will occur in four phases. Public participation efforts for each phase will be developed in advance of each, and posted on [www.OneBayArea.org](http://www.OneBayArea.org). Detail for all phases is described in the Planning Process Charts 1-3 (pages 49-51), although it is important to note that this is an iterative process that is subject to change. Throughout each phase, ABAG and MTC will use a variety of participation techniques to engage a wide range of residents, as described in this Participation Techniques section.

### *Voices from Underserved Communities*

The success of the Sustainable Communities Strategy is dependent on all voices in the region being represented and involved. MTC and ABAG will take special effort to engage minority and low-income residents that do not typically participate in regional government planning efforts, and to work with social equity advocates to frame regional policies and investment guidelines that can result in equitable development.

In order to seek out and consider the needs of those traditionally under-represented in the planning process, including minority, low-income and limited English proficient communities, a limited number of grants will be provided to community non-profit organizations in communities of concern through a request for proposals (RFP) competitive process for assistance in engaging their residents. See MTC’s *Plan for Special Language Services to Limited English Proficient (LEP) Populations* for more information on involving populations with limited English proficiency.

MTC and ABAG ~~have applied for and received~~ a grant through the state’s Strategic Growth Council to fund various tasks related to development of the SCS, including public participation activities in low-income communities and communities of color. ~~Announcements on awarding of these grants were pending as this revised draft was released.~~

### *Other Partnerships*

MTC and ABAG will partner with the Silicon Valley Community Foundation on an initiative known as Envision Bay Area to encourage more Bay Area residents to get involved in the Sustainable Communities Strategy. The Community Foundation, in conjunction with a range of nonprofit groups, including the Greenbelt Alliance, the Bay Area Council, and the American Lung Association, has received a Knight Foundation Grant to fund an interactive web-based tool that will

help interested residents understand the implications and trade-offs associated with different housing, transportation and land-use choices.

To encourage partnerships with the many interested stakeholder groups and to help reach out to and involve individuals, local government officials and community organizations, an SCS “tool kit” will be developed. The tool kit will include information to continue discussions with other interested members of the public, publicize comment opportunities, and build general awareness for the SCS planning effort. We will build upon the networks of advisors and the work of partner agencies (such as through Community-Based Transportation Planning efforts) to utilize the tool kit.

### ***Participation Techniques***

The public participation efforts will include:

#### **Advance Notice**

- Develop details for the planning process and opportunities for public engagement in advance of each phase of the SCS development — and post these details on [www.OneBayArea.org](http://www.OneBayArea.org).
- Maintain an updated calendar of events on the OneBayArea website.
- Provide timely notice about upcoming meetings. Post agendas and meeting materials on the web one-week in advance of policy committee meetings or ad hoc advisory group meetings.
- Use a mailing list database to keep participants notified throughout the multi-year process (via e-mail or U.S. mail).
- Circulate a Draft Sustainable Communities Strategy or Alternative Planning Strategy, if one is prepared, for public review at least 55 days before the adoption of the Final Sustainable Communities Strategy and Regional Transportation Plan.
- Work with media outlets to encourage news coverage in advance of meetings.

#### **Workshops, Presentations, Hearings**

- Provide opportunities for a discussion in each county on important issues surrounding how to create a sustainable Bay Area. Pursuant to state statute, MTC and ABAG will hold a minimum of three public workshops in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties, and one or more meetings in the less populous Marin, Napa, Solano and Sonoma counties.
- Host public meetings/workshops in convenient and accessible locations and at a variety of times (evenings, weekends, as well as week days).

- Hold at least three public hearings on the Draft SCS or Alternative Planning Strategy, if one is prepared; hold the public hearings in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.
- Use “visualization” techniques to communicate technical planning issues and strategies to the public, such as maps, videos, graphics, animation or computer simulation to depict alternatives under consideration.
- Conduct a public workshop on target-setting methodology (required by SB 375; held March 10, 2010 in the San Francisco Bay Area).
- Hold technical workshops to describe the methodology and key assumptions of the Bay Area travel model and ABAG’s model.
- Provide a summary of comments heard at workshops via [www.OneBayArea.org](http://www.OneBayArea.org).

### **Internet/Social Media**

- Use of a single web address — [www.OneBayArea.org](http://www.OneBayArea.org) — so members of the public have a single place to go for current updates, and to request to receive notices and information.
- Link to OneBayArea website from the individual websites of the regional agencies.
- Maintain a library of past workshop meeting materials on the OneBayArea website.
- Offer interactive web polls, surveys, etc.
- Provide timely, easy-to-understand information on a website that is accessible, per the Americans with Disabilities Act.
- Explore using social media methods to reach and engage residents.

### **Media Outlets**

- Issue press releases to media outlets, including ethnic, foreign-language and community media, to keep reporters apprised of progress and generate coverage on radio, television, newspapers and the Internet.
- Pursue civic journalism partnerships for high-impact coverage of key issues; conduct media briefings for reporters, including special emphasis to ethnic, foreign-language and community media outlets.
- Translate news releases about public workshops into Spanish and Chinese, or other languages as appropriate.

### **Outreach to targeted groups**

- Seek out and consider the needs of those traditionally under-represented in the planning process, including minority, low-income and limited English proficient communities.

- Provide grants to community non-profit organizations in communities of concern for assistance in engaging their residents.
- Conduct focus groups targeted at certain stakeholders.
- Host roundtable discussion forums periodically to consult with a range of advocacy opinion leaders to discuss key issues, priorities.
- Provide assistance, if requested, at least three working days prior to a meeting, to people with disabilities, and language assistance to people with limited English proficiency. (Five or more days' notice is preferred.) Such requests may be made through the MTC Public Information Office at 510-817-5757.
- Piggy-back on existing meetings in order to attract greater attendance and participation.

**Other**

- Statistically relevant public opinion poll (also available in languages other than English).
- The methods ABAG and MTC will use to report progress on the SCS planning effort will include, but not be limited to, the web, e-mail updates, electronic and print newsletters, and local media outlets.

#### **IV. Performance Measures for the Sustainable Communities Strategy Public Participation Plan**

MTC and ABAG commit to the following goals and performance benchmarks to measure the effectiveness of the public participation program. The agencies will report on the results in order to inform and improve future outreach and involvement programs, including future updates to the Sustainable Communities Strategy.

##### **Public Participation Goals for the 2013 Sustainable Communities Strategy**

1. *Diversity:* Participants must represent a range of socioeconomic, ethnic and cultural, geographic and user (mode) groups. They must also include a range of people with varying interests: social service, business, environment, social justice/equity, etc.
2. *Reach:* The program should make every effort to include the greatest number of people possible. Different levels of participation will make it more inviting for people with a range of involvement preferences to join the discussion.
3. *Accessibility:* Every effort should be made to engage as many participants as possible. This goal can be met by taking the participation activities to where people already are located, whenever possible. It can also be met by providing ways to participate, regardless of individuals' language, personal mobility or ability to attend a meeting, access to the Web, etc.
4. *Impact:* The feedback received through this Public Participation Plan should be analyzed and provided to policy makers wherever appropriate. Interested participants should be informed of actions by MTC and ABAG. Decisions to not incorporate recommendations should be noted, with a rationale provided and ready to be discussed.
5. *Education:* This outreach program is an opportunity for MTC and ABAG to inform a wide range of people about transportation issues in the Bay Area, as well as the link to climate change and smart growth, among other issues. Each step of the process should include an educational element, whether it is about Bay Area transportation in general, specific projects being considered for inclusion in the long-range plan or background on the outreach results to date.
6. *Participant Satisfaction:* People who take the time and energy to participate should feel it was worth their while to join in the discussion and debate. Questions, surveys or other effort to gather input will be designed to add value to the process and help inform decisions.

MTC staff devised performance measures for the above-identified goals that include quantifiable targets for performance, based on aspirations for meaningful public involvement, tempered by reasonable assumptions and time and budget constraints.

The following targeted performance measures are associated with each of the goals.

#### Diversity

- The demographics of targeted groups (age, ethnicity, income, geographic location, disability) roughly mirror the demographics of the Bay Area’s population.
- Participants represent a cross-section of people of various interests, places of residence and primary modes of travel, as reported on evaluation forms distributed at meetings.

#### Reach

- 3,000 or more comments are logged.
- 6,000 individuals actively participate in the Sustainable Communities Strategy public participation efforts as measured by survey responses and meeting attendance (excluding repeat attendance).
- There are 30,000 visits or “views” to the OneBayArea website.
- The Sustainable Communities Strategy or elements of it are mentioned in at least 70 radio or TV broadcasts, newspaper articles, editorials, commentaries, or other printed media.

#### Accessibility

- Meetings are held in all nine counties.
- 100 percent of meeting locations are accessible by transit, if available.
- Meetings are linguistically accessible to 100 percent of participants, with 3 working days’ advance request for translation. (Meeting announcements offer translation services with advance request for translation services.)
- All meetings are accessible under the requirements of the Americans with Disabilities Act (ADA).

#### Impact

- 100 percent of written correspondence received is logged, analyzed, summarized and communicated in time for consideration by staff or policy board members.
- 100 percent of written correspondence is acknowledged so that the person making it knows whether his or her comments are reflected in the outcome of an MTC or ABAG action or, conversely, or why the action was different.

### Education

- 60 percent of participants “*strongly agree or agree*” with statements that indicate that participation in the outreach and involvement efforts was a good opportunity to learn more about Bay Area transportation, land use and housing issues.
  - Educational value of presentations and materials
  - Understanding of other perspectives and differing priorities
  - Clear information on OneBayArea website

### Participant Satisfaction

- 60 percent of participants “*strongly agree or agree*” with statements that rate the 2013 Sustainable Communities Strategy public participation efforts and target the participants’ personal experiences.
  - Sufficient opportunity to comment/ask questions
  - Clear information at an appropriate level of detail
  - Quality of the discussion

# **MTC Public Participation Plan**

## **Appendix B**

### **Public Participation Plan Outreach: Summary of Comments from 2007 Presentations, Focus Groups and Web Survey**

#### **Summary of Focus Groups, Presentations and Web Survey Comments**

Prior to development of the 2007 Public Participation Plan, staff sought input from members of MTC's three advisory committees, and solicited comments from the Bay Area Partnership's Technical Advisory Committee (staff from transportation and environmental protection agencies in the region) and MTC's Welfare to Work Working Group (social service agency representatives and transportation providers). In addition, staff met with clergy in the East Bay and South Bay on ways to engage the faith-based community.

### **Focus Groups**

In addition, MTC held focus groups from January through April 2007 to solicit comments and feedback on MTC's public participation practices. Sessions were organized as follows:

- Representatives from MTC's three advisory committees (Feb. 13, 2007)
- Peer Panel with public information officers from a range of local, state, regional and federal transportation and environmental protection agencies (Feb.14, 2007)
- Participants in the LIFETIME program, a support group for low-income single parents attending college (March 9, 2007)
- Leaders of bicycle and pedestrian groups (March 21, 2007)
- Amalgamated Transit Union Representatives (April 12, 2007)
- Private Transportation Providers (April 17, 2007)

### **Web Survey**

MTC also conducted a web survey asking more questions about ways to improve public participation. The survey consisted of 18 questions and was available on the web for 33 days. MTC e-mailed its entire contact database regarding the survey, and asked other groups – such as AC Transit, the Transportation and Land Use Coalition (TALC), the California Alliance for Jobs and Urban Habitat – to also notify their constituencies and partners. There were a total of 1,574 completed surveys and 216 partially completed surveys.

### **Common Themes**

Common themes emerged from this outreach. As one might expect, these themes were often delineated by the medium used to obtain the response (for example, web survey respondents were more apt to want to communicate via the Internet or e-mail, etc.). The comments summarized below provide an overview of responses from focus groups to the specific questions asked.

1. What would encourage you to attend a meeting or event to discuss Bay Area transportation issues?

Web survey respondents informed us that an interesting or relevant meeting topic had the greatest impact on meeting attendance. Other recommendations made by both focus group participants and web survey respondents include consideration of the time and location of a meeting, the ability of meeting participants to impact MTC's decision-making process, and the use of community and media partnerships to promote a meeting. Participants in a low-income focus group recommended the use of childcare and food as a way to encourage attendance. Finally, our advisory committee members recommended that we educate the public about MTC as a way to create relevance and encourage the public's attendance at meetings and events.

2. What is the best way to notify you about a meeting?

Both web survey respondents and focus group participants believed that e-mail was the best way to notify the public of a meeting. Notification by regular mail, display of posters or flyers in transit vehicles or stations and use of radio or broadcast public service announcements were mentioned as other successful ways to notify the public. Meeting organization and logistics also matter. Because people are so busy, it is advisable to promote a meeting multiple times using a variety of media. Last, we were reminded that Internet access isn't universal and encouraged to provide non-Internet alternatives for meeting promotion to ensure that everyone is included.

3. Which of the following methods would help you express your views at a meeting?

Responses to this question were consistent with the medium used: web survey participants recommended a questionnaire or survey to express views, while focus group participants recommended facilitated discussion or small groups. Focus group participants noted that those uncomfortable providing public comment at a meeting might prefer to provide written comments instead. Our peers felt that the use of charts and graphs would assist with visualization of meeting material, and improve the quality of the input.

4. Other than a meeting, what other methods would you most likely use to express your views?

Once again, responses were medium specific: web survey respondents preferred web surveys to express views, while focus group participants preferred in-person methods, such as staffing a kiosk at a public event or use of a focus group. Both groups also recommended e-mail and regular mail comments as a method to express views. Last, we were reminded again

that because Internet access isn't universal, we should ensure that non-Internet methods are always available.

5. How would you like to have detailed material presented to you?

Web survey respondents believed that providing information online for review in advance is the best way to explain detailed information to the public. The respondents also felt that the use of charts or other visual aids, brochures, flyers or other printed material also are successful media for material presentation. The focus group participants reminded us to refrain from using acronyms during a meeting, and overwhelmingly recommended the use of understandable text combined with illustrative graphics. MTC also was strongly encouraged to use multiple media in order to make materials easier to understand.

6. MTC would like to keep you informed of how your comments have factored into its decisions. What is the best way to inform you of MTC's actions?

Both web survey respondents and focus group participants felt that e-mail is the best way to notify the public about MTC's actions. Focus group participants encouraged the use of community groups, via the group's newsletters and web sites, and the use of the media, both print and broadcast, to inform the public. The low-income focus group participants also encouraged the use of regular mail as an alternative to e-mail.

Additional details on the 2007 focus groups and web survey comments can be found in a separately bound appendix (Appendix D).

**MTC Public Participation Plan  
Appendix C**

**2007 Tribal Government and Interagency Consultation**

**Consultation With Tribal Governments:**

June 5, 2007 Tribal Summit Agenda, Discussion Questions, Comment Form

**Interagency Consultation:**

Summary of Consultation with Resource Agencies  
and Local Jurisdictions

## Tribal Government Consultation

There are six federally recognized Native American tribal governments in the San Francisco Bay Area. As part of the development of the 2007 Public Participation Plan, MTC invited these six governments, as well as 10 other federally recognized tribes outside the region, to meet with MTC, the Association of Bay Area Governments (ABAG) and the state Department of Transportation (Caltrans) to discuss opportunities for ongoing consultation on regional transportation and land use matters. The Tribal summit also initiated early government-to-government consultation on the development of the Transportation 2035 Plan for the Bay Area as well as on ABAG's smart growth initiative, *Focusing Our Vision*.

The June 5, 2007 meeting was facilitated by the National Indian Justice Center, an Indian-owned and operated non-profit corporation known to the tribal governments. Attendees included policy board members and executive staff from MTC and ABAG, as well as executive management staff from Caltrans and the Napa County and Solano County congestion management agencies. The meeting was held in Sonoma County, where most of the tribal governments in the Bay Region are located. Representatives from three tribal governments participated: Federal Indians of Graton Rancheria, Scotts Valley Band of Pomo Indians, and Ione Band of Miwok Indians.

The agencies heard several key messages from tribal representatives:

- The needs of tribal members to access jobs, education, and health care are common across different tribes.
- Most tribes are just beginning to develop their governmental operations.
- Many tribes have limited or no staff resources dedicated to transportation issues. As tribes acquire land, this may change
- Agency staff should be better educated to tribal traditions and culture, such as the importance of cultural resources to tribal heritage and identity.
- Regional agency staff should keep informed of tribal elections to ensure key contacts remain valid.
- Regional agency staff should tap into regular meetings that some tribes have with Caltrans, in which projects and plans are reviewed for the year, and to take advantage of tribal council meetings.
- One-to-one consultation is important, in addition to multiple group forums, such as the June 5, 2007 Tribal summit.

MTC circulated a list of questions for the trial attendees to respond to in their own time on their preferences for the modes of consultation, and staff followed up with those Bay Area tribes not able to attend the Tribal summit to gauge their interest and preference for individualized consultation on the Regional Transportation Plan and *Focusing Our Vision*.

The June 5 Tribal summit was a springboard to ongoing and meaningful dialogue with the Bay Area tribal governments on transportation and land use concerns. MTC will encourage individual meetings with each tribal government to discuss issues and concerns specific to each tribe.

## **Interagency Review**

Because MTC is but one of many players involved in transportation, and recognizing that transportation has direct impacts on the environment, it is essential that regional transportation planning and funding decisions are informed by affected governments at all levels. To facilitate a discussion on how best to engage numerous local, state and federal agencies in its plans and programs, in 2007 MTC mailed a letter to some 150 affected agencies offering to consult directly on the Draft Public Participation Plan, and 53 responses were received. The letter offered the option of a meeting or a phone call to discuss with MTC the Public Participation Plan and how best to engage on the development of the Regional Transportation Plan and the Transportation Improvement Program.

In response to requests for a meeting, MTC staff organized a workshop to discuss specifics on the Draft Public Participation Plan, the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). Nearly 35 agencies that requested either a meeting or telephone interview were notified about the workshop. Two agency staff members attended the June 14, 2007 event, and the attendees expressed their overall satisfaction with MTC's current planning and agency consultation processes. Key questions posed at the workshop included how does the Transportation 2035 Plan's project submittal process work and what are the key decision points in the plan's development. It was acknowledged that the TIP process is primarily an administrative one since projects must first be identified in the RTP prior to inclusion in the TIP. Further, in soliciting and engaging the partners and the public in the RTP, the participants suggested the use of existing meetings like congestion management agency or city council meetings. City council meetings would be particularly good venues because council members are well versed on transportation issues and the meetings have set hours and locations, and draw large community participation..

MTC staff also completed 19 telephone interviews to all agency respondents who requested them. While many agency staff members stated they were satisfied with current processes, a few made recommendations for improvement. Providing all relevant information to agencies by email, having more meetings in or convenient to outlying counties/cities, and ensuring that a highlight of what is new about the regional plan to create relevance in people's minds were among the most popular.

Detailed notes on the meeting and telephone interviews are included in this appendix.

MTC staff also sent an email to 15 agency representatives who requested consultation on MTC's planning and financing processes. The email requested input on MTC's current communication channels used during the RTP/TIP planning process. While all five respondents were satisfied with MTC's existing communication channels, specific suggestions were made for potential meeting venues, and in support for use of automated meeting notices for all pertinent meetings.

