



STA BOARD MEETING AGENDA
Revised
6:00 p.m., Regular Meeting
Wednesday, July 11, 2012
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

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

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

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

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

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

ITEM

BOARD/STAFF PERSON

I. CALL TO ORDER/PLEDGE OF ALLEGIANCE
(6:00 – 6:05 p.m.)

Chair Batchelor

II. CONFIRM QUORUM/ STATEMENT OF CONFLICT

Chair Batchelor

An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.

STA BOARD MEMBERS

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

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

IV. OPPORTUNITY FOR PUBLIC COMMENT

(6:05 – 6:10 p.m.)

V. EXECUTIVE DIRECTOR’S REPORT – Pg. 1

(6:10 – 6:15 p.m.)

Daryl K. Halls

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

(6:15 – 6:35 p.m.)

A. Draft State Route 12 Economic Study

Dale Pfeiffer, Solano EDC

B. Directors Report:

1. Planning

Robert Macaulay

2. Projects

Janet Adams

3. Transit/Rideshare

Judy Leaks/Liz Niedziela

VII. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

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

A. Minutes of the STA Board Meeting of June 13, 2012

Johanna Masielat

Recommendation:

Approve STA Board Meeting Minutes of June 13, 2012.

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B. Draft Minutes of the TAC Meeting of June 27, 2012

Sheila Jones

Recommendation:

Approve Draft TAC Meeting Minutes of June 27, 2012.

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C. STA Purchasing System Policies and Manual (Protest and Appeals Procedure)

Bernadette Curry

Recommendation:

Adopt the attached Protest and Appeals Procedure included in Attachment A for incorporation in the STA Purchasing Systems Policies and Manual.

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D. Safe Routes to School (SR2S) Agreement Amendment #2 for Sub-Recipient Agreement with Solano County Public Health

Judy Leaks

Recommendation:

Authorize the Executive Director to enter into an agreement amendment retroactively to July 1, 2012 with Solano County Public Health to operate and deliver project and program tasks described in the SR2S 2-year Work Plan for Fiscal Years 2011-12 and 2012-13 as described in Attachment A.

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E. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – July 2012 Liz Niedziela
Recommendation:
Approve the FY 2012-13 Solano TDA Matrix – July 2012 as shown in Attachment A.
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F. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Article 3 Project Resolutions Sara Woo
Recommendation:
Approve the following FY 2012-13 TDA Article 3:
1. Resolution No. 2012-10 as specified in Attachment A; and
2. Resolution No. 2012-11 as specified in Attachment B.
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VIII. ACTION FINANCIAL ITEMS

A. STA’s Five (5) Year Estimated Operating Budget FY 2012-13 through FY 2016-17 Daryl Halls
Susan Furtado
Recommendation:
Receive and file.
(6:40 – 6:45 p.m.)
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B. STA’s Fiscal Year (FY) 2012-13 Budget Revision and FY 2013-14 Proposed Budget Daryl Halls
Susan Furtado
Recommendation:
Approve the following:
1. Adopt the STA’s FY 2012-13 Budget Revision as shown in Attachment A; and
2. Adopt the STA’s FY 2013-14 Proposed Budget as shown in Attachment B.
3. Adopt the modified Organizational Chart, staff plan, and salary schedule as specified in Attachments D and E.
(6:45 – 6:55 p.m.)
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IX. ACTION NON-FINANCIAL ITEMS

A. SolanoExpress Intercity Ridership Study Liz Niedziela
Recommendation:
Approve the 2012 Intercity Transit Ridership Survey Reports as shown in Attachment A.
(6:55 – 7:00 p.m.)
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B. OneBayArea Grant (OBAG) Project Selection

Robert Macaulay

Recommendation:

Approve the following:

1. Adopt Resolution No. 2012-12, provided as Attachment B, certifying that the Solano Existing OBAG Projects meet the requirements of the MTC OBAG Guidelines;
2. Issuance of a Unified Call for Projects for Solano OBAG projects as provided in Attachment F;
3. The programming of Cycle 2 OneBayArea Grant (OBAG) funds for the Dixon West B Street Undercrossing project as follows: \$1.141 M of Transportation Enhancements (TE) funds; and, \$1.394 M of Congestion Management and Air Quality (CMAQ) funds for a total of \$2.535 M;
4. Adopt Resolution No. 2012-13 of Local Support for Federal Funding provided as Attachment E, authorizing the filing of an application for federal funding and committing the necessary non-federal match and stating the assurance to complete the project; and
5. Approve issuance of a Local Streets and Roads Call for Projects for Solano OBAG funds as provided in Attachment G.