Prior to release of the Draft 2007 Public Participation Plan, staff also appeared before the Partnership Technical Advisory Committee and the Welfare-to-Work Working Group (which includes social service agencies and transportation providers) to discuss development of the draft Public Participation Plan. Finally, MTC hosted a "peer panel" focus group of public information officers from a range of local, state, regional and federal transportation and environmental protection agencies (mentioned above) to discuss best practices on engaging the public and their agencies in MTC's key decisions.

# MTC/ABAG/CALTRANS GOVERNMENT CONSULTATION

June 5, 2007

National Indian Justice Center

5250 Aero Drive

Santa Rosa, CA 95403-8069

## AGENDA

- 10:00 AM 1. **Welcome and Opening Prayer**  
Raquelle Myers, Senior Staff Attorney, National Indian Justice Center
2. **Introductions**
- 10:15 AM 3. **Overview** – Raquelle Myers
- Summit Objectives
  - Overview of Tribal Governments
- 10:30 AM 4. **Caltrans Opening Remarks** –  
Bijan Sartipi, District Director, Caltrans, District 4
- Building Government-to-Government Relationships
- 10:40 AM 5. **Transportation 2035 Plan: Regional Transportation Plan Update**  
Bob Blanchard, Commissioner & Steve Heminger, Executive Director, MTC
- How the Regional Process Works – Transportation
  - Developing the 25-Year Vision
  - Transportation Planning and Funding Opportunities
- 11:00 AM 6. ***Focusing Our Vision (FOCUS)*** — Pamela Torliatt, Executive Board Member  
and Henry Gardner, Executive Director, ABAG
- How the Regional Process Works – Land Use
  - Priority Conservation Areas (PCA) & Priority Development Areas (PDA)
- 11:20 AM 7. **Discussion of Tribal Transportation and Land Use Interests** – All
- Tribal Staff Resources for Transportation and Land Use Planning
  - Discussion of Transportation and Land Use Data, Maps, and Plans
- 11:45 AM 8. **Wrap-up and Next Steps** – Steve Heminger, Henry Gardner
- Individualized Consultation
  - Other Opportunities for Consultation
9. **Closing Remarks** – Raquelle Myers
- 12:00 PM 10. **Summit Adjourned; Lunch**

# MTC/ABAG/CALTRANS GOVERNMENT CONSULTATION

June 5, 2007

## DISCUSSION QUESTIONS

### 1. Tribal Staffing/Resources

- Do you have the staffing, technical, or financial resources to identify transportation and land use needs, such as to:
  - Assess the travel needs of tribal members
  - Maintain existing and planned roads on tribal lands
  - Develop BIA transportation plans and design improvements
- Do you use any of the following resources? If not, why?
  - BIA Indian Reservation Roads planning and project funds
  - Caltrans environmental justice planning grants

### 2. Basic Travel Needs

- Do tribal members have adequate access to private cars to reach their jobs, needed services, and/or recreation? What about non-tribal members?
- Is public transit a convenient service for tribal members?
- Can young, elderly and disabled members get where they need to go?
- How are you addressing these concerns?

### 3. Consultation and Coordination

- How aware are you of major planned transportation improvements that may impact your tribe?
- How could MTC, ABAG, Caltrans, and/or the CMAAs improve consultation and coordination with you about major project proposals, construction or maintenance activities? (for example, the impacts of highway projects on cultural resources, such as the case in Washington State; SMART rail in Marin/Sonoma, pesticide spraying, shortage of tribal monitors for construction sites)

### 4. Protecting and Managing the Environment

- Is the conservation of lands, waterways, and watersheds an important part of your planning and development programs?
- How are the efforts integrated? If they aren't integrated, do you have an interest in integrating them? Do you see economic benefits from integrating them?
- Is financing support for land and watershed conservation of interest to you?

### 5. Compact Land Development

- Are you having discussions about compact development styles to conserve land and tribal resources? What are some of your key issues?
- Is financing support for compact development styles of interest to you?

**MTC/ABAG/CALTRANS GOVERNMENT CONSULTATION**  
**June 5, 2007**

**Opportunities for Consultation**

**1. Priority Topics**

- What are your most pressing transportation and land use issues?

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- Would you like MTC, ABAG, Caltrans, and/or the CMAs to share with you additional informational materials to get you up to speed on the regional planning process and major projects?

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**2. Ongoing RTP Consultation**

- Would you like to consult with MTC throughout the development of the 2009 RTP and prior to major decisions being made?

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- Would you prefer one-to-one consultation?

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- Would you like MTC, ABAG, and/or the CMAs to come to a tribal council meeting or other forum?

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- Would you like MTC to invite non-governmental community or service organizations, such as the Basketweavers Association and Sonoma County Indian Health Project, to future consultation meetings with tribal governments?

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**3. Protocol**

- Who should be the first point of contact (Chairperson, Tribal Administrator, Tribal Member, or Tribal staff)?

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- Is it acceptable if agency staff consult with your tribe (e.g., other than MTC Commissioners or executive staff)?

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Please return your responses to:

Lisa Klein  
Metropolitan Transportation Commission  
101 8<sup>th</sup> Street  
Oakland, CA 94607  
Ph: 510.817-5832  
Fax: 510.817.5848  
lklein@mtc.ca.gov

Thank you!

**MTC's Public Participation Plan  
Resource Agency/City & County Managers  
Input on Draft Public Participation Plan**

**Consultation Workshop and Telephone Interviews**

**Consultation Workshop: June 14, 2007**

Attendees: Brian Lee, Deputy Director of Public Works, County of San Mateo  
Keith Cooke, Principal Engineer, City of San Leandro  
Ashley Nguyen, MTC  
Craig Goldblatt, MTC  
Ross McKeown, MTC  
Ursula Vogler, MTC

**Comments on RTP process**

Mr. Cooke: He made an initial comment that he was unclear as to MTC's process for submitting projects for the Regional Transportation Plan (RTP). Within the past few months, his city had worked on the projects that they were interested in submitting as requested by the Alameda CMA, but then they were told to hold off on the submissions. Ms. Nguyen explained MTC initially requested the CMAs to assist in updating current RTP projects and to submit new projects for consideration in the "Vision" element of the RTP. As this process unfolded, however, it became clearer that getting more general project concepts to help shape the vision and policy discussion of this plan was preferred over the submittal of specific projects. She clarified that we are going through a new exercise to shape our vision; specific project submittal will be requested later.

Mr. Lee: Countywide transportation plans include big-ticket items and are the place where all decisions and plans are laid out. He asked if the plans are adequate to feed into the RTP or are we looking for more? Ms. Nguyen explained that we are looking to countywide transportation plans to provide input into the RTP.

Mr. Cooke: He understood that submitted projects were supposed to be vision projects, using outside-the-box thinking with unconstrained budgets. CMAs were working with the cities on this; San Leandro was currently completing this, some of the projects touched on the goals discussed. Process seems to work. Ms. Nguyen mentioned that the request for projects was done too early in the process and that the timing issue has been remedied.

Mr. Lee: Call for projects process aimed at the counties is better because the submitted projects are important for the entire county, not just an individual city. Cities' projects need screening in order to ensure that the proposed projects are viable. Ms. Nguyen said that she agreed and that we needed to allow countywide plans to be created first, the new timing allows for that.

Mr. Lee: Decisions for Transportation 2030 were made in advance or early in the process and input on those decisions seemed to be too late to make a difference.

Staff response: Ms. Nguyen mentioned that this would not happen during the Transportation 2035 process. This process is not constrained by finances up front; MTC will discuss concepts first, finances later. She recommended attending the Partnership meetings to get all of the ongoing information.

Mr. Cooke: As long as you keep up with the schedule and make sure that you have your project in the RTP, your project is safe. The process works well. Mr. Goldblatt mentioned that anyone could look at our website to see the status of a project in the Transportation Improvement Program (TIP).

Mr. Lee: Noted that the TIP is more administrative and he understands that projects need to be in the RTP to be funded.

### **Comments on public participation process**

Mr. Lee: In order to get input, you need to use multiple mediums. Also he mentioned that it could be tough to give valid input because topics are complicated and can be difficult to understand.

Mr. Cooke: MTC should attend existing meetings — attend city council meetings and get on the agenda. This tact could be very effective because you have the attention of the city council members, who understand the process, as well as the community members, who will be able to provide input. The meetings are also at a convenient time. He also mentioned that communications should be simplified to improve people’s understanding.

Mr. Lee: City council meetings are better to attend than CMA meetings, because the CMA meetings are very focused and aren’t as well advertised. City council meetings reach a much larger audience. He felt that CMA leaders would be able to structure better Q and A sessions, though, than city council members.

## **Telephone Interviews**

To facilitate a discussion on how best to engage numerous local, state and federal agencies in its plans and programs, MTC mailed a letter to over 150 affected agencies requesting a response on how the agencies would like to consult on the Draft Public Participation Plan. The letter provided options for how the affected agency would like to interact with MTC on the plan, including an in-person meeting and a request for a phone call.

MTC staff made follow-up phone calls with those agencies that requested it. Overall, those contacted were satisfied with the current process. A few suggestions were given to improve an already smooth process:

- Have more meetings in or convenient to outlying counties/cities, including Sacramento
- Be sure to provide all information by email, including an email blast to city council members and contacts
- In addition to email, send important information in hard copy form
- Make sure MTC invites the appropriate agencies to the appropriate meetings
- Ensure a better understanding of criteria and weighting of criteria for funding programs by agency staff
- Simplify things as much as possible; eliminate or improve a difficult funding application process
- Be sure to include outreach to Native American groups
- Facilitate better in-person relationships with MTC staff
- Utilize existing meetings
- Ensure agency staff members are up to speed so that they can properly educate elected officials
- Be sure to highlight what is new about the regional plan to create relevance in people’s minds



**DATE:** June 21, 2012  
**TO:** STA TAC  
**FROM:** Robert Guerrero, Senior Planner  
**RE:** Development of Priority Development Area (PDA) Investment Strategy and Schedule

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**Background:**

Solano County is estimated to receive \$18.8 million over the next four years as part of the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) OneBayArea Grant (OBAG) Program. Congestion Management Agencies (CMA) are required by MTC to develop a Priority Development Area (PDA) Investment Strategy by May 1, 2013 as part of the OBAG program requirements. MTC's objectives for county PDA Investment Strategies are to:

- a) Engage Regional/Local Agencies
- b) Assist Local Agencies in Meeting PDA Planning Objectives
- c) Identify Local Funding Priorities

The purpose of the PDA Investment 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.

**Discussion:**

Attachment A includes guidelines provided by MTC for CMA's to consider as part of the PDA Investment Strategy Plan development. STA staff is recommending a four-year PDA Implementation Process and Schedule (Attachment B) that includes reconvening participants from the Transportation for Sustainable Communities Plan Working Group to provide technical assistance in developing the PDA Investment Strategy. The most immediate task for the Technical Working Group will be to refine a scope of work for the PDA Investment Strategy Plan. A draft scope of work is included as Attachment C.

The PDA Implementation Process also identifies key monitoring and reporting dates currently included in PDA Investment Strategy Guidelines. The first year of the PDA Implementation Process will be focused on developing the PDA Investment Strategy. This is anticipated to be a significant challenge given MTC's deadline for completion and local agency staffing resources needed to complete the plan. In subsequent years, STA staff will be responsible implementing the PDA Investment Plan and monitor and reporting the status of local agencies PDA housing and infrastructure improvements. MTC's current guidelines require yearly monitoring reports; however, this is subject of further discussion and may be revised.

STA staff will utilize the Solano Safe Routes to Transit Plan and Transportation for Sustainable Communities Plan as a starting point for the new PDA Investment Strategy Plan. Both plans were recently completed and each provides information related to Solano's PDAs.

**Fiscal Impact:**

No impact to the STA Budget at this time. The final PDA Investment Strategy scope of work will determine the budget needed to complete the plan. The Technical Working Group will assist in completing the final scope of work.

**Recommendation:**

Forward a recommendation to the STA Board to approve the process and schedule for the development of Solano's Priority Development Strategy as outlined in Attachment B.

Attachments:

- A. MTC PDA Investment and Growth Strategy Guidelines
- B. Priority Development Area (PDA) Draft Implementation Process and Schedule
- C. Solano PDA Investment Strategy Preliminary Scope of Work

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

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

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

### (1) Engaging Regional/Local Agencies

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

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

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

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

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

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

**Process/Timeline**

CMAs develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMAs 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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Priority Development Area (PDA) Draft Implementation Process

Fiscal Year	Task	Deliverable	Completion Date*
2012-13	<p><b><u>PDA Investment Strategy</u></b>- Coordinate with member agencies to adopt a PDA Investment Strategy for Solano County that meets the following objectives established by MTC:</p> <ul style="list-style-type: none"> <li>a) Engage Regional/Local Agencies</li> <li>b) Assist Local Agencies in Meeting PDA Planning Objectives</li> <li>c) Identify Local Funding Priorities</li> </ul>	<ol style="list-style-type: none"> <li>1. Establish a PDA Investment Strategy Committee (Re-convene Transportation for Sustainable Communities Plan Working Group)</li> <li>2. Finalize PDA Investment Strategy Plan Scope of Work with input from Committee, TAC and Board.</li> <li>3. Inventory current/planned land use and infrastructure</li> <li>4. PDA needs assessment/project identification/prioritization</li> <li>5. PDA Implementation plan (select planning and capital projects for implementation)</li> <li><b>6. PDA Investment Strategy Plan</b></li> </ol>	<ol style="list-style-type: none"> <li>1. July 2012</li> <li>2. August 2012</li> <li>3-5. Sept-March 2013</li> <li><b>6. May 31, 2013</b></li> </ol>
2013-14	<p><b><u>CMA PDA Presentation to Joint MTC Planning and ABAG Administrative Committee</u></b>- Provide an overview of Solano County’s PDA’s, process for developing Solano County’s PDA Investment Strategy, and over all status of the PDA Investment Strategy.</p>	<p><b>PDA Investment Strategy Presentation</b></p>	<p><b>Summer/Fall 2013</b></p>
	<p><b><u>PDA Investment Strategy Implementation</u></b>- Work with local agencies to implement selected future PDA Capital and Planning Projects.</p>	<p><b>PDA Investment Strategy Implementation</b></p>	<p><b>July 2013- June 2014</b></p>
	<p><b><u>PDA Investment Strategy Progress Report</u></b>- Provide progress reports to MTC consistent with their guidelines <b>(TBD)</b></p>	<p><b>PDA Investment Strategy Progress Report</b></p>	<p><b>May 2014- Ongoing</b></p>
2014-15	<p><b><u>PDA Investment Strategy Implementation</u></b>- Work with local agencies to implement selected future PDA Capital and Planning Projects.</p>	<p><b>PDA Investment Strategy Implementation</b></p>	<p><b>July 2014- June 2015</b></p>
	<p><b><u>RHNA (2014-22)</u></b>- HCDC housing certification</p>	<p><b>RHNA Certification</b></p>	<p><b>October 2014</b></p>
	<p><b><u>PDA Investment Strategy Progress Report</u></b>- Provide progress reports to MTC consistent with their guidelines. Highlight changes from local agencies’ housing production and policies identified in Solano PDA Investment Strategy. <b>(TBD)</b></p>	<p><b>PDA Investment Strategy Progress Report</b></p>	<p><b>May 2015- Ongoing</b></p>
2015-16	<p><b><u>PDA Investment Strategy Implementation</u></b>- Work with local agencies to implement selected future PDA Capital and Planning Projects.</p>	<p><b>PDA Investment Strategy Implementation</b></p>	<p><b>July 2015- June 2016</b></p>
	<p><b><u>PDA Investment Strategy Progress Report</u></b>- Provide progress reports to MTC consistent with their guideline. Highlight changes from local agencies’ housing production and policies identified in Solano PDA Investment Strategy. <b>(TBD)</b></p>	<p><b>PDA Investment Strategy Progress Report</b></p>	<p><b>May 2016- Ongoing</b></p>
	<p><b><u>PDA Investment Strategy Plan Update</u></b>- Report on zoning and policy changes. Highlight PDA planning and projects delivered.</p>	<p><b>PDA Investment Strategy Plan Update</b></p>	<p><b>June 2016</b></p>

\*(based on May 17<sup>th</sup> MTC Commission Action)

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## **Solano County Priority Development Area Investment Strategy Plan Preliminary Scope of Work**

### **PDA Investment Strategy Objectives**

STA will coordinate with member agencies to adopt a PDA Investment Strategy for Solano County that meets the following objectives established by MTC:

- a) Engage Regional/Local Agencies
- b) Assist Local Agencies in Meeting PDA Planning Objectives
- c) Identify Local Funding Priorities

### **Finalize PDA Investment Strategy Scope of Work Schedule**

STA will finalize Scope of Work with input from the Technical Working Group, Technical Advisory Committee, and STA Board. Considering the following tentative meeting dates:

- Technical Working Group – July 10-15<sup>th</sup>
- STA TAC Scope Approval- August 29<sup>th</sup>
- STA Board Approval- September 12<sup>th</sup>

### **Establish PDA Investment Strategy Technical Working Group**

STA will re-convene Transportation for Sustainable Communities Plan Working Group which consists of planning, public works and transit staff to assist in providing technical support for developing the PDA Investment Strategy Plan. Report to the June STA TAC and July Planning Directors on MTC Strategy Objectives and the formation of a PDA Investment Strategy Tech Working Group.

Meeting Dates:   1. STA TAC June 27, 2012  
                          2. Planning Directors July TBD

### **Draft Scope of Work**

Technical Working Group will work directly with STA Staff to accomplish the following tasks:

#### **Fiscal Year 2012-13**

Task 1. PDA Land Use Analysis

- a) Review adopted PDA land use plans – Specific Plans or General Plans
  - Assess status of plan implementation
- b) PDA Housing and Employment Assessment
  - Inventory current and projected housing units and employment data
  - Focus assessment on affordable housing production and/or community stabilization
- c) Develop detailed PDA land use maps

Task 2. PDA Access and Infrastructure

- a) Inventory and map current and planned bike, pedestrian, transit and auto access to PDA
  - Compare current and planned facilities
- b) Estimate infrastructure needs and costs based on data gathered in Task 2.a

Task 3. Prioritization List

- a) Develop Criteria for Prioritizing PDA's
- b) Identify PDA Projects
- c) Prioritize PDAs and PDA Projects

Task 4. Identify funding for PDA planning and capital improvements

- OBAG funding
- County Planning Funds?
- MTC Planning Funds?

Task 5. Implementation

- Select PDA projects for funding

**FY 2013-14 and annually thereafter**

Task 6. Monitoring and Reporting

- Develop monitoring reports format and annually report on Solano County's PDA status



DATE: June 22, 2012  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Draft State Route (SR) 12 Economic Study

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**Background:**

As part of STA's on-going commitment to deal with issues related to State Route (SR) 12, STA partnered with the Solano Economic Development Corporation (Solano EDC) to develop a Highway 12 Corridor Economic Analysis. Solano EDC contracted with Dr. Robert Fountain of Regional Economic Consulting to conduct the study, and with ArchiLogix for a parallel public outreach process. Regional Economic Consulting has completed the draft Highway 12 Corridor Economic Analysis.

**Discussion:**

The Study objective was to determine the economic impacts which would occur as a result of three scenarios of Highway 12 improvement projects. The three improvement scenarios were general in nature since the actual design of future improvements was not available at the time the project started. The scenarios were based upon improvements made to other state highways with characteristics similar to SR 12. The Highway 12 Corridor Economic Analysis examined how those 3 improvement scenarios would impacts change the amount, type, and composition of revenues, employment, and economic structure of the corridor's economy.

According to the Highway 12 Corridor Economic Analysis, the broadest indicator of economic activity is the \$10.7 billion in total revenues and output for zip codes which are "closely linked to or associated with" SR 12. The identified economic activity is heavily concentrated in Manufacturing and Food Processing, which generates about 20% of the total economic activity. This includes large firms in Suisun City, Fairfield, and Lodi, dairy and cheese manufacturers, wineries, and other related firms. Government employment, including Travis Air Force Base and local government, is the second largest sector. Many of the warehousing and goods movement businesses that generate trucks that move along the SR 12 corridor were not included in the economic study because their location is too remote from SR 12 itself.

The three improvement scenarios, and the changes to economic output projected to result from implementation of those scenarios, are summarized below.

1. A **Minimum Improvement Scenario** based on a rural two-lane highway corridor with safety-based improvements that have little effect on highway traffic capacity. This approximates the improvements currently being made to the Highway 12 corridor. This level of improvements creates an overall increase of about \$183.2 million in annual Gross Regional Product (GRP) and \$408 million in added revenues in the Hwy 12 economy, or about a 2.9% increase.

2. A **Middle Improvement Scenario** based on a corridor in which significant highway improvements are made, such as extension of shoulders, use of passing lanes and multi-lane designs for key intersections, and access control. This results in a moderate increase in traffic capacity and a much higher increase in economic activity, increasing annual GRP by about \$333 million and Total Revenues by \$708.9 million, or about 5.2% above the current initial conditions.
3. A **Maximum Improvement Scenario** based on a corridor in which most or all of the corridor roadway is improved to four-lane divided highway with extensive improvements at intersections. The Maximum Improvement Scenario would expand highway capacity and result in higher highway utilization and economic expansion. It adds \$622.9 million per year in GRP, and \$1.16 billion in revenues, an increase of 9.7 % increase over the initial conditions.

The study focused solely on economic conditions and opportunities, and did not address questions such as project financing or environmental impacts.

The results of ArchiLogix's public outreach, including an on-line highway user's survey, will be presented to the Solano EDC and the STA Board in September 2012. At the TAC meeting, the Study's Project Manager, Dale Pfeiffer, will provide a summary and answer questions.

**Recommendation:**

Informational.

Attachment:

- A. Draft Highway 12 Corridor Economic Analysis

# *Highway 12 Corridor Economic Analysis* **SUMMARY REPORT**

*Review Draft June 11, 2012*

*Prepared for the Solano Transportation Authority*



*By the Solano Economic Development Corporation*



*Sandy Person, President, Solano EDC, Project Director*  
*Dale Pfeiffer, Project Manager*

## **Project Consultants**

*Peter Stanley and Mitch Conner, ARCHI | LOGIX*

*Dr. Robert Fountain*



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# Highway 12 Corridor Economic Analysis Summary Report

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The Highway 12 Corridor Economic Analysis is published in two sections:

- (1) This Summary Report, which is focused on the most significant processes, findings, and outcomes; and
- (2) A detailed Research Report which documents the methodology, data, and extensive interpretation of the findings. The Research Report is available separately.

## Summary Report

### Objectives of the Study

Determine the economic impacts which will occur as a result of hypothetical Highway 12 improvement projects (since the actual design of the project is not known at present), and how these impacts will change the amount, type, and composition of revenues, employment, and economic structure of the corridor's economy.

### Uniqueness of the Study

There are several unique aspects of the study:

1. Uses a rigorous economic analysis widely used by State and Federal agencies and academic research: the IMPLAN input-output model.
2. The analysis of the economic potential is performed in advance of finalization of the highway design, allowing consideration of economic consequences as part of the design decision rather than after the fact during the EIR as is typically done.
3. Use of comparable highway corridor regions introduces a reality check into the theoretical economic analysis.
4. Extensive public input in the form of data and opinions from the Highway 12 Steering Committee, public presentations and discussions, and the MetroQuest online survey.

### Uses of the Findings

This information will provide information for the highway design process and for the businesses, governments, and residents of the economic area affected by the highway improvement project. This will result in a more informed public which can make decisions with full knowledge of the possible economic effects.

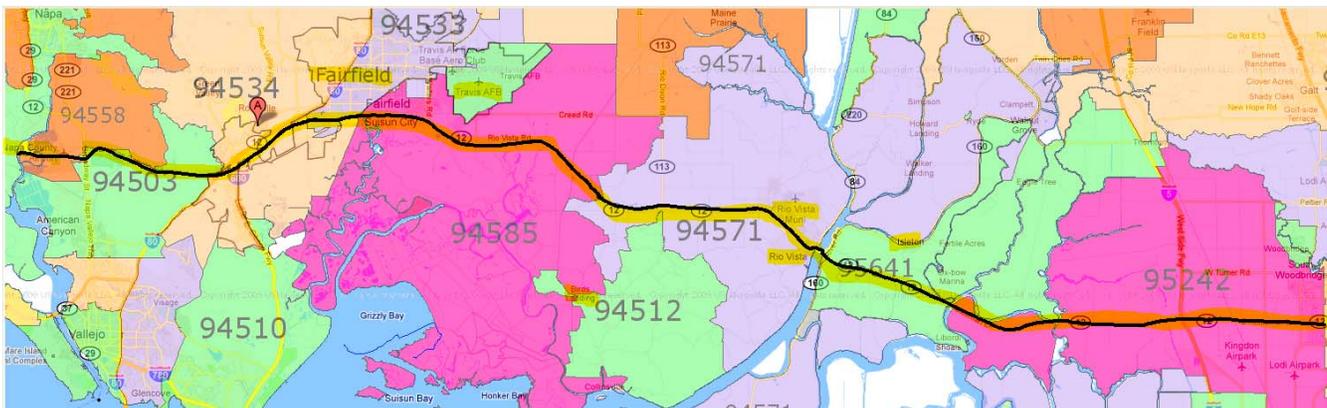
# Highway 12 Corridor Economic Analysis Summary Report

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## Methodology

The methodology of the study includes a sophisticated economic analysis in which several scenarios of possible economic impacts and economic development opportunities will be identified using an Input-Output econometric model. The model will be used to identify characteristics of a number of comparable regional corridors which are similar to the Highway Economic Corridor, but which have superior transportation capabilities to the current Highway 12. By examining the economic structure in these comparison regions, it is possible to predict economic differences which result from better transportation.

## Identification of the Highway 12 Corridor



The study area includes Highway 12 from the Lodi airport to the Highway 12-Highway 29 intersection.

The study area is identified in terms of zip code areas (the highest resolution geographic areas for which data is available from the Census Bureau and the Bureau of Labor Statistics). The economic study focuses directly on economic changes created by highway improvements, and is limited to local areas which are closely linked to or affected by Highway 12 utilization. This determination was made using highway and intersection traffic data from the California Department of Transportation, Association of Bay Area Governments, Metropolitan Transportation Authority, and other sources.

## Highway 12 Corridor Economic Analysis Summary Report

### Economic Description of the Highway 12 Economic Area Initial Conditions

The Highway 12 corridor initial economic conditions are shown in the table at right. The population of the corridor is 62,700, which is about 40% that of the entire Solano County. (Note that the corridor also includes small parts of Sacramento, San Joaquin, and Napa counties.)

The broadest indicator of economic activity is the \$10,782,518,992 in total revenues or total output, which is the sum total of all

revenues to all businesses, households, and governments. Total Revenues is the most widely used measure in local studies because businesses, households, and governments are quite aware of their gross income. There is some double counting in this measure because the purchases one business makes from another business are counted at its revenues by both of them, thus overstating the net revenues. In economic analysis at the State and National scale it is more common to use the gross regional product, which is the sum total of the revenues less the payments to other entities within the economy.

The above table shows two other components of the total revenues, the component which goes to employees and the component which goes to local governments.

The large numbers in the above table (\$ billions) may appear astronomical, but the same data for Solano County and for California (in \$ trillions) may help put this in perspective.

Highway 12 Corridor Initial Economic Conditions	
Population	162,707
Employment	67,145
Gross Regional Product	\$6,397,110,003
Total Revenues (Output)	\$10,782,518,992
Employee Compensation	\$3,373,542,122
Sales and Property Tax Revenue	\$558,793,406

Source: IMPLAN model data

Highway 12 Corridor vs. Solano County Economic Comparison			
	Hwy 12 Corridor*	Solano County	California
Population	161,707	407,234	36,961,660
Total Employment	67,145	159,713	19,856,985
Gross Regional Product	\$6,397,110,000	\$15,174,316,000	\$1,874,562,183,938
Total Employee Compensation	\$3,373,542,122	\$8,522,395,531	\$998,029,585,549

\*Note that the Highway 12 Corridor includes small parts of Sacramento, San Joaquin, and Napa Counties

## Highway 12 Corridor Economic Analysis Summary Report

The economic composition of the corridor economy is heavily concentrated in Manufacturing and Food Processing, which generates over \$2.1 billion of revenues annually, about 20% of the total economic activity. That sector includes large firms in Suisun City, Fairfield, and Lodi including the General Foods facility in Lodi (the largest private employer in the region), the Budweiser brewery, a number of dairy and cheese manufacturers, wineries, and other related firms.

The Food Processing sector generates most of the revenues resulting from the extensive Agriculture, Ranching and Dairy activities in the region, much of whose output is purchased directly by local food processors. The direct revenues to the farming and ranching firms are relatively small because large percent of the eventual market value of farm production is created in the food processing activity rather than through direct sales to consumers by farm operators.

Government employment is the second largest sector. That includes all Federal, State, and Local government employment, including Travis Air Force Base, the employees of Solano County and the Cities of Fairfield, Lodi, Suisin City, Rio Vista, Isleton, and their associated educational systems.

By contrast, Transportation and Warehousing, a sector which is a major factor in this report, is small because most of the heavy trucking traffic on Highway 12 is either owned by Food Processing Manufacturing firms rather than by separate transportation firms, or by trucking firms headquartered outside the Highway 12 region which are not counted in the Highway 12 analysis.

Highway 12 Corridor Economic Composition	
Description	Total Revenues (Output)
<b>Total</b>	<b>\$10,782,519,296</b>
31-33 Manufacturing & Food Processing	\$2,114,841,344
92 Government	\$1,349,488,256
53 Real estate & rental	\$1,113,349,632
22 Utilities	\$988,282,496
62 Health & social services	\$918,634,240
52 Finance & insurance	\$847,699,712
44-45 Retail trade	\$534,584,640
23 Construction	\$490,112,672
42 Wholesale Trade	\$381,930,080
72 Accomodation & Food Services	\$300,411,776
56 Administrative & Waste Services	\$276,181,600
81 Other services	\$274,455,776
11 Agriculture, Ranching, Dairy	\$272,852,704
51 Information , Communications, Publishing	\$270,099,584
54 Professional- Scientific & Technical Services	\$230,723,920
48-49 Transportation & Warehousing	\$172,915,680
55 Management of companies	\$147,754,352
71 Arts- entertainment & recreation	\$37,625,392
61 Educational Services	\$37,117,588
21 Mining	\$23,457,852

2-digit NAICS categories computed by the IMPLAN model

# Highway 12 Corridor Economic Analysis Summary Report

## Three Scenarios

In order to predict the economic effects caused by transportation system changes, three scenarios were created based on comparable corridor areas similar to the Highway 12 corridor but with different highway configurations and capacities. Economic and transportation characteristics of these three scenarios were then transferred to the Highway 12 corridor model, and the resulting economic changes were tabulated.

The three scenarios were:

1. A Minimum Improvement Scenario based on rural two-lane highway corridors in which improvements are made primarily for safety concerns, but which have very little effect on highway traffic capacity. This approximates the improvements currently being made to the Highway 12 corridor.
2. A Middle Improvement Scenario based on corridors in which significant highway improvements are made, incorporation multiple lanes in key traffic areas; extension of shoulders; extensive use of passing lanes and multi-lane designs for key intersections; signalization; and access control.
3. A maximum Improvement Scenario based on corridors in which most or all of the corridor roadway is improved to four-lane divided highway with extensive improvements of intersections and access areas.

The resulting economic changes when these characteristics are introduced into the Highway 12 economic model are discussed below.

Hwy 12 Corridor Summary of Economic Changes for Three Scenarios			
Scenario	Minimum Improvement Scenario	Middle Improvement Scenario	Maximum Improvement Scenario
Measure of Change	(Safety improvement, little capacity enhancement)	(Mostly Multi-Lane)	(4-Lane Divided Highway)
<b>Gross Regional Product (GRP)</b>	\$183,229,878	\$332,777,482	\$622,905,172
<b>Percent Change From Initial Conditions</b>	2.90%	5.20%	9.70%
<b>Total Output (Revenues)</b>	\$408,016,696	\$708,827,296	\$1,168,726,048
<b>Worker Income</b>	\$85,734,957	\$165,557,981	\$399,216,028
<b>Local Sales and Property Tax Revenues</b>	\$17,116,505	\$28,254,610	\$42,155,103
<b>Employment</b>	1,193	2,286	7,609
<b>Households</b>	965	1,849	6,154
Source: IMPLAN economic model for each scenario.			
Note: Sales and Property Tax Revenues are generation, not distribution.			

## Highway 12 Corridor Economic Analysis Summary Report

### Economic Effects of the Minimum Improvement Scenario on the Highway 12 Region

The Minimum Improvement Scenario is based on the assumption of highway improvements designed to improve safety but not to significantly increase capacity. This level of improvements creates an overall increase of about \$183.2 million in annual Gross Regional Product and \$408 million in added revenues in the Hwy 12 economy, or about a 2.9% increase. Employment increases by about 1,193 full time annual equivalent jobs, and local sales and property taxes increase about \$17 million. (Note that this is a measure of local tax generation within the corridor economic area, not the actual allocation to local governments. The current structure of allocation of locally-generated tax revenues to State, County, Special District, and other entities is complex and highly variable, and actual allocation to any specific City, County, etc. is not within the scope of this study.) The increase in employment will induce an increase of 965 households, which will create a demand for additional housing and additional household expenditures.

Overall, this is a relatively small increase in economic activity which does not generate substantial changes of the structure of the local economies, but nevertheless provides some significant expansion to some local economic sectors.

Details of the sector changes of employment and output (revenues) within the Hwy 12 economy as the result of the Minimum Scenario are shown in the adjacent table. The table is limited for brevity and clarity to the 10 sectors with the largest changes; a more extensive table appears in the Research Report.

<b>Hwy 12 Sectors With Highest Economic Increase from the Minimum Scenario</b>			
	Description	Employment	Output
47	Breakfast cereal manufacturing	74	\$58,111,468
71	Breweries	46	\$57,279,255
190	Metal container manufacturing	55	\$37,683,616
213	Light support machinery manufacturing	102	\$33,355,053
52	Nonchocolate confectionery manufacturing	38	\$14,790,807
319	Wholesale trade businesses	78	\$13,904,860
138	Soap and cleaning compound manufacturing	11	\$11,695,928
335	Transport by truck	41	\$6,014,502
Subtotal for Above Sectors		444	\$232,835,489
<b>Total for All Sectors</b>		<b>1,193</b>	<b>\$408,016,700</b>
<small>Table is truncated for brevity and shows only the top sectors, which contain about 40% of employment and 60% of output.</small>			
<small>Source: IMPLAN model for the Hwy 12 Corridor Minimum Scenario</small>			

The largest increases are in sectors related to the existing dominant food processing manufacturing: Breakfast Cereal Manufacturing, Breweries, Metal Container Manufacturing, and Non-chocolate Confectionery Manufacturing. These 5 sectors alone create a combined increase of 212 employees and \$167.9 million in output.

Sectors directly related to transportation, including Wholesale Trade and Transport by truck would also increase somewhat, adding a combined total of about 119 jobs and \$19.9 million in output.

The largest changes in sectors primarily serving the local residents are in Real Estate and Food Services and Drinking places.

## Highway 12 Corridor Economic Analysis Summary Report

### Economic Effects of the Middle Improvement Scenario on the Highway 12 Region

The Middle Improvement Scenario represents a moderate level of highway capacity increases, such as multi-lane areas, signalization of intersections, additions of turn lanes at major intersections, in addition to the safety improvements of the Minimum Improvement scenario. This results in a moderate increase in traffic capacity and a much higher increase in economic activity, increasing annual GRP by about \$333 million and Total Revenues by \$708.9 million, or about 5.2% above the current initial conditions. .

There would also be an employment increase of 2,286 full time annual equivalent employment, with annual worker income of \$165.6 million. The increase in employment will induce an increase of 1,849 households, which will create a demand for additional housing and in additional household expenditures.

This scenario will induce increases in highway utilization, and will result in introduction of additional types of business activities, economic diversification, and residential population. This is a different result than the Minimum Scenario, which creates little change in economic structure.

Economic sectors with the largest increases from the Middle Scenario are shown in the adjacent table. The table is limited for brevity and clarity to the 10 sectors with the largest changes.

Highest Economic Increases from the Middle Scenario		
Description	Employment	Output
47 Breakfast cereal manufacturing	123	\$96,893,851
71 Breweries	76	\$95,484,566
190 Metal container manufacturing	92	\$62,814,699
213 Light support machinery manufacturing	167	\$54,555,861
52 Nonchocolate confectionery manufacturing	63	\$24,656,204
319 Wholesale trade businesses	132	\$23,648,928
381 Management of companies and enterprises	75	\$17,255,062
437 State and Local Government except manufacturing	129	\$11,706,940
335 Transport by truck	59	\$8,587,977
413 Food services and drinking places	108	\$6,639,083
Subtotal for Above Sectors	1,024	402,243,171
<b>Total for All Sectors</b>	<b>2,286</b>	<b>\$708,827,296</b>

Table is truncated to ten largest sectors for brevity. A complete table is shown in Appendix 5.

The table shows that the Middle Scenario outcomes are a mixture between the continuation and expansion of existing sectors such as food processing manufacturing, seen previously in the Minimum Scenario, but also the emergence of large transportation and distribution related sectors of the Maximum Scenario (to be discussed later). Sectors directly related to transportation, including Wholesale Trade and Truck Transport would also increase substantially, adding a combined total of about 191 jobs and \$32 million in output.

# Highway 12 Corridor Economic Analysis Summary Report

## Economic Effects of the Maximum Improvement Scenario on the Highway 12 Region

The Maximum Improvement Scenario creates much more highway capacity and utilization, and much more economic expansion, a 9.7 % increase over the initial conditions. It adds \$622.9 million per year in GRP, and \$1.16 billion in revenues. It also creates 7,609 additional full time annual equivalent jobs, and increases annual locally generated sales and property taxes by \$42.2 million. The increase in employment will induce an increase of 6,154 households, which will create a substantial increase in demand for additional housing and in additional household expenditures.

This is a very substantial increase, and creates economic benefits to a large diversity of economic sectors and activities. It also, as will be seen below, creates some substantial changes in the overall structure of the economy.

Economic Sectors with the largest increases within the Hwy 12 economy are shown in the adjacent table.