(7:00 – 7:10 p.m.)

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

Robert Guerrero

Recommendation:

Approve the process and schedule for the development of Solano's Priority Development Strategy as outlined in Attachment B.

(7:10 – 7:20 p.m.)

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X. INFORMATIONAL – DISCUSSION

A. STA's Local Preference Policy FY 2011-12 Year-End Report

Judy Kowalsky

(7:20 – 7:25 p.m.)

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B. 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**

(7:25 – 7:30 p.m.)

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NO DISCUSSION

- | | |
|--|------------------------------|
| C. Draft State Route (SR) 12 Economic Study
Pg. 149 | Dale Pfeiffer,
Solano EDC |
| D. Legislative Update
Pg. 165 | Jayne Bauer |
| E. Mapping of Local Streets and Roads Submitted Projects
Pg. 199 | Jessica McCabe |
| F. Funding Opportunities Summary
Pg. 209 | Sara Woo |
| G. STA Board and Advisory Committee Meeting Schedule
for Calendar Year 2012
Pg. 215 | Johanna Masiclat |

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, September 12, 2012, Suisun City Hall Council Chambers.**

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MEMORANDUM

DATE: June 28, 2012
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –July 2012

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

State Route 12 Economic Study *

The STA has contracted with the Solano Economic Development Corporation (EDC) to conduct an economic assessment of the State Route 12 corridor. Solano EDC has retained Regional Economics Consulting to conduct the assessment and Archi Logix to conduct the public input process. At the Board meeting, Solano EDC and its consultant team will provide a summary report of their SR 12 Corridor Economic Analysis.

STA FY 2012-13 & 2013-14 Budgets *

Staff has prepared an updated revision to the FY 2012-13 budget and an initial budget for FY 2013-14. The FY 2012-13 budget is balanced with an estimated \$42.73 million in revenues and expenditures. The FY 2013-14 budget is presented for the first time with a balance budget totaling \$31.55 million in projected revenues and expenditures. In Fiscal Year 2010-11, the STA achieved its Board adopted goal of an Insurance Reserve Fund (IRF). As presented with this budget, the STA would achieve its Board adopted goal for the Contingency Reserve Fund by the end of FY 2012-13 and would maintain this reserve goal through FY 2013-14. In order to successfully deliver the STA Board's recently adopted Overall Work Program for the same two year timeframe, this two year budget proposes a modification to the STA's staffing plan that includes leaving a director position vacant and reducing the range for an existing position to achieve budget saving, and modifying four management positions and three staff positions to reflect expanded responsibilities resulting in an aggregate budget savings of \$167,000 in FY 2012-13. Included with this budget are three new grants obtained by the STA to expand the implementation of Safe Routes to School program, initiate a Walking School Bus Program, and develop a Mobility Management Program. The grants provide for the STA to retain two limited term full-time and two limited term part-time contract employees funded through three new grants.

OneBayAreaGrant (OBAG) Implementation *

The STA has continued to work with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) as part of the implementation of the Regional Transportation Plan/Sustainable Communities Strategy (SCS). The Bay Area Congestion Management Agencies (which includes STA) are being tasked to take on an expanded work plan that includes a number of land use and housing tasks as part of the implementation of the OBAG which includes the allocation of federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. Recently, MTC and ABAG have assigned a requirement to the CMAs to conduct another round of public outreach prior to allocating its county OBAG funds. This expanded OBAG program process will delay the STA's initial schedule for the allocation of OBAG funds until later this fiscal year. Staff will describe the updated process in more detail at the Board meeting. The STA TAC has requested the Board consider taking earlier action to advance the previous Board committed OBAG projects, specifically local streets and roads, so that they don't miss the construction season of 2013.