The most obvious changes are the large effects on transportation sectors including Transportation by Truck, Transit and Ground Passenger Transportation, Scenic and Sightseeing Transportation, Couriers and Messengers, and Warehousing

<b>Hwy 12 Sectors With Highest Economic Increase from the Maximum Scenario</b>			
	Description	Employment	Output
335	Transport by truck	1,530	\$224,067,715
336	Transit and ground passenger transportation	986	\$82,967,528
338	Scenic and sightseeing transportation	940	\$69,966,315
339	Couriers and messengers	712	\$53,674,613
340	Warehousing and storage	308	\$34,342,697
413	Food services and drinking places	260	\$15,948,113
382	Employment services	177	\$8,935,229
319	Wholesale trade businesses	150	\$26,907,328
360	Real estate establishments	132	\$22,670,021
397	Private hospitals	107	\$21,380,613
Subtotal for Top 10 Sectors		5,302	\$560,860,172
<b>Total for All Sectors</b>		<b>7,609</b>	<b>\$1,168,726,000</b>
<small>Table is truncated for brevity and shows only the top 10 sectors, which contain about 50% of the total output and 70% of employment.</small>			
<small>Source: IMPLAN model for the Hwy 12 Corridor Maximum Scenario.</small>			

and Storage. Wholesale Trade Business is a highly related additional sector. Altogether, these transportation related sectors (which are minimally represented in the existing conditions Highway 12 economy) will realize an increase of 4,627 in employment and \$491.9 million annually in revenues. This high level of change suggests that the Hwy. 12 corridor will assume a major role in transportation distribution functions serving not just Solano County, but also the large urban areas surrounding the County, including Stockton, Sacramento, the East Bay area, and the San Francisco Bay Area. It is possible that existing large food processing manufacturing operations now in Fairfield, Suisun, and Lodi may consider larger Northern California and Statewide operations within the Hwy 12 corridor.

Housing construction and the subsequent increase in resident household expenditures will also be a potential source of local economic benefits to the Hwy 12 region. The 7,609 additional employees translate roughly into about 6,154 new households and housing units.

### Economic Development Activities

The economic analysis using the highway improvement scenarios indicates the potential for local economic benefits, but does not identify what local efforts would be required to receive or optimize them. Local responses to the potential opportunities will have a great effect on the level of benefit which will actually be captured. The economic development expectations associated with the capture of economic potential are discussed in this section.

### Minimum Scenario Economic Development Priorities

The appropriate economic development activities to capture the benefits from the Minimum Improvement Scenario are largely a basic economic development foundation which allows the Highway 12 region to facilitate normal economic growth which has been obstructed by the Highway 12 congestion and safety issues. The basic economic development activities would include:

1. Self- evaluation which identifies specific assets and features of greatest value to businesses and residents. This typically identifies the features which will subsequently be used to attract new and expanded economic activities.
2. Functional improvements to facilitate efficient relationships between businesses and local government entities, creating a welcoming and attractive business-friendly environment.
3. External marketing activities to increase awareness of the benefits and assets of the community by those outside the region who may subsequently increase their residential, business, or visitor contacts.
4. Planning for the future in which includes land-use development, local transportation, public services and utility capacities, education, public safety, and all of the other functions in which the public sector and private sector must collaborate in order to enable desired future outcomes.
5. Specific focused economic development activities designed to encourage, accommodate, or support completion of specific projects in which public sector leadership, support, and incentives may be required to achieve outcomes demanded by the community, which frequently includes increased health services, historical downtown preservation, higher education, etc.

### Middle Scenario Economic Development Priorities

The Middle Scenario entails not only the supporting of the basic development of the existing economic structure and activities as discussed above for the Minimum Scenario, but beginning to develop the more transportation intensive and regional scope economic structure of the Maximum Scenario. In addition to the priorities in the Minimum Scenario, additional priorities would include the following:

- A. Make sure that all of Northern California knows about the highway improvements and the increased accessibility and safety the improvements, and link this to the region's efforts to expand the local attractiveness and convenience for travelers, visitors, residents, and local businesses.
- B. Connect the towns and cities across the Highway 12 region with a common shared identity. Each will benefit from the efforts of the others, as a shared image of a combined California Delta highway has a longer economic reach than any of its individual cities and communities.
- C. Beware that opening up better transportation to the outside world can bring business in, but can also let business out to competing regions. Provide the planning to ensure that local-serving businesses and public services adequately serve the needs of residents and businesses. Retaining the increases in business and household expenditures within the local economy is a primary key to capture benefits for residents and for local government tax revenues.
- D. Economic development opens up opportunities to achieve goals not previously obtainable. Make sure the economic expansion creates outcomes highly valued by local residents and businesses. This could include priorities like those identified in the community survey and presentations conducted during this study.

### Maximum Scenario Economic Development Priorities

The economic development priorities for the maximum scenario are much different than for the earlier scenarios because this is a process in which the Highway 12 economy changes significantly in its structure and in its importance in the Northern California economic complex. The economic opportunities and benefits to the regional economy are large, but so are the economic development requirements. An overview of possible outcomes and challenges is given below.

- A. The maximum scenario transportation improvement will come with the challenge of accommodating large increases in through traffic and enhanced local industrial production while still capturing substantial economic benefits for local businesses and households, and maintaining a strong historical identity and community cohesiveness.
- B. The economic increases will raise the importance of Highway 12 corridor in relationship to other nearby Northern California economies. This will not be simply a matter of size, but will enable the local economy to develop larger scale industries and to produce specialized goods and services for residents outside its own economic boundaries over a wider market area. Corridor economies will also become more closely linked to the large populations and economies such as Sacramento, Stockton, Napa, and the San Francisco bay area.
- C. Some aspects of the economic development will require a more regional approach. Examples may include land use planning along the corridor; an intra-corridor passenger transportation service; and utilities expansion to service population and business expansion.
- D. The improved access can create an increase in specialized agricultural products and methods in which time to market is critical. This generally includes high-value direct farm-to-consumer items and organic products which are produced using intensive versus extensive growing methods. It can also create new opportunities for large scale food processing manufacturing and distribution activities at multiple sites along the corridor, at scales comparable to that now seen in Tracy and other San Joaquin County locations. In this case, through traffic will be replaced by locally generated traffic which creates large local economic benefits rather than just congestion.
- E. Housing construction and the subsequent increase in resident household expenditures will also be a potential source of local economic benefits to the Hwy 12 region. The model estimate of 1,193 new jobs for the minimum scenario translates roughly into about 965 new households and housing units, with a rough estimate of population increase of about 14,912. (Note that this is the change from transportation improvement only; growth from factors already existing or projected would be in addition to the transportation generated growth.) This is a significant change in the scale of city or community from that which now exists in the corridor.



DATE: June 18, 2012  
TO: STA TAC  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Highway Projects Status Report:  
1.) I-80/I-680/State Route (SR) 12 Interchange  
2.) I-80 Eastbound Cordelia Truck Scales Relocation  
3.) I-80 Express Lanes  
4.) Redwood Pkwy -Fairgrounds Dr. Access Improvements  
5.) Jepson Parkway  
6.) State Route 12 (Jameson Canyon)  
7.) State Route 12 East SHOPP  
8.) I-80 SHOPP Rehabilitation

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**Background:**

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. With the passage of the Proposition 1B Bond in November 2006, the Solano Transportation Authority (STA) was able to secure additional funding from the Corridor Mobility Improvement Account (CMIA) for the State Route (SR) 12 Jameson Canyon. In addition, the I-80 Eastbound Cordelia Truck Scales Relocation Project received nearly \$50 million in funding from the Trade Corridor Improvement Fund of Proposition 1B. With the Proposition 1B funded projects ready for construction and limited new state or federal funds expected to be available in the foreseeable future, it will be necessary for the STA to seek non-traditional fund sources to deliver the major freeway and highway projects during this critical financial time.

**Discussion:**

The following provides an update to major highway and local projects in Solano County:

**1.) I-80/I-680/SR 12 Interchange Project**

The Biological Assessment (BA) for the project was submitted to the US Fish and Wildlife Service (USFWS) in mid April 2011. The Final Biological Opinion (BO) was received on April 20, 2012 after the formal elevation process between Caltrans and US Fish and Wildlife Service was concluded. With the BO completed, the Final Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) is scheduled to be completed late this summer.

The California Transportation Commission (CTC) did swap the \$24 million of Proposition 1B CMIA to the Trade Corridor Improvement Fund (TCIF) in March 2012. This swap allows the project's Initial Construction Package (ICP) to remain fully funded and anticipated to begin construction in 2013. Right of Way acquisition offers for the ICP have been made and the STA is working with the property owners.

### **I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project**

The Project will construct a larger, more efficient truck scale facility on eastbound I-80 approximately ½ mile to the east of the current facility in a large oval configuration. Associated new on- and off-ramps are being constructed, and, upon completion of the project, the existing facility would be demolished.

Construction for this facility began in early spring 2012. Since the project award was based on not only the value of the work, but also the number of days to construction the project, significant progress by the contractor can be seen already. With the compressed schedule, the new facility is planned to be opened in 2013, two years ahead of schedule. This time savings is based on two factors, one was STA's ability to get the project to construction one year earlier and the second is due to the contractor's bid for the number of days to build the project. Attached is the Caltrans June monthly reports for this work (Attachment A).

### **2.) I-80 Express Lanes**

The first segment (Red Top Road to I-505) of the I-80 Express Lanes has been initiated with the Project Study Report being approved by Caltrans in late 2011. Since that time, the Cooperative Agreement has been updated to include environmental clearance work by the STA. The traffic work is underway and the project is moving forward with a continuous access approach. The Project Approval/Environmental Document (PA/ED) phase of the work is expected to take two years to complete.

The I-80 Express Lanes are part of the Bay Area Regional Express Lanes Network. As such, the STA is working with the Metropolitan Transportation Commission (MTC) staff, and staff from Alameda County Transportation Commission and the Contra Costa Transportation Authority, and a Subcommittee of MTC Commissioners with regard to governance of the network. This issue is key, as it will set the stage for the long term management structure and decision making approach for this Network.

### **3.) Redwood Pkwy -Fairgrounds Dr. Access Improvements**

The environmental documentation for this project has been initiated with the Scoping Meeting that was held on January 26, 2011. The purpose and need of the project is to address existing congestion and improve operations; provide improved local access for businesses and residences; provide needed capacity to accommodate existing and future traffic demand; and reduce impacts to local residents, businesses and the environment.

The Administrative Draft Environmental Document and Project Report is currently being reviewed by Caltrans. It is anticipated that the Draft Environmental Document will be circulated for public comment this summer. The PA/ED phase of this project will be completed after the new Regional Transportation Plan (RTP) is adopted by MTC in April 2013.

### **4.) Jepson Parkway**

Since 2002, STA has been working to prepare alignment plans for the four (4) Environmental Impact Report/Environmental Impact Statement (EIR/EIS) alternatives and to complete a range of environmental studies. The overall estimated construction cost of the remaining segments is estimated at \$185 million.

Progress is being made on Phases 1 and 2 with the approval of the Memorandum of Understanding (MOU) and a Funding Agreements with the City's of Fairfield and

Vacaville and Solano County. Phases 1 and 2 that are moving forward to construction is the 4.5 mile segment between the new Fairfield/Vacaville Train Station at Cement Hill Road and Vanden Road to north of the Alamo Drive/ Leisure Town Road Intersection. Construction is planned to begin in Fiscal Year (FY) 2014-15.

The Jepson Parkway Concept Plan Update has been initiated. Fehr and Peers has been selected to complete the update. The Jepson Parkway Working Group will be participating monthly in the Plan Update. This Plan update is expected to be completed in early 2013.

**5.) State Route 12 (Jameson Canyon)**

The existing State Route (SR) 12 has one lane in each direction with no median barrier. It has sections that do not meet current highway standards and consistently maintains a poor level of service in many sections. This Project will widen approximately 6 miles of SR 12 from two to four lanes and upgrade the highway to current standards from I-80 in Solano County to SR 29 in Napa County. The purpose of this Project is to add capacity to relieve traffic congestion and upgrade the facility to improve safety and operations along the route.

The construction of this project began in early spring 2012. The construction is being completed with two construction contracts, a Solano County contract and a Napa County contract. Retaining walls are being constructed to the north side of the roadway. Attached is the Caltrans June monthly reports for this work (Attachment B and C).

**6.) State Route 12 East Projects**

The next safety project on SR 12 East is \$9 million improvements designed to reduce accidents and minimize accident severity involving fixed objects, and provide a clear recovery zone off the roadway between Azevedo Road and Liberty Island Road. This process involves removing trees to widen the shoulders, correcting the vertical curves to meet the stopping sight distance for a 55 mph design speed, constructing left-turn pockets, and installing a 6" asphalt overlay. Caltrans has obtained environmental clearance and has initiated the right-of-way acquisition process. Construction is expected to start by mid-2013.

**7.) I-80 SHOPP Rehabilitation Projects (Vacaville to Vallejo)**

Caltrans has completed over \$120 million of State Highway Operations & Protection Program (SHOPP) rehabilitation projects programmed for I-80 between Dixon and Vallejo. These projects started in FY 2007-08.

The remaining section on I-80 to be rehabilitated is the section between Vacaville and Dixon. The California Transportation Commission funded this rehabilitation work in April 2012. The work is scheduled to begin construction in October.

**Recommendation:**

Informational.

Attachments:

- A. I-80 Eastbound Cordelia Truck Scales Relocation Caltrans June Monthly Report
- B. Jameson Canyon – Solano County Contract - Caltrans June Monthly Report
- C. Jameson Canyon – Napa County Contract - Caltrans June Monthly Report

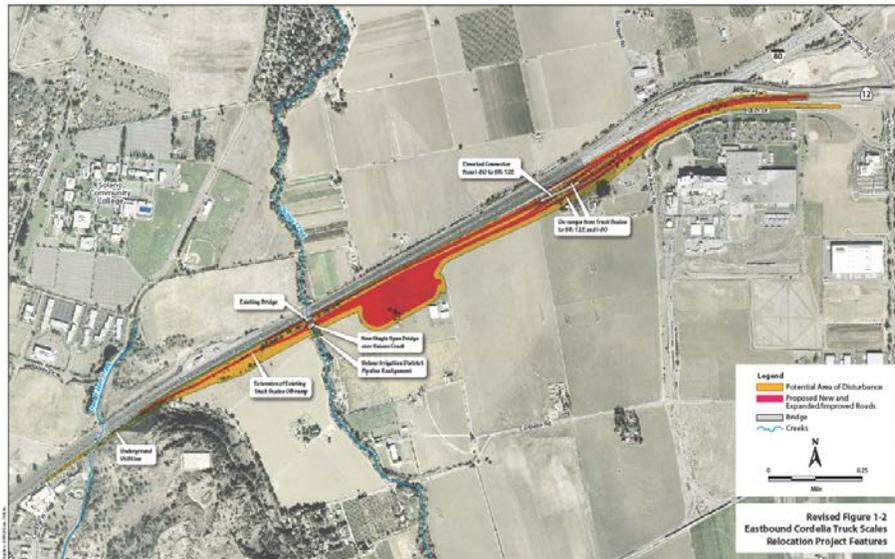
# DISTRICT 4 CONSTRUCTION MAJOR CONTRACT MONTHLY UPDATE

Contract No. 04-0A5354 FAIRFIELD EB I-80 CVEF RELOCATION PROJECT

June 12, 2012

## 1- PROJECT DESCRIPTION.

This project consists of relocating and reconstructing the existing I-80 EB truck scales, to a much larger, more efficient truck scale facility that could accommodate the increasing number of commercial vehicles passing through the I-80 corridor, as well as improve mainline safety and improve the reliability of the truck weight and safety inspection enforcement. The work also involves constructing associated on- and off-ramps, an EB I-80 to SR12E connector, and a new bridge over Suisun Creek.



Location Map

## 2- STATUS OF CONTRACT FUNDS

Engineer's Estimate	\$56,225,232
Current Construction Allotment	\$49,175,000
% Time Completion	1%
% Work Completion	2%
Contractor Paid To Date	\$1,099,847
Estimated Number of Employees Working (Contractor)	40

## 3- STATUS OF CONTRACT TIME

Advertised	September 26, 2011	Engineer's Estimated Working Days	510
Bid Opening	December 14, 2012	A+B Bid Days	170
Awarded	January 25, 2012	Working Days to Date	21
First Working Day Charged	May 14, 2012	Weather Days to Date	1
Resident Engineer's Estimated Completion Date	January 18, 2013	CCO Days	0
Approved	February 13, 2012	Other Days	0
First Working Day Charged	May 14, 2012	Disputed Delay Days	
Original Contract Completion Date	January 17, 2013	RE's Estimated Completion Date	January 18, 2013

# DISTRICT 4 CONSTRUCTION MAJOR CONTRACT MONTHLY UPDATE

Contract No. 04-0A5354 FAIRFIELD EB I-80 CVEF RELOCATION PROJECT

June 12, 2012

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## 4- STATUS OF WORK

### Completed Significant Work

1. Completed structure and roadway excavation.
2. Completed backfill of building pad.

### On-going Significant Work

1. Office Building Work – Structural Steel work/Plumbing/ CIP Concrete Slab On-Grade – Concrete at Blockouts
2. Inspection Building Work – CIP Concrete – Slab Rebar work
3. Bridge Work – Structural Concrete at Bridge Footing; 80/12 Separation Structure Work & CIP at RW2&3

### Upcoming Significant Work and Events

1. Continue Building and Bridge Work
2. Continue Construction of Roadway Work

### Significant Project Issues

1. None

## 5- CONTRACT CHANGE ORDERS

CCO's IN SYSTEM*		
CCO No.	Description	Value
1	Flagging and traffic control	\$ 100,000.00
2	Apprentice Training Reimbursement	\$ 16,000.00
3	Partnering	\$ 25,000.00
4	Dispute Review Board	\$ 15,000.00
5	Furnish Electronic CAD Files	\$ 0.00
7	Pre-Fabricated Booth Modifications	\$ 6,148.01
Sub Total CCO's in System		<b>\$ 162,148.01</b>
PENDING CCO's*		
CCO No.	Description	Value
6	DSA & SFM Drawing Changes	\$ 0.00
8	Temporary Lighting	\$ 28,530.00
9	Rumble Strip Removal	\$ 28,000.00
10	L-Post Replacement	\$ 2,596.00
11	Unsuitable Material at Building	\$ 200,000.00
12	Extra Settlement Embankment at Separation Structure	\$ 50,000.00
13	Engineered Fill at Building Pad	\$ 13,000.00
14	Remove Buried Man-Made Objects	\$ 20,000.00
15	HSS Connection at Grid Line 12	\$ 2,527.35
16	Electrical Room 8 Exterior Wall Location	\$ 3,634.68
17	Canopy 1 Supports at Lines 5 & 12	\$ 1,304.60
18	Below Grade Hydronic Piping	\$ 19,840.32
19	Framing at Aluminum Eyebrows	\$ 8,254.56
20	Cable Railing	\$ 1,132.26

**DISTRICT 4 CONSTRUCTION MAJOR CONTRACT MONTHLY UPDATE**

Contract No. 04-0A5354 FAIRFIELD EB I-80 CVEF RELOCATION PROJECT

June 12, 2012

21	Oil/Water Separator Deletion	\$	.0
22	Additional C10x20.0 Channel	\$	1,666.46
23	Unstable Material Mitigation at RW1&4	\$	17,000
24	Waterproofing at Inspection Pits (waiting for Landmark cost estimate)		
25	Non-Compensable Days (40 days)	\$	0.0
26	Structural Steel Base Conflict (waiting for Landmark cost estimate)		
27	Vertical Mullions (waiting for Landmark cost estimate)		
28	Hardware Submittal Comments	\$	3,060.70
29	Additional CHP Infrastructure	\$	119,100.00
30	Delete DS#7, 9, 18, 19 and 23	(\$	10,000)
31	WPC Maintenance Sharing	\$	30,000.00
		Sub Total Pending CCO's	<b>\$ 539,646.93</b>
		Sub Total All CCO's	<b>\$ 701,794.94</b>