Priority Development Areas (PDAs) Investment Strategy *

STA staff has developed a four year proposal/schedule for assessment, investment and implementation of Solano County's PDAs. This is proposed as a follow up to the STA's recently completed Safe Routes to Transit and Transportation Sustainable Communities Plans. Concurrently, staff is also working with the County of Solano to develop a similar four year schedule for the Priority Conservation Areas (PCAs) pilot program funded for the four North Bay counties (Marin, Napa, Solano, and Sonoma) by MTC/ABAG through the OBAG process. This pilot program was specifically requested by STA, County of Solano, and the Napa County Transportation and Planning Agency (NCTPA)

Annual Report on STA's Local Preference Policy *

Under the direction of the STA Board, staff has developed and implemented STA's Local Preference Policy. The implementation of this policy has resulted in a tangible increase of contracts and services awarded by the STA being dedicated to local businesses and vendors. The summary of the STA's Local Preference Policy Annual Report will be provided at the Board meeting.

Attachment:

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

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

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



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
June 13, 2012

I. CALL TO ORDER

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

MEMBERS

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

MEMBERS ABSENT: None.

STAFF

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

ALSO

PRESENT:

In Alphabetical Order by Last Name:

Mona Babauta	SolTrans
Tom Crowl	Bike Commuter of the Year
Amber Dunn	City of Suisun City
Gus Khouri	Shaw/Yoder/Antwih
Jeff Knowles	Vaca 5 – Team Bike Challenge Winner
Wayne Lewis	City of Fairfield
Brian McLean	City of Vacaville
Rod Moresco	City of Vacaville
Mike Roberts	City of Benicia
Matt Tuggle	County of Solano

II. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

III. APPROVAL OF AGENDA

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

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. EXECUTIVE DIRECTOR’S REPORT

Daryl Halls provided an update on the following topics:

- Approval of STA’s Overall Work Plan (OWP) for FY 2012-13 and FY 2013-14
- Allocation of State Transit Assistance Funds
- Proposed Changes to Route 78
- STA Budget Update
- OneBayArea Grant (OBAG) Implementation
- Bike to Work Day

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

A. MTC Report:
None presented.

B. Caltrans Report:
None presented.

C. STA Reports:

A. Governor’s CAP and Trade Proposal presented by Gus Khouri, Shaw/Yoder/Antwih

B. Transit Presentations:

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

C. Directors Report:

1. Planning

Robert Macaulay highlighted the new PG&E energy grant.

2. Projects

Janet Adams summarized the status of the SR 12 Jameson and Cordelia Truck Scales projects.

3. Transit/Rideshare

Judy Leaks provided an update on Bike to Work Week. Chair Batchelor introduced the Solano Bicycle Commuter of the Year, Tom Crowl from the City of Vacaville. Vice-Chair Hardy recognized the team bike challenge winner, Vaca 5.

VII. CONSENT CALENDAR

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.

VIII. ACTION - FINANCIAL ITEMS

A. Fiscal Year (FY) 2012-13 State Transit Assistance Funds (STAF) Initial Projects

Liz Niedziela reviewed staff's recommendation for the STA Board to approve the allocation of \$2.1 million of STAF funds to be dedicated toward the local match for the future replacement of over forty over the road coaches that comprise the fleet of buses serving the seven SolanoExpress Bus Routes (20, 30, 40, 78, 80, 85, and 90). She added that the Regional Paratransit STAF funds totaling \$459,343 are also being recommended to be allocated to fund the implementation of Solano Mobility Management Program and additional priorities to be identified by the Senior and People with Disabilities Transportation Advisory Committee.

Public Comments:

None presented.

Board Comments

None presented.

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.

IX. ACTION – NON-FINANCIAL ITEMS

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

Daryl Halls presented the STA's current OWP for FY 2012-13 and FY 2013-14. He cited that the OWP has been updated to reflect tasks that have been completed and reorganized to combine related tasks together. He noted that the planning priorities include the completion of the STA's Comprehensive Transportation Plan, the Transit Sustainability, the Coordinated Short Range Transit Plan, the Mobility Management Plan, and implementation of the new OneBayArea Grant and assessment of Priority Development Areas. He added that the priority projects include the widening of SR 12 Jameson Canyon, the relocation and upgrade of the Eastbound Cordelia Truck Scales, two phases of the Jepson Parkway Project, and the new phase of the I-80/I-680/SR 12 Interchange. He concluded by listing the priority programs that include the Safe Routes to School and a new Walking School Bus Programs, Solano Napa Commuter Information Program, and a new Mobility Management Program.