**6- CONTRACT DISPUTES**

UNRESOLVED DISPUTES			
Claim No.	Description	Claimed Amount	Estimated Risk
1	PCO#18 Restriction on Stage 2 Proceeding Concurrently with Stage 1	\$861,000.00	
2	PCO#22 Settlement Period at Non-ERS Portions of RW 2&3	\$840,000.00	
3	PCO#26 40-Day Technology Placement by Others	\$1,800,000.00	
4	Architectural Finish Change	\$ 12,312	

# DISTRICT 4 CONSTRUCTION MAJOR CONTRACT MONTHLY UPDATE

Contract No. 04-0A5354 FAIRFIELD EB I-80 CVEF RELOCATION PROJECT

June 12, 2012

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## **8- PROJECT PHOTOS**



**Suisun Creek A1 & A2 Embankment**



**Suisun Creek A1 & A2 Embankment**

**DISTRICT 4 CONSTRUCTION MAJOR CONTRACT MONTHLY UPDATE**

Contract No. 04-0A5354 FAIRFIELD EB I-80 CVEF RELOCATION PROJECT

June 12, 2012

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**Retaining Wall #1 Compaction Test**



**Retaining Wall #2 Compaction Test**

**DISTRICT 4 CONSTRUCTION MAJOR CONTRACT MONTHLY UPDATE**

Contract No. 04-0A5354 FAIRFIELD EB I-80 CVEF RELOCATION PROJECT

June 12, 2012

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**Groundwater Encountered at Retaining Wall #4 Site**

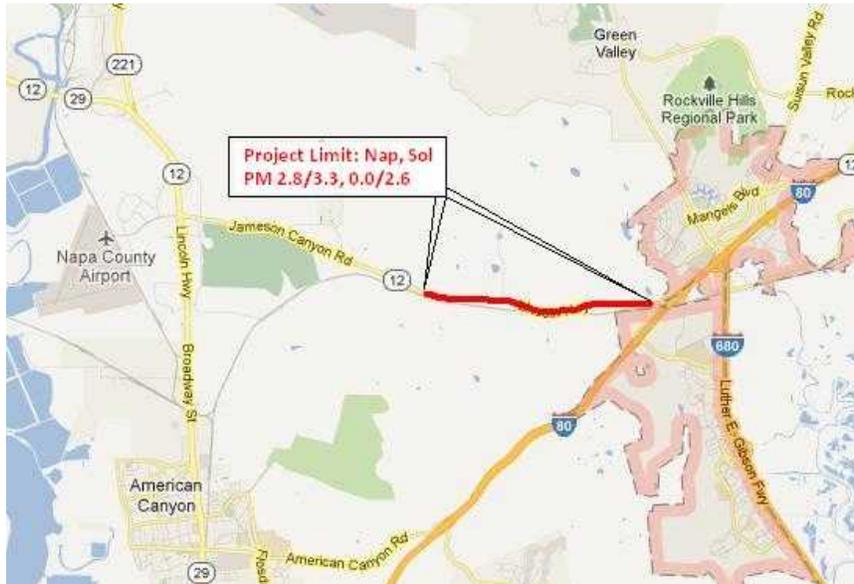
# DISTRICT 4 CONSTRUCTION MAJOR CONTRACT MONTHLY UPDATE

Contract No. 04-264144 WIDEN ROUTE 12 FROM A TWO-LANE TO A FOUR-LANE CONVENTIONAL HIGHWAY

June 06, 2012

## 1- PROJECT DESCRIPTION

This project will widen Route 12 from a two-lane to a four-lane conventional highway. The project is located in Solano County; the limits are from P.M 2.8/3.3, 0.0/2.6. The proposed improvements will improve safety and reduce traffic congestion by increasing the capacity of State Route 12. The Project will also minimize head-on accidents by adding a median barrier.



Location Map

## 2- STATUS OF CONTRACT FUNDS

Engineer's Estimate	\$46,526,286
Current Construction Allotment	\$43,293,000
% Time Completion	4%
% Work Completion	3%
Contractor Paid To Date	\$858,478.69
Estimated Number of Employees Working (Contractor)	25

## 3- STATUS OF CONTRACT TIME

Advertised	October 17, 2011	Engineer's Estimated Working Days	450
Bid Opening	December 13, 2011	Plant Establishment	250
Awarded	January 11, 2012	Working Days to Date	23
First Working Day Charged	April 2, 2012	Weather Days to Date	11
Resident Engineer's Estimated Completion Date	February 10, 2015	CCO Days	0
Approved	February 3, 2012	Other Days	0
First Working Day Charged	April 2, 2012	Disputed Delay Days	0
Original Contract Completion Date	January 26, 2015	RE's Estimated Completion Date	Feb. 10, 2015

**DISTRICT 4 CONSTRUCTION MAJOR CONTRACT MONTHLY UPDATE**  
 Contract No. 04-264144 WIDEN ROUTE 12 FROM A TWO-LANE TO A FOUR-LANE  
 CONVENTIONAL HIGHWAY  
 June 06, 2012

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**4- STATUS OF WORK**

**Completed Significant Work**

1. Completed the tree cutting operation.
2. Completed removing the rumble strip and surfacing.
3. Completed the temporary striping and placing the K-rail for Stage One work.

**On-Going Significant Work**

1. Soil nail drilling for Retaining Wall 4A and 4B and Retaining Wall #8.
2. Roadway excavation.

**Upcoming Significant Work and Events**

1. The installation of the Rock Fall Prevention System.

**Significant Project Issues**

1. None

**Contract Milestones**

<b>Milestone/ Activity</b>	<b>Planned Date</b>	<b>Actual Date</b>
Construct a 12' x 12' Wildlife Box Culvert	June 15 to October 15, 2012	



**DISTRICT 4 CONSTRUCTION MAJOR CONTRACT MONTHLY UPDATE**  
Contract No. 04-264144 WIDEN ROUTE 12 FROM A TWO-LANE TO A FOUR-LANE  
CONVENTIONAL HIGHWAY  
June 06, 2012

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**7- PROJECT PHOTOS**



K-Rail along westbound Route 12 and trees removed on the hillside for the construction of Retaining Wall Nos. 6, 7A & 7B.



Shotcrete at Retaining Wall No. 4C

**DISTRICT 4 CONSTRUCTION MAJOR CONTRACT MONTHLY UPDATE**  
Contract No. 04-264144 WIDEN ROUTE 12 FROM A TWO-LANE TO A FOUR-LANE  
CONVENTIONAL HIGHWAY  
June 06, 2012

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Soil nail installation at Retaining Wall No. 4B.



Structure excavation at Retaining Wall No. 4A and completed Private Access Road (D5 Line) above the retaining wall.

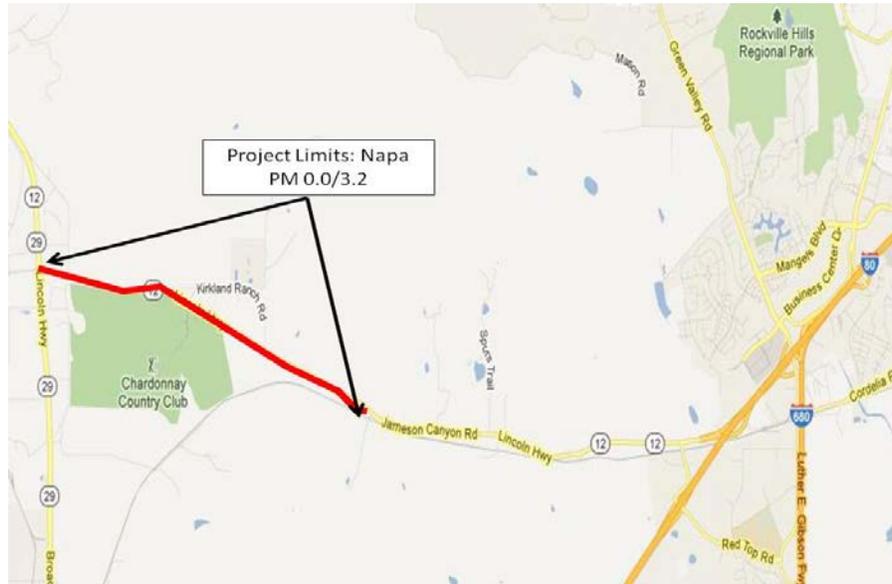
# DISTRICT 4 CONSTRUCTION MAJOR CONTRACT MONTHLY UPDATE

Contract No. 04-264134 WIDEN ROUTE 12 FROM A TWO-LANE TO A FOUR-LANE CONVENTIONAL HIGHWAY

June 01, 2012

## 1- PROJECT DESCRIPTION.

This project will widen Route 12 from SR-29 to Napa/Solano County Line. The project limits are from P.M 0.0/3.2. When completed, the project will widen the highway to 4 lanes separated by a concrete median barrier and with standard 8-foot shoulders. Several retaining walls will also be constructed. The proposed improvements will improve safety and reduce traffic congestion by increasing the capacity of Highway 12. The project will also minimize head-on accidents by adding a median barrier.



**Location Map**

## 2- STATUS OF CONTRACT FUNDS

Engineer's Estimate	\$25,972,836
Current Construction Allotment	\$24,541,000
% Time Completion	4%
% Work Completion	2%
Contractor Paid To Date	\$ 356,799.87
Estimated Number of Employees Working (Contractor)	25

## 3- STATUS OF CONTRACT TIME

Advertised	October 17, 2011	Engineer's Estimated Working Days	220
Bid Opening	December 6, 2011	Plant Establishment	250
Awarded	January 26, 2012	Working Days to Date	29
First Working Day Charged	April 11, 2012	Weather Days to Date	11
Resident Engineer's Estimated Completion Date	December 21, 2014	CCO Days	0
Approved	February 17, 2012	Other Days	0
First Working Day Charged	April 16, 2012	Disputed Delay Days	0
Original Contract Completion Date	March 4, 2014	RE's Estimated Completion Date	December 31, 2014

**DISTRICT 4 CONSTRUCTION MAJOR CONTRACT MONTHLY UPDATE**  
 Contract No. 04-264134 WIDEN ROUTE 12 FROM A TWO-LANE TO A FOUR-LANE  
 CONVENTIONAL HIGHWAY  
 June 01, 2012

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**4- STATUS OF WORK**

**Completed Significant Work**

1. Completed the tree cutting operation.
2. Completed removing the rumble strip and paving.
3. Completed the temporary striping and placing the K-rail.
4. Completed the drainage system crossings

**On-going Significant Work**

1. Work is in progress for the environmental fencing installation
2. Work is in progress for clearing and grubbing of vineyard properties at the south side
3. Work is in progress for the temporary electrical and signal work

**Upcoming Significant Work and Events**

1. Soil Nail Wall verification for Retaining Wall No.2
2. Roadway Excavation work for Stages 1A, 1B, 2A, 2B north side

**Significant Project Issues**

1. Differing Site Conditions (existing structural section different from contract plans)
2. Buried Man Made Object
3. Right of Way issues with vineyards, PG&E and property owners
4. ADL materials

**Contract Milestones**

<b>Milestone/ Activity</b>	<b>Planned Date</b>	<b>Actual Date</b>
Creek work for the drainage systems	June 15, 2012	

**DISTRICT 4 CONSTRUCTION MAJOR CONTRACT MONTHLY UPDATE**Contract No. 04-264134 WIDEN ROUTE 12 FROM A TWO-LANE TO A FOUR-LANE  
CONVENTIONAL HIGHWAY

June 01, 2012

**5- CONTRACT CHANGE ORDERS**

<b>CCO's IN SYSTEM*</b>		
CCO No.	Description	Value
1	Flagging and traffic control	\$ 300,939.40
3	Partnering	\$ 25,000.00
5	Additional Tree Removal	\$ 24,377.32
Sub Total CCO's in System		<b>\$ 350,316.72</b>
<b>PENDING CCO's*</b>		
CCO No.	Description	Value
4	Dispute Resolution Board	\$ 15,000.00
6	Photography Pilot Service	\$ 15,000.00
7	Asphalt Index Fluctuation Payment	\$ 100,000.00
8	Additional Water Pollution Control BMPs	\$ 6,000.00
9	Temporary Barbed Wire Fence	\$ 117,872.00
10	Modify Epoxy Coating	\$ 1,320.00
11	Minor Concrete Backfill	\$ 224,500.00
Sub Total Pending CCO's		<b>\$ 479,692.00</b>
Sub Total All CCO's		<b>\$ 830,008.72</b>

**Description of Significant CCO's (Over \$200k or of special interest)****1. CCO # 11: Minor Concrete Backfill**

- Design miscalculated the minor concrete backfill quantity for the drainage systems concrete cover. Original quantity was only 77 cy while the estimated quantity is +/- 975 cy.

**6- CONTRACT DISPUTES**

<b>UNRESOLVED DISPUTES</b>			
Claim No.	Description	Claimed Amount	Estimated Risk
	None		

**DISTRICT 4 CONSTRUCTION MAJOR CONTRACT MONTHLY UPDATE**  
Contract No. 04-264134 WIDEN ROUTE 12 FROM A TWO-LANE TO A FOUR-LANE  
CONVENTIONAL HIGHWAY  
June 01, 2012

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**8- PROJECT PHOTOS**

Tree Cutting



Environmental Fence Installation



Clearing and Grubbing



Storm Drain Crossing Installation



**DISTRICT 4 CONSTRUCTION MAJOR CONTRACT MONTHLY UPDATE**  
Contract No. 04-264134 WIDEN ROUTE 12 FROM A TWO-LANE TO A FOUR-LANE  
CONVENTIONAL HIGHWAY  
June 01, 2012

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K-Rail Placement





DATE: June 27, 2012  
TO: STA TAC  
FROM: Judy Kowalsky, Accounting Technician  
RE: STA's Local Preference Policy FY 2011-12 Year-End Report

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**Background:**

In December 2010, the Solano Transportation Authority (STA) Board adopted its Local Preference Policy (LPP), which applies to the purchase of goods, services and the solicitation of professional services. The policy does not apply to any contract which is required by law to be awarded to the "lowest, responsible bidder", such as public work projects or other projects to the extent the application would be prohibited by state or federal law. The policy gives an opportunity for local businesses to bid on products and services necessary in the delivery of STA's projects and programs. Local business firms will be given preference based on their knowledge of the community and proximity to project locations. In October 2011, the policy was amended to define a "local business" as a business enterprise, including but not limited to a sole proprietorship, partnership, or corporation, located within the county for at least six (6) months prior to the date of contract award in order to receive preferential points and have at least one full-time employee who will serve as the lead contact for all services to be performed under the contract.

As part of the implementation of this new LPP, staff worked with Solano County's Chamber of Commerce to expand STA's list of local firms and vendors.

Subsequently, in December 2011, the STA Board adopted methodology for calculating the LPP contract goal. The methodology is modeled after the Caltrans Underutilized Disadvantaged Business Enterprise (DBE) approach. This methodology was applied on Requests for Proposals (RFP) released as of January 1, 2012 as allowed by the funding source. Each applicable solicitation has an established goal based on the specific services requested and the availability of local businesses to compete for services. Vendors awarded contracts based on utilization of local businesses are required to certify on-going participation of these local businesses with each invoice submitted throughout the contract terms.

**Discussion**

Table 1, Attachment A, shows the account purchase activities for the FY 2010-11 which covered the first six months of the policy. Overall, thirty-seven (37%) percent of vendors used were local. The LPP component was added to the RFP process to ensure the local business community be provided every opportunity in the bid process. Six (6) of the total contracts initiated in FY 2010-11 were subject to the LPP based on the type of funding source used to fund the activity. Consultants submit invoices and certify their continued compliance to the policy.

In FY 2011-12, STA executed a total of fifteen (15) contracts. Two (2) of these contracts were subject to the LPP requirement. STA staff activities seek opportunities to utilize local vendors for many of its contracts. If the funding source prohibits the use of a LPP, then the following language has been included with the solicitation:

*“The STA has adopted a Local Preference Policy which encourages the hiring of local firms which can be found at <http://www.sta.ca.gov/Content/10027/JobsRFPs.html>. No local firm goal has been established for this project; however each firm is encouraged to seek local participation.”*

In FY 2011-12, STA increased the number of local vendors utilized in the delivery of various priority projects and programs from seventy (70) to eighty-four (84), a twenty (20%) percent increase with total local dollars spent increased in the amount of \$518,228.

Consultants/Professional services subject to the LPP in Table 2A had four (4) vendors/consultants. Thus far, there were no invoices billed or project activities by the local sub consultants for this reporting period.

Table 2, is the LPP vendor activities for FY 2011-12. These amounts are based on STA’s FY 2011-12 unaudited financial reports.

Consultant/Professional Services category are those services for engineering, construction, auditing, and other services. FY 2011-12 increased the number of local vendors from fifteen (15) to nineteen (19). Concurrently, the total local dollars spent was increased in the amount of \$528,392, (74%) percent. This increase reflects the utilization of local vendors for various priority projects and program activities of STA, such as the I-80 Eastbound Truck Scales Relocation, the SR12 Realignment Project, Jepson Parkway Project, and the Safe Routes to School Program.

General Office Supplies/Purchases category is the costs for general operations and administration in the delivery of STA’s programs and projects. FY 2011-12 increased the number of local vendors from fifty-four (54) to sixty-four (64). Increased activity with the Solano Napa Commuter Information (SNCI) Vanpool Program, Bike Incentive Program, Bike to Work Day, along with the increased utilization of local office supply vendors contributed to the overall increase of local activity within this category.

The STA staff continues to be proactive in using the guiding principles and contract goals of the LPP to solicit work from local vendors while being fiscally responsible. This annual analysis of the policy will be conducted and presented to the STA Board in July.

**Fiscal Impact:**

While the LPP does not have fiscal impact to the STA budget, it does contribute to the economic vitality of the local economy and implements a policy priority adopted by the STA Board.

**Recommendation:**

Receive and file.

Attachment:

A. STA purchase activities

Table 1: Purchase Activities (July 1, 2010-June 30, 2011)

Table 2: Purchase Activities (July 1, 2011-May 31, 2012)

**Purchase Activities for FY 2010-2011 and  
FY 2011-2012**

**Table 1: (July 1, 2010-June 30, 2011)**

Description	Total Vendor Activities					
	# of Vendors	Amount	# of Local Vendors*	Amount	% Local Vendor Used	% Local Dollars
Consultants/Professional Services	65	\$22,494,142	15	\$713,689	23%	3%
Office Space	1	\$198,930	1	\$198,930	100%	100%
General Office Supplies/Purchases	125	\$181,234	54	\$57,041	43%	31%
<b>Total</b>	191	\$22,874,306	70	\$969,660	37%	4%

**Table 1A****Consultants/Professional Services Subject to Local Preference Policy**

Description	Total Vendor Activities		Local Preference Activities			
	# of Vendors	Amount	# of Local Vendors*	Amount	% Local Vendor Used	% Local Dollars
Consultants/Professional Services	6	\$179,393	2	\$10,617	33%	6%

\* Local vendors, either prime or subconsultants

**Table 1: (July 1, 2011-June 30, 2012)**

Description	Total Vendor Activities					
	# of Vendors	Amount	# of Local Vendors*	Amount	% Local Vendor Used	% Local Dollars
Consultants/Professional Services	58	\$11,178,109	19	\$1,242,081	33%	11%
Office Space	1	\$188,544	1	\$188,544	100%	100%
General Office Supplies/Purchases	143	\$150,735	64	\$57,263	45%	38%
<b>Total</b>	202	\$11,517,388	84	\$1,487,888	42%	13%

**Table 2A****Consultants/Professional Services Subject to Local Preference Policy**

Description	Total Vendor Activities		Local Preference Activities			
	# of Vendors	Amount	# of Local Vendors*	Amount	% Local Vendor Used	% Local Dollars
Consultants/Professional Services	4	\$451,176	0	\$0	0%	0%

\* Local Vendors, either prime or subconsultants

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DATE: June 15, 2012  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

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

**Recommendation:**

Informational.