Public Comments:

None presented.

Board Comments

None presented.

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

Robert Macaulay provided an overview on STA's Solano CTP. He identified the major policy themes that will be developed in detail in the individual elements. He cited that over the next three to six months, STA staff will be drafting the three Solano CTP Elements. He noted that the policy themes established in the Introduction Chapter and the existing Goals will guide the development of specific policies in the three elements.

He added that at its meeting of May 30th, 2012, the STA Technical Advisory Committee (TAC) requested that language be added to address requirements from SB 375 and MTC's OneBayArea Grant (OBAG) program and Complete Streets requirements.

Public Comments:

Chair Batchelor noted that the first paragraph captures what the CTP is all about. He commended staff for a job well done.

Board Member Patterson cited that she supports the recommendation with a commitment to coordinate the Board workshops as indicated.

Board Comments

None presented.

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

Jayne Bauer reviewed AB 2200 (Ma) related to suspended usage of HOV lanes on I-80 in the Bay Area, and recommended to oppose the bill. She reviewed AB 1706 (Eng) related to bus axel weight limits, and recommended a position of support with proposed amendment “to prohibit increased bus weights on residential streets”.

Public Comments:

None presented.

Board Comments

None presented.

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

Liz Niedziela reviewed the development of service changes to Route 78 being proposed by SolTrans. She cited that the service changes to Route 78 are designed to bring service costs within the parameters of their anticipated funding, to improve service and on-time performance, and to increase ridership. She noted that STA staff’s main concern regarding the proposed changes to Route 78 relate to the potential for lost ridership by eliminating the Pleasant Hill BART stop and the potential impact on Regional Measure 2 (RM 2) eligibility.

Public Comments:

None presented.

Board Comments

Board Member Patterson moved to approve the recommendation with the following statements:

1. *Make sure SolTrans does not lose more ridership on Route 78; and*
2. *Maintain sustainability of the regional route but without the sacrifice of the Sunday service.*

Recommendation:

Approve the following:

1. Service Modifications to SolanoExpress Route 78 as recommended by SolTrans; and
2. Authorize the Executive Director to forward a letter to SolTrans with comments as specified.

On a motion by Board Member Patterson, and a second by Board Member Sanchez, the STA Board unanimously approved the recommendation to include the statement cited as shown above in *bold italics*.

X. INFORMATIONAL

A. OneBayArea Grant (OBAG) Update

Robert Macaulay provided an update to the development of an implementation of the Regional Transportation Plan/Sustainable Communities Strategy (SCS).

NO DISCUSSION

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

XI. BOARD MEMBER COMMENTS

XII. ADJOURNMENT

The meeting was adjourned at 7:30 p.m.

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

Attested by:


Johanna Masielat
Clerk of the Board

/June 28, 2012

Date

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**TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the meeting of
June 27, 2012**

I. CALL TO ORDER

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order at approximately 1:35 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

Present:

TAC Members Present	Mike Roberts	City of Benicia
	Dave Mellili	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Matt Tuggle	County of Solano

STA Staff Present:

(In Alphabetical Order by Last Name)

Jayne Bauer	STA
Robert Guerrero	STA
Daryl Halls	STA
Sheila Jones	STA
Judy Kowalsky	STA
Judy Leaks	STA
Jessica McCabe	STA
Liz Niedziela	STA

Others Present:

(In Alphabetical Order by Last Name)

Amanda Dum	City of Suisun City
Wayne Lewis	City of Fairfield
Dale Pfeifer	Solano EDC
Jason Riley	City of Dixon

II. APPROVAL OF THE AGENDA

On a motion by Dan Kasperson, and a second by Mike Roberts, the STA TAC approved the agenda with the exception of Mike Roberts request to move Item VIII.E to the discussion list.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Jayne Bauer addressed three new funding opportunities on page 206. Mrs. Bauer reminded the committee that the Annual Awards Ceremony will be held in November.