**Attachments:**

- A. STA Legislative Matrix
- B. State Legislative Update (Shaw/Yoder/Antwih)
- C. Federal Legislative Update (Akin Gump)
- D. STA Federal Funding Matrix

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**STA Matrix  
as of 6/18/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 41</a> <a href="#">Hill D</a></p> <p>High-Speed Rail Authority: conflicts of interest: disqualification.</p>	<p>SENATE THIRD READING 5/1/2012 - Read second time. Ordered to third reading.</p>	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local levels of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified. This bill would add members of the High-Speed Rail Authority to those specified officers who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly.</p> <p><b>Last amended on 4/30/2012</b></p>	
<p><a href="#">AB 57</a> <a href="#">Beall D</a></p> <p>Metropolitan Transportation Commission.</p>	<p>SENATE APPR. 6/13/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (June 12). Re-referred to Com. on APPR.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and one member appointed by the San Francisco Bay Conservation and Development Commission, and establishes a 4-year term of office for members of the commission. This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would prohibit more than 3 members of the commission from being residents of the same county, as specified. The bill would require the member from the San Francisco Bay Conservation and Development Commission to be a member of that commission, a resident of San Francisco, and to be approved by the Mayor of San Francisco. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. <b>Last amended on 3/5/2012</b></p>	<p>Support 5/11/11</p>
<p><a href="#">AB 441</a> <a href="#">Monning D</a></p> <p>Transportation planning.</p>	<p>SENATE APPR. 6/13/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (June 12). Re-referred to Com. on APPR.</p>	<p>Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan. This bill would require the commission to attach a summary of the policies, practices, or projects that have been employed by metropolitan planning organizations that promote health and health equity to the commission's next revision of specified regional transportation planning guidelines.</p> <p><b>Last amended on 6/4/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 492</a> <a href="#">Galgiani D</a></p> <p>Transit fare evasion: San Joaquin Regional Transit District.</p>	<p>SENATE RLS. 6/15/2012 - Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.</p>	<p>Existing law establishes and prescribes the powers of the San Joaquin Regional Transit District. Existing law authorizes certain transit operators to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative adjudication procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would authorize the San Joaquin Regional Transit District to adopt and enforce such an ordinance. <b>Last amended on 6/15/2012</b></p>	
<p><a href="#">AB 819</a> <a href="#">Wieckowski D</a></p> <p>Bikeways.</p>	<p>SENATE T. &amp; H. 6/15/2012 - In committee: Hearing postponed by committee. (Refers to 6/12/2012 hearing)</p>	<p>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. <b>Last amended on 5/8/2012</b></p>	
<p><a href="#">AB 890</a> <a href="#">Olsen R</a></p> <p>Environment: CEQA exemption: roadway improvement.</p>	<p>SENATE E.Q. 2/16/2012 - Referred to Com. on E.Q.</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 , until January 1, 2026, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of existing use . <b>Last amended on 1/13/2012</b></p>	
<p><a href="#">AB 1126</a> <a href="#">Calderon,</a> <a href="#">Charles D</a></p> <p>Transaction and use tax: rate.</p>	<p>SENATE G. &amp; F. 6/12/2012 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>The Transaction and Use Tax Law authorizes a district to impose a transactions tax for the privilege of selling tangible personal property at retail upon every retailer in the district at a rate of 1/4 of 1%, or a multiple thereof, of the gross receipts of the retailer from the sale of all tangible personal property sold by that person at retail in the district. That law also requires that a use tax portion of a transaction and use tax ordinance be adopted to impose a complementary tax upon the storage, use, or other consumption in the district of tangible personal property purchased from any retailer for storage, use, or other consumption in the district at a rate of 1/4 of 1%, or a multiple thereof, of the sales price of the property whose storage, use, or other consumption is subject to the tax, as prescribed. This bill would decrease those rates to 1/8 of 1%. <b>Last amended on 1/4/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1191</a> <a href="#">Huber D</a></p> <p>Local government finance.</p>	<p>SENATE APPR. 6/13/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 13). Re-referred to Com. on APPR.</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. This bill contains other related provisions and other existing laws. <b>Last amended on 1/23/2012</b></p>	
<p><a href="#">AB 1532</a> <a href="#">John A. Pérez D</a></p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.</p>	<p>SENATE E.Q. 6/7/2012 - Referred to Com. on E.Q.</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. <b>Last amended on 5/1/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1549</a> <a href="#">Gatto D</a></p> <p>Development: expedited permit review.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE</p> <p>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. <b>Last amended on 3/26/2012</b></p>	
<p><a href="#">AB 1570</a> <a href="#">Perea D</a></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>SENATE E.Q. 6/14/2012 - Referred to Com. on E.Q.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require , until January 1, 2016, the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects . Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. <b>Last amended on 4/10/2012</b></p>	
<p><a href="#">AB 1665</a> <a href="#">Galgiani D</a></p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>SENATE E.Q. 5/31/2012 - Referred to Com. on E.Q.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would exempt from CEQA the closure of a railroad grade crossing by order of the PUC under the above authority if the PUC finds the crossing to present a threat to public safety . <b>Last amended on 4/18/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1706</a> <a href="#">Eng D</a></p> <p>Vehicles: transit bus weight.</p>	<p>SENATE T. &amp; H. 6/14/2012 - Referred to Com. on T. &amp; H.</p>	<p>Under existing law, the gross weight imposed upon the highway by the wheels on any one axle of a vehicle is prohibited from exceeding 18,000 pounds, except the gross weight on any one axle of a bus is prohibited from exceeding 20,500 pounds. A violation of these requirements is a crime. This bill would 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. <b>Last amended on 5/25/2012</b></p>	<p>Support with amends "to prohibit increased bus weights on residential streets" 6/13/12</p>
<p><a href="#">AB 1770</a> <a href="#">Lowenthal,</a> <a href="#">Bonnie D</a></p> <p>California Transportation Financing Authority.</p>	<p>SENATE T. &amp; H. 5/17/2012 - Referred to Coms. on T. &amp; H. and GOV. &amp; F.</p>	<p>Existing law creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law defines "project" for these purposes to include, among other things, a rail project. This bill would provide that a rail project may consist of, or include, rolling stock.</p>	
<p><a href="#">AB 1779</a> <a href="#">Galgiani D</a></p> <p>Intercity rail agreements.</p>	<p>SENATE T. &amp; H. 6/14/2012 - Referred to Com. on T. &amp; H.</p>	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law, until December 31, 1996, authorized the department, subject to approval of the Secretary of Business, Transportation and Housing, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary. This bill would authorize the department, with the approval of the secretary, to enter into an additional interagency transfer agreement with respect to the San Joaquin Corridor, as defined, if a joint powers authority and governing board are created and organized. In that regard, the bill would provide for the creation of the San Joaquin Corridor Joint Powers Authority, to be governed by a board of not more than 11 members. The bill would provide that the board shall be organized when at least 6 of the 11 agencies elect to appoint members. The bill would provide for the authority to be created when the member agencies enter into a joint powers agreement, as specified. The bill would provide for future appointments of additional members if the service boundaries of the San Joaquin Corridor are expanded. <b>Last amended on 5/25/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1780</a> <a href="#">Bonilla D</a></p> <p>Department of Transportation: project studies reports.</p>	<p>SENATE T. &amp; H. 6/7/2012 - Referred to Com. on T. &amp; H.</p>	<p>Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review and approve project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991. This bill would revise these provisions to authorize the department to prepare project study reports or equivalent planning documents for any projects on the state highway system, limited by the resources available to the department. The bill would require the department to pay for the costs of its review and approval of project study reports or equivalent planning documents that are prepared by other entities for projects that are in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or other voter-approved transportation program. In other cases, the bill would require the cost of the department's review and approval to be paid by the entity preparing the project study report or equivalent planning document. The bill would delete the provisions relating to the guidelines adopted by the California Transportation Commission and would instead require open and continuous communications between the parties during the development of project study reports or equivalent planning documents. The bill would make other related changes.</p> <p><b>Last amended on 3/29/2012</b></p>	
<p><a href="#">AB 1783</a> <a href="#">Perea D</a></p> <p>Public contracts: small business preferences.</p>	<p>SENATE APPR. 6/12/2012 -Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 13. Noes 0.) (June 12). Re-referred to Com. on APPR.</p>	<p>Existing law requires state agencies to give small businesses a 5% preference in contracts for construction, the procurement of goods, or the delivery of services, establishes a procedure by which a business can be certified as a small business by the Department of General Services for the purposes of these preferences , and specifies that a business that has been certified by, or on behalf of, another governmental entity may be eligible for certification as a small business if the certifying entity uses substantially the same or more stringent definitions as those set forth in existing law, as provided . This bill would revise the small business certification procedure to provide that the Department of General Services has the sole responsibility for certifying and determining eligibility of small businesses and would provide that local agencies have access to the department's list of certified small businesses.</p> <p><b>Last amended on 4/10/2012</b></p>	
<p><a href="#">AB 1915</a> <a href="#">Alejo D</a></p> <p>Safe routes to school.</p>	<p>SENATE T. &amp; H. 5/24/2012 - Referred to Com. on T. &amp; 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. <b>Last amended on 3/26/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1916</a> <a href="#">Buchanan D</a></p> <p>State parks: operating agreements: Mount Diablo State Park.</p>	<p>SENATE APPR. 6/12/2012 - Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 9. Noes 0.) (June 12). Re-referred to Com. on APPR.</p>	<p>Existing law vests with the Department of Parks and Recreation control of the state park system. Existing law authorizes the department to enter into an agreement with an agency of the United States, including a city, county, district, or other public agency, or any combination thereof, for the care, maintenance, administration, and control of lands of the state park system. This bill would authorize the department to enter into 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. <b>Last amended on 5/3/2012</b></p>	
<p><a href="#">AB 2200</a> <a href="#">Ma D</a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE T. &amp; H. 6/7/2012 - Referred to Com. on T. &amp; H.</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. <b>Last amended on 5/1/2012</b></p>	<p>Oppose 6/13/12</p>
<p><a href="#">AB 2245</a> <a href="#">Smvth R</a></p> <p>Environmental quality: California Environmental Quality Act: exemption: bikeways.</p>	<p>SENATE E.Q. 5/31/2012 - Referred to Com. on E.Q.</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. <b>Last amended on 5/15/2012</b></p>	
<p><a href="#">AB 2247</a> <a href="#">Lowenthal,</a> <a href="#">Bonnie D</a></p> <p>Public transportation: offenses.</p>	<p>SENATE T. &amp; H. 6/11/2012 Amend, and re-refer to Com. on T. &amp; 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. This bill contains other related provisions and other existing laws. <b>Last amended on 6/11/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2375</a> <a href="#">Knight R</a></p> <p>Vehicles: public transit buses: illuminated signs.</p>	<p>SENATE T. &amp; H. 6/12/2012 - Action From T. &amp; H.: Reconsideration granted.</p>	<p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions. This bill would authorize, until January 1, 2018, a pilot program that would allow up to 25 buses operated by the Antelope Valley Transit Authority's publicly owned transit system for the first 2 years of the pilot program, and up to 30 buses thereafter, to be equipped with illuminated signs that display advertising subject to certain conditions, including a display area of not greater than 4,464 square inches. The bill would require the authority to submit a specified report to the Legislature and the Department of the California Highway Patrol by July 1, 2017, on the incidence of adverse impacts, if any. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 2405</a> <a href="#">Blumenfield D</a></p> <p>Vehicles: high-occupancy toll lanes.</p>	<p>SENATE THIRD READING 6/14/2012 - Read second time. Ordered to third reading.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which lanes may also be used, until January 1, 2015, by certain eligible low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lanes if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. Existing law provides that a vehicle, eligible under these provisions to use HOV lanes, that meets the California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) standard is not exempt from toll charges imposed on single-occupant vehicles in lanes designated for tolls pursuant to a federally supported value-pricing and transit development program involving high-occupancy toll (HOT) lanes conducted by the Los Angeles County Metropolitan Transportation Authority. This bill would instead exempt, with specified exceptions applicable to passage on designated state highways, 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 HOT lanes unless prohibited by federal law. The bill would exclude a toll imposed for passage on a toll road, toll highway, or toll bridge that is not an HOT lane from this exemption. The bill would provide that these changes shall be known as the Choose Clean Cars Act of 2012. <b>Last amended on 6/4/2012</b></p>	
<p><a href="#">AB 2498</a> <a href="#">Gordon D</a></p> <p>Department of Transportation: Construction Manager/General Contractor project method.</p>	<p>SENATE T. &amp; H. 6/15/2012 Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. &amp; H.</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. This bill would authorize the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for projects for the construction of a highway, bridge, or tunnel. This bill contains other related provisions and other existing laws. <b>Last amended on 6/15/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#"><u>AB 2679</u></a> <b>Committee on Transportation</b>  Transportation: omnibus bill.	SENATE T. & H. 5/31/2012 - Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.	Existing law authorizes the Department of Transportation (department) to pay claims or damages up to a maximum of \$5,000 without the approval of the California Victim Compensation and Government Claims Board. This bill would adjust the claim limit that may be paid by the department under these provisions to equal the maximum amount of a claim that can be brought in small claims court. This bill contains other related provisions and other existing laws. <b>Last amended on 5/31/2012</b>	Support 4/11/12
<a href="#"><u>ACA 23</u></a> <a href="#"><u>Perea D</u></a>  Local government transportation projects: special taxes: voter approval.	ASSEMBLY L. GOV. 6/11/2012 - Referred to Coms. on L. GOV. and APPR.	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
<a href="#"><u>SB 52</u></a> <a href="#"><u>Steinberg D</u></a>  Environmental quality: jobs and economic improvement.	ASSEMBLY NAT. RES. 6/4/2012 - Referred to Coms. on NAT. RES. and J., E.D. & E.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require instead that a project result in a minimum investment of \$100,000,000 spent on planning, design, and construction of the project. The bill, in order to maximize public health, environmental, and employment benefits, would require a lead agency to place the highest priority on feasible measures that will reduce greenhouse gas emissions on the project site and in the neighboring communities of the project site. <b>Last amended on 1/31/2012</b>	
<a href="#"><u>SB 749</u></a> <a href="#"><u>Steinberg D</u></a>  California Transportation Commission: guidelines.	ASSEMBLY TRANS. 6/12/2012 - Hearing postponed by committee. (Refers to 6/11/2012 hearing)	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. <b>Last amended on 1/4/2012</b>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 829</a> <a href="#">Rubio D</a></p> <p>Public contracts: public entities: project labor agreements.</p>	<p>SENATE CHAPTERED 4/26/2012 - Chaptered by the Secretary of State, Chapter Number 11, Statutes of 2012</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, state funding or financial assistance may not be used to support that project, as specified. This bill would additionally provide that if a charter provision, initiative, or ordinance of a charter city prohibits, limits, or constrains in any way the governing board's authority or discretion to adopt, require, or utilize a project labor agreement that includes specified taxpayer protection provisions for some or all of the construction projects to be awarded by the city, state funding or financial assistance may not be used to support any construction projects awarded by the city, as specified. <b>Last amended on 4/9/2012</b></p>	
<p><a href="#">SB 878</a> <a href="#">DeSaulnier D</a></p> <p>Regional planning: Bay Area.</p>	<p>ASSEMBLY NAT. RES. 6/13/2012 - From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 5. Noes 3.) (June 13). Re- referred to Com. on 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 written report to the Legislature by January 31, 2014, 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 the joint policy committee to prepare a written 10-year regional economic development strategy to consist of specified components for submission to the Legislature by June 30, 2014. The bill would require the joint policy committee to adopt goals and policies related to, among other things, the inclusion of economic development opportunities in the plans of the regional entities and in its own plans. The bill would require the joint policy committee to appoint a specified advisory committee and to consult with that committee with respect to the economic development strategy. 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. By imposing new duties on local agencies, the bill would impose a state-mandated local program. <b>Last Amended on 6/4/2012</b></p>	
<p><a href="#">SB 984</a> <a href="#">Simitian D</a></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY NAT. RES. 6/7/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require, until January 1, 2016, the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs or other environmental documents for specified projects. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. <b>Last amended on 4/9/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1076</a> <a href="#">Emmerson R</a></p> <p>California Global Warming Solutions Act of 2006: tire inflation regulation.</p>	<p>ASSEMBLY TRANS. 6/11/2012 - Referred to Com. on TRANS.</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). <b>Last amended on 5/29/2012</b></p>	
<p><a href="#">SB 1102</a> <a href="#">DeSaulnier D</a></p> <p>State transportation improvement program.</p>	<p>ASSEMBLY APPR. 6/12/2012 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 13. Noes 0.) (June 11). Re-referred to Com. on APPR.</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 , beginning not later than November 15, 2014 , as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction capital and support costs at project close for all state transportation improvement program projects completed during the previous fiscal year. This bill contains other related provisions and other existing laws. <b>Last amended on 5/31/2012</b></p>	
<p><a href="#">SB 1117</a> <a href="#">DeSaulnier D</a></p> <p>Statewide passenger rail transportation plan.</p>	<p>ASSEMBLY TRANS. 6/7/2012 - Referred to Com. on TRANS.</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. This bill contains other related provisions. <b>Last amended on 5/1/2012</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1149</a> <a href="#">DeSaulnier D</a></p> <p>Bay Area Regional Commission.</p>	<p>SENATE DEAD 5/25/2012 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was S. APPR. on 5/15/2012)</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 with specified powers and duties, including the powers and duties previously exercised by the joint policy committee. The bill would require the regional entities that are funding the joint policy committee to continue to provide the same amount of funding as provided in the 2012-13 fiscal year, as adjusted for inflation, but to provide those funds to the commission rather than to the committee. The bill would provide for the Bay Area Toll Authority to make contributions to the commission, as specified, in furtherance of the exercise of the authority's toll bridge powers. The bill would require federal and state funds made available to the Metropolitan Transportation Commission for purposes of transportation planning to be budgeted to the Bay Area Regional Commission. The bill would specify the powers and duties of the commission relative to the other regional entities referenced above, including the power to approve the budgets of those regional entities and to develop an integrated budget for the commission and the regional entities. The bill would provide for the commission's executive director to develop a regional reorganization plan, with consolidation of certain administrative functions of the regional entities under the commission, with a final plan to be adopted by the commission by June 30, 2016. The bill would require organization of the regional entities as divisions of the commission, and would require the executive director to recommend candidates for vacant executive director positions at the regional entities as these positions become vacant. The bill would require the commission to adopt public and community outreach policies by October 31, 2015. The bill would require the commission to review and comment on policies and plans relative to the transportation planning sustainable communities strategy of the regional entities under Senate Bill 375 of the 2007-08 Regular Session, and beginning on January 1, 2017, the bill would provide for the commission to adopt or seek modifications to the functional regional plan adopted by each regional entity in that regard and would provide that the commission is responsible for ensuring that the regional sustainable communities strategy for the region is consistent with Senate Bill 375 of the 2007-08 Regular Session. The bill would require the commission to prepare a 20-year regional economic development strategy for the region, to be adopted by December 31, 2015, and updated every 4 years thereafter. The bill would require any changes proposed by the commission with respect to bridge toll revenues managed by the Bay Area Toll Authority to be consistent with bond covenants, and would prohibit investment in real property of toll revenues in any reserve fund. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/15/2012</b></p>	<p>Oppose 5/9/12</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1160</a> <a href="#">Padilla D</a></p> <p>Communications: service interruptions.</p>	<p>ASSEMBLY U. &amp; C. 6/7/2012 - Referred to Coms. on U. &amp; C. and JUD.</p>	<p>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. <b>Last amended on 5/15/2012</b></p>	
<p><a href="#">SB 1189</a> <a href="#">Hancock D</a></p> <p>The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: project funding.</p>	<p>SENATE DEAD 5/25/2012 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was S. APPR. on 5/24/2012)</p>	<p>Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed train capital projects and other associated purposes. Existing law makes \$950 million of the proceeds of those bonds available for capital improvements to intercity and commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system, as specified, or that provide capacity enhancements and safety improvements. Existing law requires the California Transportation Commission to allocate those funds to eligible recipients, as defined, and to develop guidelines to implement those provisions. This bill would appropriate \$523,400,000 from the High-Speed Passenger Train Bond Fund to the Department of Transportation for allocation by the California Transportation Commission as provided for in specified guidelines adopted by the commission. <b>Last Amended on 3/26/2012</b></p>	<p>Support 5/9/12</p>
<p><a href="#">SB 1257</a> <a href="#">Hernandez D</a></p> <p>Utility user tax: exemption: public transit vehicles.</p>	<p>ASSEMBLY L. GOV. 6/11/2012 - Re-referred to Com. on L. GOV.</p>	<p>Existing law generally provides that the legislative body of any city and any charter city may make and enforce all ordinances and regulations with respect to municipal affairs, as provided, including, but not limited to, a utility user tax on the consumption of gas and electricity. Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, gas and electricity, in the unincorporated area of the county. This bill would provide that a local jurisdiction, as defined, may not impose a utility user tax, as specified, upon either the consumption of compressed natural gas dispensed by a gas compressor, within a local jurisdiction, that is separately metered and is dedicated to providing compressed natural gas as a motor vehicle fuel for use by the local agency or public transit operator or the consumption of electricity used to charge electric bus propulsion batteries, within a local jurisdiction, that is separately metered and is dedicated to providing electricity as fuel for an electric public transit bus. <b>Last amended on 6/11/2012</b></p>	
<p><a href="#">SB 1269</a> <a href="#">Fuller R</a></p> <p>Income taxes: credit: highway maintenance and enhancement.</p>	<p>SENATE G. &amp; F. 5/8/2012 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law authorizes the Department of Transportation to enter into an agreement to accept funds, materials, equipment, or services from any person for maintenance or roadside enhancement of a section of a state highway. This bill would authorize a credit against those taxes for each taxable year beginning on or after January 1, 2013, and before January 1, 2017, in an amount equal to 50% of the value of materials, equipment, or, in the case of individuals, services donated, as defined, by the taxpayer during the taxable year for maintenance or roadside enhancement of a section of a state highway pursuant to existing provisions of the Streets and Highways Code. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1339</a> <a href="#">Yee D</a> Commute benefit policies.	ASSEMBLY TRANS. 6/4/2012 - Referred to Com. on TRANS.	Existing law creates the Metropolitan Transportation Commission, with various transportation planning and programming responsibilities in the 9-county San Francisco Bay Area. Existing law creates the Bay Area Air Quality Management District, with various responsibilities relative to the reduction of air pollution in the area of its jurisdiction, which incorporates a specified portion of the jurisdiction of the Metropolitan Transportation Commission. This bill would authorize the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would make its provisions inoperative on January 1, 2017.	
<a href="#">SB 1380</a> <a href="#">Rubio D</a> Environmental quality: California Environmental Quality Act: bicycle transportation plan.	ASSEMBLY TRANS. 6/15/2012 - Re-referred to Coms. on TRANS. and NAT. RES.	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. <b>Last amended on 5/3/2012</b>	
<a href="#">SB 1396</a> <a href="#">Dutton R</a> Sales and use taxes: excise taxes: fuel.	SENATE T. & H. 5/3/2012 - Hearing canceled at the request of author.	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. <b>Last amended on 4/11/2012</b>	Oppose
<a href="#">SB 1464</a> <a href="#">Lowenthal D</a> Vehicles: bicycles: passing distance.	ASSEMBLY TRANS. 6/4/2012 - Referred to Com. on TRANS.	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. This bill contains other related provisions and other existing laws. <b>Last amended on 4/24/2012</b>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1533</a> <a href="#">Padilla D</a>  Electricity: energy crisis litigation.	ASSEMBLY DESK 5/25/2012 - In Assembly. Read first time. Held at Desk.	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. <b>Last amended on 5/1/2012</b>	
<a href="#">SB 1545</a> <a href="#">DeSaulnier D</a>  Bay Area toll bridges.	ASSEMBLY TRANS. 6/14/2012 - Hearing postponed by committee. (Refers to 6/11/2012 hearing)	Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the 9-county San Francisco Bay Area. Existing law creates the Bay Area Toll Authority with specified powers and duties relative to administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the Metropolitan Transportation Commission. This bill would prohibit public money from being used on the development or improvement of an office building at 390 Main Street, San Francisco, until after the State Auditor has completed a specified audit relating to the move of the headquarters of the Metropolitan Transportation Commission. Upon completion of the audit, the bill would require the issues raised in the audit to be addressed and a report in that regard to be submitted to the Legislature prior to future expenditure of public money on the headquarters project. These provisions would apply to the Bay Area Toll Authority, the Metropolitan Transportation Commission, and the Bay Area Headquarters Authority. The bill would thereby impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">SB 1549</a> <a href="#">Vargas D</a>  Transportation projects: alternative project delivery methods.	ASSEMBLY L. GOV. 6/14/2012 - Referred to Coms. on L. GOV. and TRANS.	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. This bill contains other related provisions and other existing laws. <b>Last amended on 4/30/2012</b>	
<a href="#">SB 1572</a> <a href="#">Pavley D</a>  California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.	ASSEMBLY DESK 5/31/2012 - In Assembly. Read first time. Held at Desk.	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. <b>Last amended on 5/29/2012</b>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SCA 7</a> <a href="#">Yee D</a>  Public bodies: meetings.	ASSEMBLY APPR. SUSPENSE FILE 8/25/2011 - Set, second hearing. Held in committee and under submission.	The California Constitution requires meetings of public bodies to be open to public scrutiny. This measure would also include in the California Constitution the requirement that each public body provide public notice of its meetings and disclose any action taken. <b>Last amended on 4/13/2011</b>	



**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 15<sup>th</sup> 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

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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.

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">TIGER IV Discretionary Grant*</a>	Department of Transportation Office of Secretary - Howard Hill (202-366-0301) TIGERGrants@dot.gov	State, local government authorities, transit agencies, MPOs, others	<b>\$500 million</b>	Deadline for Pre-Applications- 02/20/12  Deadline for Final Applications- 03/19/12	Projects that are eligible for TIGER Discretionary Grants include, but are not limited to: (1) Highway or bridge projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; and (4) marine port infrastructure investments. The FY 2012 Appropriations Act specifies that TIGER Discretionary Grants may be not less than \$10 million (except in rural areas) and not greater than \$200 million. No more than 25% awarded to a single State. Minimum of \$120 million awarded in rural areas. Funds can be used for up to 80% of project costs; priority given to projects for which Federal funding is required to complete an overall financing package and projects can increase their competitiveness by demonstrating significant non-Federal contributions. Only available for obligation through September 30, 2013. Projects compete on the merits of the medium to long-term impacts of the projects themselves (not just job creation).	\$12M Fairfield/Vacaville Intermodal Station STA co-sponsor with Vacaville and CCJPA ( <i>applied for \$12M in TIGER III – not awarded</i> )	Steve Hartwig
<a href="#">TCSP</a>	Federal Highway Administration; Wesley Blount Office of Human Environment 202-366-0799 wesley.blount@dot.gov	States, metropolitan planning organizations, local governments, and tribal governments	<b>\$29 million</b>	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 Kleinschmidt
<a href="#">State of Good Repair*</a>	Adam Schildge, FTA Office of Program Management, (202) 366-0778, email: adam.schildge@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	<b>\$650 million</b>	( <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. <i>\$1.86M FAST for replacement buses</i>	Mona Babauta

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## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">Innovative Transit Workforce Development Program</a>	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. Proposals minimum \$100,000 and maximum \$1,000,000.		
<a href="#">Economic Development Assistance: Strong Cities</a>	Seattle Regional Office: Richard Berndt <a href="mailto:richard.a.berndt@eda.gov">richard.a.berndt@eda.gov</a> ; (206) 220-7682	Cities that have a current population of at least 100,000 persons residing within their official municipal boundaries as of the 2010 Census. Cities must also meet EDA's economic distress criteria as outlined in section IV.A of this FFO.	\$6,000,000	7/23/12	The SC2 Pilot Challenge will leverage innovative and diverse perspectives from multidisciplinary teams through challenge competitions, which are designed to incentivize the creation and adoption of important strategies for supporting city-wide economic development to support job creation, business expansion, and local prosperity. A multidisciplinary team (Multidisciplinary Team) is a group of professionals or entities representing a variety of disciplines with complementary skills to develop economic development plans. A challenge competition (Challenge Competition) is a competition conducted by cities selected under this FFO in which Multidisciplinary Teams will be invited to develop creative and innovative economic development proposals and plans.		
<a href="#">Transit Safety Research - Pedestrian Collision Warning Pilot Project</a>	Roy Chen, FTA Office of Technology, <a href="mailto:RoyWeiShun.Chen@dot.gov">RoyWeiShun.Chen@dot.gov</a> ; 202-366-0462.	State and local government agencies, public and private transit agencies, universities, non-profit organizations, consultants, legally constituted public agencies, operators of public transportation services, and private for-profit organizations	\$400,000	8/14/12	Increase pedestrian/cyclist safety through demonstration of advanced pedestrian warning system on transit buses. FTA seeks applications to demonstrate innovative technologies that support the achievement of this objective.		

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## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">Economic Development Assistance Programs - Economic Adjustment Assistance Program</a>	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	<b>\$50 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)</b>	12/15/11 for funding cycle 1; 3/9/2012 for funding cycle 2; 06/08/12 for funding cycle 3; and 09/14/12 for funding cycle 1 of FY 2013	Provides a wide range of construction and non-construction assistance, including public works, technical assistance, strategies, and revolving loan fund (RLF) projects, in regions experiencing severe economic dislocations that may occur suddenly or over time. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		
<a href="#">Economic Development Assistance Programs - Public Works and Economic Development Facilities Program</a>	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	<b>\$111 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)</b>	12/15/11 for funding cycle 1; 3/9/2012 for funding cycle 2; 06/08/12 for funding cycle 3; and 09/14/12 for funding cycle 1 of FY 2013	Supports the construction or rehabilitation of essential public infrastructure and facilities to help communities and regions leverage their resources and strengths to create new and better jobs, drive innovation, become centers of competition in the global economy, and ensure resilient economies. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		

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## STA Federal Funding Matrix

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

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## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<b>Economic Development Assistance Programs - Global Climate Change Mitigation Incentive Fund</b>	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	<b>FY 2011: \$158 million in the first quarter; \$193 million in the second quarter btw 3 EDA programs</b>	12/15/10 for funding cycle 1; 03/10/11 for funding cycle 2; 06/10/11 for funding cycle 3; and 09/15/11 for funding cycle 1 of FY 2012	Supports projects that foster economic competitiveness while enhancing environmental quality. EDA anticipates that these funds will be used to advance the green economy by supporting projects that create jobs through and increase private capital investment in initiatives to limit the nation's dependence on fossil fuels, enhance energy efficiency, curb greenhouse gas emissions, and protect natural systems. GCCMIF assistance is available to finance a variety of sustainability focused projects, including renewable energy end-products, the greening of existing manufacturing functions or processes, and the creation of certified green facilities. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		
<a href="#">Ferry Boat Discretionary (FBD) Program</a>	Tony DeSimone FHWA Office of Program Administration 317-226-5307 Anthony.DeSimone@dot.gov	Ferry systems and public entities responsible for developing ferries through their State transportation agency. The States may submit applications to their local FHWA division office.	<b>\$22 million</b>	1/6/2012	Priority given to ferry systems, and public entities responsible for developing ferries, that: (1) provide critical access to areas that are not well-served by other modes of surface transportation; (2) carry the greatest number of passengers and vehicles; or (3) carry the greatest number of passengers in passenger-only service."		

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## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Smart Growth Implementation Assistance (SGIA) Program*	EPA – Abby Hall (hall.abby@epa.gov, 202-566-2086)	Open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity)	<b>\$75,000 per recipient in contractor support</b>	10/28/2011	Communities receive direct technical assistance from a team of national experts in one of two areas: policy analysis (e.g., reviewing state and local codes, school siting guidelines, transportation policies, etc.) or public participatory processes (e.g., visioning, design workshops, alternative analysis, build-out analysis, etc.). The assistance is tailored to the community's unique situation and priorities. EPA provides the assistance through a contractor team – not a grant. Through a multiple-day site visit and a detailed final report, the multi-disciplinary teams provide information to help the community achieve its goal of encouraging growth that fosters economic progress and environmental protection.		
Building Blocks for Sustainable Communities	EPA - Kevin Nelson(nelson.kevin@epa.gov, 202-566-2835).	Local, county, or tribal government	N/A	10/28/2011	This technical assistance will help selected local and/or tribal governments to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life. The purpose of delivering these tools is to stimulate a discussion about growth and development, strengthen local capacity to implement sustainable communities approaches, and provide ideas on how to change local policies and procedures to make communities more economically and environmentally sustainable. Assistance will be provided through presentations, meetings with community stakeholders, and/or activities that strive to relay to participants the impacts of the community's development policies. Communities select from 10 tools: (1) Walking Audits Tool; (2) Parking Audits; (3) Sustainable Design and Development; (4) Smart Growth Zoning Codes for Small Cities and Rural Areas; (5) Green Building Toolkit; (6) Using Smart Growth to Produce Fiscal and Economic Health; (7) Complete Streets; (8) Preferred Growth Areas; (9) Creating a Green Streets Strategy; and (10) Linking Water Quality and Land Use.		
<b>Sustainable Communities -- Community Challenge Planning Grant</b>	HUD	State and local governments, including U.S. territories, tribal governments, political subdivisions of State or local governments, and multi-State or multijurisdictional groupings.	<b>Fiscal Year 2011 - \$30 million Fiscal Year 2012 funding – not available Budget request expected for Fiscal year 2013</b>	9/9/2011	Focuses on individual jurisdictions and more localized planning. Fosters reform and reduces barriers to achieving affordable, economically vital, and sustainable communities. Such efforts may include amending or replacing local master plans, zoning codes, and building codes, either on a jurisdiction-wide basis or in a specific neighborhood, district, corridor, or sector to promote mixed-use development, affordable housing, the reuse of older buildings and structures for new purposes, and similar activities with the goal of promoting sustainability at the local or neighborhood level. This Program also supports the development of affordable housing through the development and adoption of inclusionary zoning ordinances and other activities to support plan implementation.		

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## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<b>TIGGER</b>	Federal Transit Administration	Direct recipients of Section 5307, i.e., transit operators	<b>Fiscal Year 2011 -- \$49.9 million Fiscal Year 2012 funding not available</b>	8/23/2011	Capital projects that assist in the reduction of the energy consumption of a public transportation system and/or the reduction of greenhouse gas emissions of a public transportation system.		
<a href="#">Alternatives Analysis</a>	Federal Transit Administration	States, MPOs and local government authorities	<b>\$25 million</b>	4/19/2012	To conduct an alternatives analysis or to support additional technical tasks in an alternatives analysis that will improve and expand the information available to decision- makers considering major transit improvements. FTA will consider proposals for all areas of technical work that can better develop information about the costs and benefits of potential major transit improvements, including those that might seek New Starts or Small Starts funding. FTA will give priority to technical work that would advance the study of alternatives that foster the six livability principles.		
<a href="#">National Clean Diesel Funding Assistance Program (DERA)</a>	Environmental Protection Agency	U.S. regional, state, local or tribal agencies/consortia or port authorities with jurisdiction over transportation or air quality; School districts, municipalities, metropolitan planning organizations (MPOs), cities and counties	<b>\$20 million</b>	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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DATE: June 17, 2012  
TO: STA TAC  
FROM: Jessica McCabe, Project Assistant  
RE: Mapping of Local Streets and Roads Submitted Projects

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**Background:**

On May 17, 2012, Metropolitan Transportation Commission (MTC) released the Project Selection Criteria and Programming Policy for the Cycle 2 One Bay Area Grant (OBAG) Program, which outlines how the region will use Cycle 2 funds for transportation needs in the region. One of the requirements outlined in the programming policy is that, prior to programming projects in the Transportation Improvement Program (TIP), CMA's provide documentation that indicates compliance with MTC's Cycle 2 policies (Attachment A). This includes providing "a map delineating projects selected outside of PDAs indicating those that are considered to provide proximate access to a PDA." CMA staff is expected to use this exhibit when presenting its program of projects to explain how "proximate access" is defined to their board and the public.

In anticipation of these programming policies, STA staff requested that all agencies formally submit priority projects for discussion at the May 23, 2011 Technical Advisory Committee (TAC) meeting. A due date of May 4, 2012 was set to allow the Solano Project Delivery Working Group (PDWG) time to review project descriptions and delivery information. Attachment B summarizes all submitted projects and OBAG funding requests.

**Discussion:**

As part of the submitted projects provided by agencies, Local Streets and Roads (LS&R) projects were included. Most of these LS&R projects are outside of Priority Development Areas (PDAs), and are therefore subject to MTC's Cycle 2 policy requirement of being mapped to delineate proximity to PDAs. To comply with this requirement, STA staff has developed maps (Attachment C), by jurisdiction, which specifically indicate where the submitted LS&R projects are located, the project cost, and the location of PDAs to illustrate project proximity.

**Fiscal Impact:**

No direct impact to the STA budget.

**Recommendation:**

Informational.