Robert Guerrero stated that the first alternative fuels infrastructure working group meeting will be held July 11, 2012.

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 May 30, 2012

Mike Roberts requested to remove a duplicated sentence in the minutes under Item VII.B, Comprehensive Transportation Plan Introduction Chapter: “to include reference to recent legislation on climate change and complete streets.”

Recommendation:

Approve TAC Meeting Minutes of May 30, 2012.

On a motion by Dan Kasperson, and a second by Mike Roberts, the STA TAC approved Consent Calendar Items A through C with the exception of removal of the duplicated sentence.

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

Recommendation:

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

C. Solano County Ridership Studies

Recommendation:

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

VI. ACTION FINANCIAL ITEMS

A. None presented.

VII. ACTION NON-FINANCIAL ITEMS

A. OneBayArea Grant (OBAG) Update

Robert Macaulay provided an overview of the STA OBAG Public Outreach Schedule and process. Mr. Macaulay highlighted the OBAG Committed Funding and requirements. The Committee conversed on project identification and timelines.

Forward a recommendation to the STA Board to certify the existing commitments which include Dixon's West B planning and SNCI planning and local streets and roads as OBAG compliant.

Recommendation:

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

On a motion by Wayne Lewis, and a second by Dave Mellili, the STA TAC approved the recommendation as amended above in *bold italics*.

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

Robert Guerrero discussed the process and status of the PDA. Mr. Guerrero outlined the guidelines in attachment A, B and C. Mr. Guerrero highlighted strategy development, sustainability and the 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.

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

VIII. INFORMATIONAL - DISCUSSION

A. Draft State Route (SR) 12 Economic Study

Dale Pfeiffer provided an overview of the Economic Study to be presented to the Board in July. Mr. Pfeiffer discussed three scenarios to determine criteria study components and the online metro-quest survey to determine future priorities.

B. 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**

C. STA's Local Preference Policy FY 2011-12 Year-End Report

Judy Kowalsky provided a background Local Preference Policy and summarized the Annual Report.

D. Mapping of Local Streets and Roads Submitted Projects

Jessica McCabe provided an overview on mapping of local streets and roads outlined in attachments A, B, and C. The committee conversed on funding and compliance.

NO DISCUSSION NECESSARY

D. Legislative Update

E. Mapping of Local Streets and Roads Submitted Projects

F. Funding Opportunities Summary

G. STA Board Meeting Highlights of June 13, 2012

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

IX. ADJOURNMENT

The meeting was adjourned at 2:47 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, August 29, 2012.**



DATE: June 27, 2012
TO: STA Board
FROM: Bernadette Curry, STA Legal Counsel
RE: STA Purchasing System Policies and Manual (Protest and Appeals Procedure)

Background:

The STA Purchasing System Policies and Manual was last updated in April 2006 in conjunction with the STA Accounting Policies and Procedures Manual. The purpose of the Manual is to guide STA staff in the application of various federal and state laws in conjunction with funding requirements and dictates how purchasing activities will be conducted by the STA.

Discussion:

The current Manual does not establish a process by which an actual or prospective bidder, offeror, or contractor who is aggrieved in connection with the solicitation or award of a contract can file a protest with the STA. With the current economic climate, bid protests are becoming more frequent with both construction projects as well as professional solicitations.

The proposed policy will require that a protest be filed in writing to the STA Executive Director within 7 calendar days after the aggrieved person or company knows or should have known of the facts giving rise to the protest. Once a protest is received, the STA Executive Director will have 10 working days to render his decision on the protest. At that point, the aggrieved person or company will have the right to request an administrative appeal of the Executive Director's decision before an independent hearing officer. The policy will stay any award of a contract pending resolution of a timely filed appeal unless award of the contract without delay is necessary to protect a substantial interest of the STA. The proposed policy also establishes a process by which vendors can be barred from being awarded contracts by the STA.

Given the increasing number of solicitations issued on an annual basis by the STA, staff recommends the adoption of the attached addition to the Purchasing System Policies and Manual.

Fiscal Impact:

None.

Recommendation:

Adopt the attached Protest and Appeals Procedure included in Attachment A for incorporation in the STA Purchasing Systems Policies and Manual.

Attachment:

- A. Section 800, Protest and Appeals Procedure

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800. Protests and Appeals

801. Timing of Protest

Any actual or prospective bidder, offeror, or contractor who is aggrieved in connection with the solicitation or award of a contract may protest in writing to the Executive Director within seven (7) calendar days after such aggrieved person or company knows or should have known of the facts giving rise to the protest.

802. Written Decision on Protest within 10 Days

The Executive Director shall issue a written decision within ten (10) working days after receipt of the protest. The decision shall:

- ✓ State the reason for the action taken; and
- ✓ Inform the protester that a request of further administrative appeal of an adverse decision must be submitted in writing to the Clerk of the STA Board of Directors within seven (7) calendar days after receipt of the decision by the Executive Director.

803. Appeal of Decision

If requested, the Clerk of the Board shall schedule the appeal for hearing by an independent hearing officer and provide written notice to the appellant by personal service not less than ten (10) calendar days from the date of the hearing.

At the hearing, the appellant shall have the right to testify, to be represented by counsel, to present witnesses on his own behalf, to cross-examine all other witnesses, and to present oral and written documents and evidence on the issues.

At the conclusion of the hearing, the independent hearing officer shall make findings of fact and a decision concerning the issue(s) raised by the appellant. Review of the proceeding before the independent hearing officer may be sought in accordance with Code of Civil Procedure.

804. Stay of Purchasing Action During Protest

In the event of a timely appeal under this section, the STA shall not proceed further with the solicitation or with the award of the contract until the appeal is resolved, unless the Executive Director, in consultation with the using department director and STA Legal Counsel, makes a written determination that the award of the contract without delay is necessary to protect a substantial interest of the STA.

805. Remedies

If before award it is determined that a solicitation or proposed award of a contract is in violation of law, then the solicitation or proposed award shall be:

- ✓ Canceled; or
- ✓ Revised to comply with the law.

If after an award it is determined that a solicitation or award of a contract is in violation of law, then the contract may be terminated subject to STA Legal Counsel's determination.

806. Debarment of Vendors

After consultation with STA Legal Counsel, and after reasonable notice to the vendor involved and reasonable opportunity for that vendor to be heard, the STA Board of Directors shall have the authority to debar a vendor for cause from consideration for award of contracts.

The causes for debarment include the following:

- ✓ Conviction of or civil judgment for:
 - The commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public contract or subcontract;
 - The violation of antitrust statutes relating to the submission of bids or proposals;
 - The commission of embezzlement, theft, forgery, bribery falsification or destruction of records, making false statements, or receiving stolen property; or
 - Commission of any other offense indicating a lack of business integrity or business honesty that seriously and directly affects the present responsibility of a contractor or subcontractor.
- ✓ Violation of the terms of a public agency contract or subcontract so serious as to justify debarment, such as:
 - Willful negligence or failure to perform, or unsatisfactory performance of one or more contract; or
 - A history of failure to perform or unsatisfactory performance of one or more contracts
- ✓ For any other cause, the STA Board of Directors determines to be as serious and compelling as to affect responsibility as a STA contractor.

807. Other Actions

This section shall not be construed as to limit or prejudice any administrative or legal action available to the STA.

DATE: June 28, 2012
TO: STA Board
FROM: Judy Leaks, Project Manager
RE: Safe Routes to School (SR2S) Agreement Amendment #2 for Sub-Recipient Agreement with Solano County Public Health

Background:

The Solano Transportation Authority (STA) began the development of a Safe Routes to School (SR2S) Program in 2005, in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution, and traffic congestion near schools in Solano County. The program works to encourage more students to walk and bike to school by identifying and implementing a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police. The program also strives to increase interagency cooperation to continue to plan and implement SR2S projects with all local agencies.

On October 14, 2009, the STA Board authorized the Executive Director to enter into a two year agreement with the Solano County Department of Public Health (SCPH) to provide coordinator services for education and encouragement events as well as for related vehicle & material costs. This agreement was amended to include one