Attachments:

- A. Page 13 extracted from MTC's Cycle 2 Project Selection Criteria and Programming Policy, 05-17-2012
- B. List of Submitted Solano OBAG Projects, 05-16-2012
- C. Maps (by jurisdiction) of LS&R Submitted Projects

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May 17, 2012

Attachment A, MTC Resolution No. 4035

- 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;

**List of Submitted Solano OBAG projects**

Updated 05-16-2012

**Total OBAG requests, \$35.8M,**

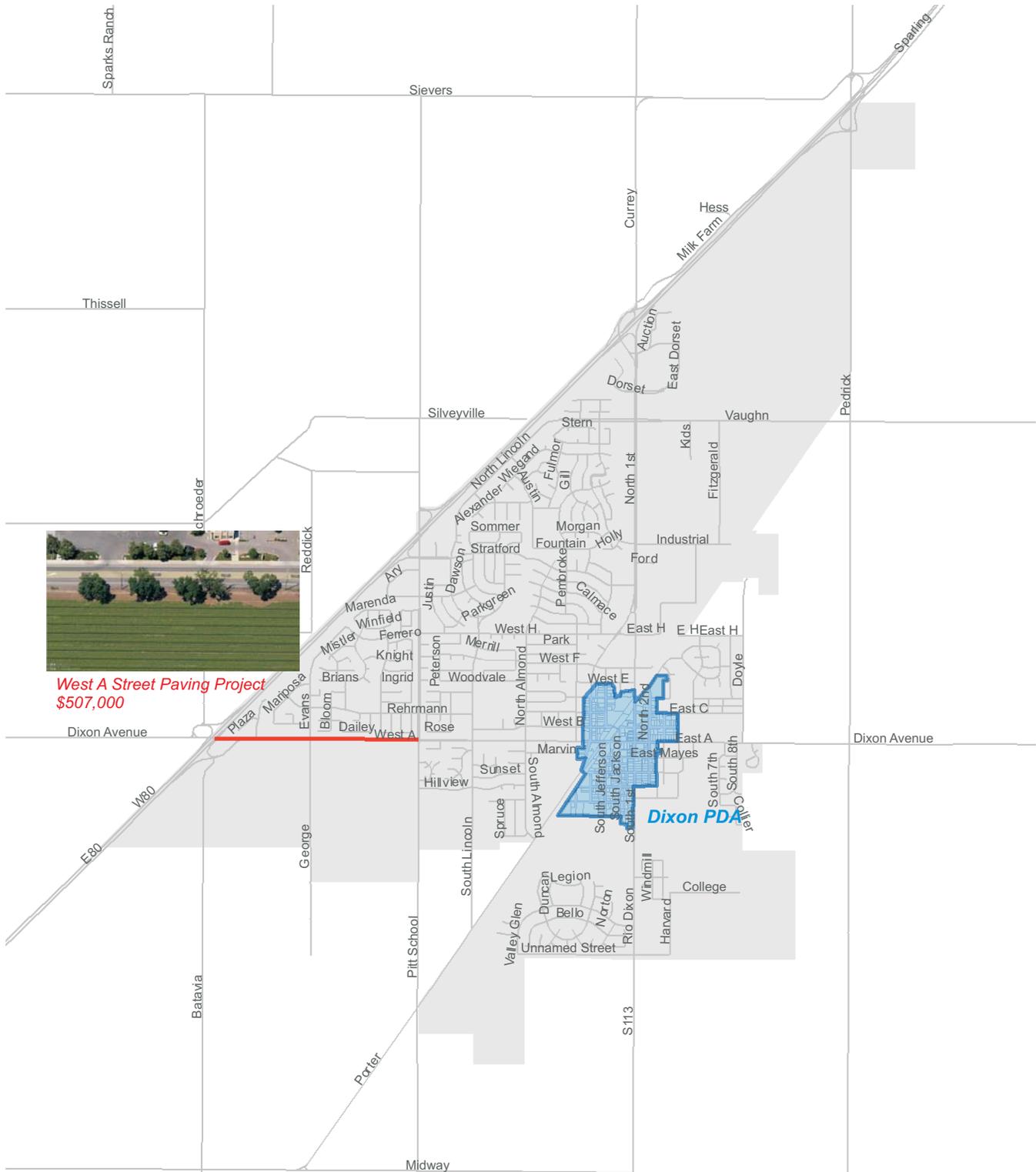
(pending request amounts from the County of Solano)

May 11th OBAG estimate = \$7.9M LS&amp;R + \$5.1M other = \$13M available; \$5.7M for STA Priorities

- Benicia, \$6.4M
  - SR2S sidewalks & bike lanes; \$ (none submitted)
  - 1st St Streetscape; \$1M
  - Industrial Park complete streets; \$5M
  - Various Streets, some in PDA LS&R, \$400k
- Dixon, \$507k
  - LS&R, \$507k
- Fairfield, \$8.5M
  - Bus Replacement (CMAQ eligible, but not OBAG eligible), \$4.3M
  - West Texas Gateway, \$2.4M
  - Beck Ave LS&R, \$1.6M
  - Cadenasso Dr LS&R, \$205k
- Rio Vista, \$65k
  - Bridge to Beach Pathway, \$65k (too small for OBAG)
- Suisun City, \$3.6M
  - Railroad Ave Extension, \$1.5M (capacity increasing, most likely ineligible)
  - Suisun City Train Station Improvements, \$510k
  - Lotz Way Bike/Ped Improvements, \$1.2M
  - Walters Road/Pintail Dr LS&R, \$403k
- Vacaville, \$14.8M
  - Ulatis Creek Bike Ped Path McClellan to Comstock, \$2.2M
  - Mason Street Road Diet, \$309k
  - Allison PDA improvements, \$586k
  - Vacaville Intermodal Phase 2, \$10.2M
  - Various LS&R, \$1.5M
- Vallejo, \$2M
  - Downtown Streetscape - Sacramento St, \$2M
  - No LS&R project?
- County of Solano, \$ (none submitted)
  - Vaca-Dixon, \$ ?
  - LS&R, \$ ?
  - Suisun Valley Class II, \$ ?
  - Lake Herman Class II, \$ ?
  - Fairgrounds Dr, \$ ?

# One Bay Area Grant (OBAG)

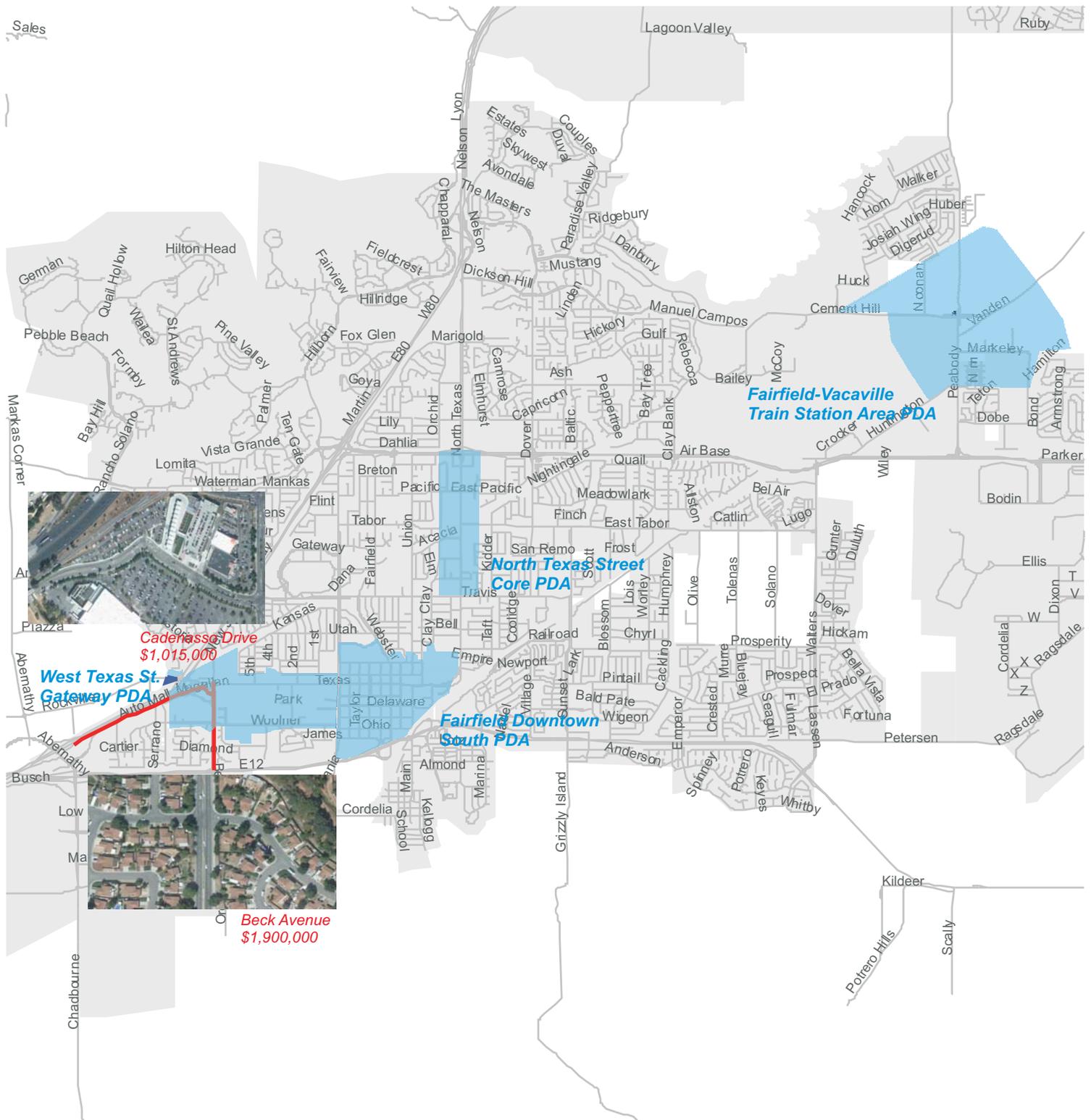
## Dixon Local Streets & Roads Submitted Projects, May 2012





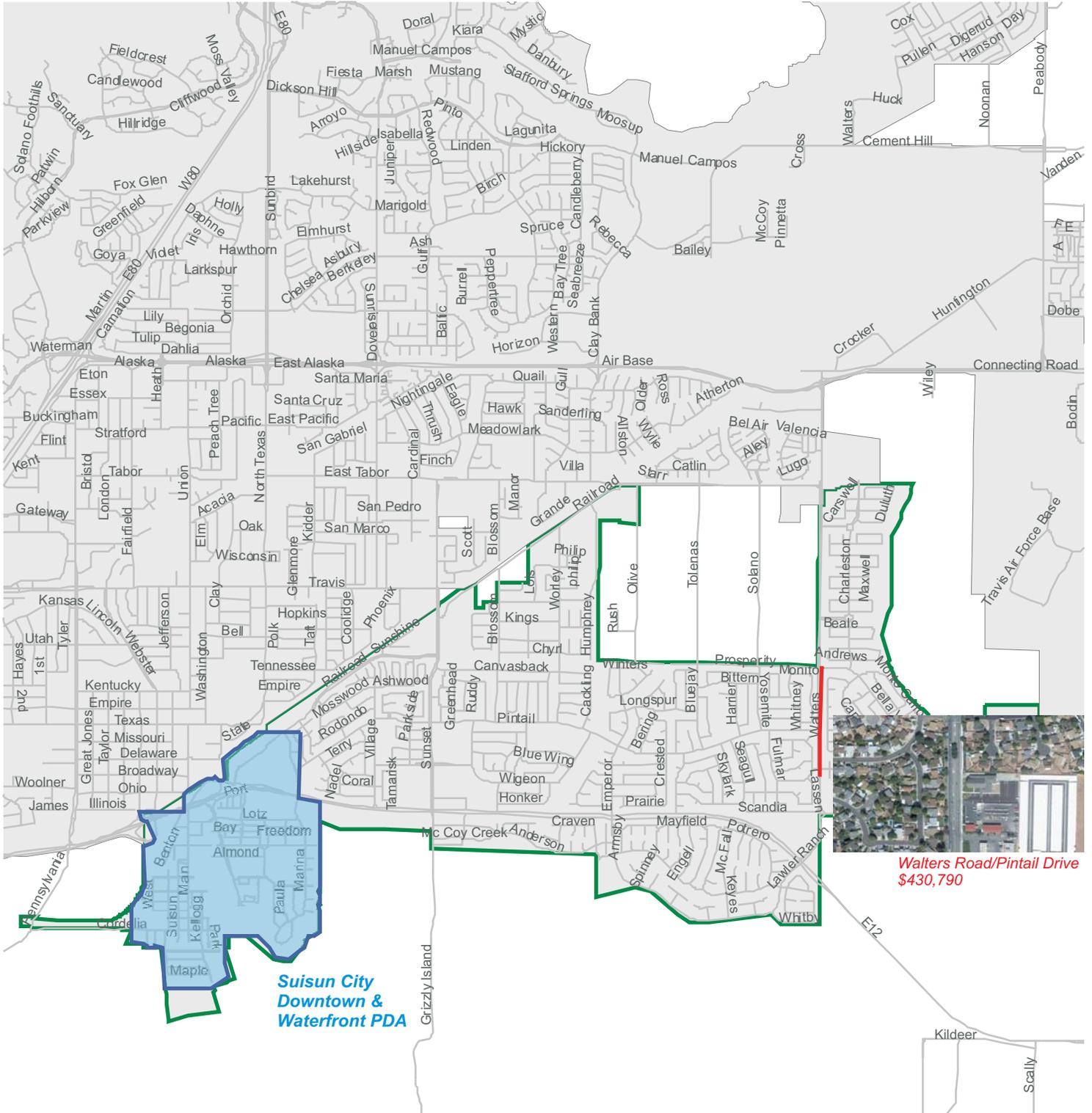
# One Bay Area Grant (OBAG)

Fairfield Local Streets & Roads Submitted Projects, May 2012



# One Bay Area Grant (OBAG)

Suisun City Local Streets & Roads Submitted Projects, May 2012





# One Bay Area Grant (OBAG)

Benicia Local Streets & Roads Submitted Projects, May 2012



LS&R Project Total + PDA : \$400,000

Map Produced by STA staff, Jessica McCabe  
(707) 424-6075, jmccabe@sta-snci.com





DATE: June 19, 2012  
 TO: STA TAC  
 FROM: Sara Woo, Associate Planner  
 RE: Funding Opportunities

**Discussion:**

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

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

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

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

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

\*New Funding Opportunity

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

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

State Grants						
N/A						
Federal Grants						
Cycle 5 HSIP Call for Projects*	Sylvia Fung Caltrans District 4 Local Assistance	Due On <b>July 20, 2012</b>	Approximately <b>\$100 million.</b> <b>\$100,000</b> minimum; <b>\$900,000</b> maximum per project. Required local match of 10 percent.	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Funds may be used for work on publicly-owned roadways or bicycle or pedestrian pathways or trails that improves safety for its users. <a href="http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm">http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm</a>  Sponsors are strongly encouraged to view the related webinar, hosted by Caltrans, FHWA, and the National Highway Institute: <a href="https://www.nhi.fhwa.dot.gov/resources/webconference/viewconference.aspx?webconfid=24481">https://www.nhi.fhwa.dot.gov/resources/webconference/viewconference.aspx?webconfid=24481</a>
N/A						



**STA Board Meeting Highlights  
6:00 p.m., Regular Meeting  
Wednesday, June 13, 2012**

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TO: City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
FROM: Johanna Masiclat, STA Clerk of the Board  
RE: Summary of Actions of the June 13, 2012 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of June 13, 2012. If you have any questions regarding specific items, please call me at (707) 424-6008.

**BOARD MEMBERS PRESENT:**

Jack Batchelor, Jr., 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	City of Vacaville
Osby Davis	City of Vallejo
Jim Spering	County of Solano

**BOARD MEMBERS ABSENT:**

None.

**ACTION – FINANCIAL ITEMS**

**A. Fiscal Year (FY) 2012-13 State Transit Assistance Funds (STAF) Initial Projects  
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.

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

## **ACTION – NON-FINANCIAL ITEMS**

### **A. STA Overall Work Plan (OWP) for Fiscal Year (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.

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

### **B. Comprehensive Transportation Plan (CTP) Introduction Chapter**

#### Recommendation:

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

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

### **C. Legislative Update**

#### 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”

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

### **D. Proposed SolanoExpress Route 78 Service Changes**

#### 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.

*Board Member Patterson moved to approve the recommendation with the following statements:*

1. *Make sure SolTrans does not lose more ridership; and*
2. *Maintain sustainability of the regional route but without the sacrifice of the Sunday service.*

On a motion by Board Member Patterson, and a second by Board Member Sanchez, the STA Board approved the recommendation to include the statement cited shown above in ***bold italics***.

## **CONSENT CALENDARS**

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

- A. Minutes of the STA Board Meeting of May 9, 2012**  
Recommendation:  
Approve STA Board Meeting Minutes of May 9, 2012.
- B. Draft Minutes of the TAC Meeting of May 30, 2012**  
Recommendation:  
Approve Draft TAC Meeting Minutes of May 30, 2012.
- C. Fiscal Year (FY) 2011-12 Third Quarter Budget Report**  
Recommendation:  
Receive and file.
- D. STA's Fiscal Year (FY) 2011-12 Final-Year Budget Revision**  
Recommendation:  
Adopt the STA's FY 2011-12 Final-Year Budget Revision as shown in Attachment A.
- E. Extension of Administrative Services Contract with the City of Vacaville**  
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.
- F. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – June 2012**  
Recommendation:  
Approve the FY 2012-13 Solano TDA Matrix – June 2012 as shown in Attachment A for SolTrans, Vacaville City Coach, and STA.
- G. Regional Measure 2 (RM 2) SolanoExpress Fiscal Year (FY) 2012-13 Marketing**  
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.
- H. Fiscal Year (FY) 2012-13 Transportation Fund for Clean Air (TFCA) 40% Program Manager 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.
- 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.
- J. STA Participation in Emergency Ride Home Program**  
Recommendation:  
Authorize STA to register for the Solano County Emergency Ride Home Program.

**K. Fiscal Year (FY) 2011-12 and 2012-13 Transportation Development Act (TDA) Claims for the West B Street Undercrossing Project**

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.

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

**A. MTC Report**

**B. Caltrans Report**

**C. STA Reports:**

1. Governor's CAP and Trade Proposal presented by Gus Khouri
2. Transit Presentations:
  - a. Brian McLean, Vacaville City Coach
  - b. Mona Babauta, Consortium Chair
3. Directors Report:
  1. Planning
  2. Projects
  3. Transit/Rideshare

**INFORMATIONAL**

**A. OneBayArea Grant (OBAG) Update**

**B. Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Grant – Summary of Recommendations**

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

**D. 2012 Bike to Work Campaign Wrap-up**

**E. Funding Opportunities Summary**

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

**BOARD MEMBER COMMENTS**

**ADJOURNMENT**

The meeting was adjourned at 7 p.m.



DATE: June 20, 2012  
TO: STA TAC  
FROM: Johanna Masielat, Clerk of the Board  
RE: STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012

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**Background:**

Attached are the STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012 that may be of interest to the STA TAC.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2012



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
MAY – DECEMBER 2012**  
(Last Updated by JM: March 20, 2012)

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., June 27	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Thurs., July 19	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
July 25 (No Meeting)	SUMMER RECESS	SolanoExpress 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.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	Confirmed
Thurs., September 20	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 26	10:00 a.m.	SolanoExpress 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	9:30 a.m.	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., October 31	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., November 14	6:00 p.m.	STA's 15 <sup>th</sup> Annual Awards	TBD – Dixon	Confirmed
Thurs., November 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennndy Library	Confirmed
Thurs., November 15	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 21	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Wed., November 28	10:00 a.m.	SolanoExpress 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 19	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative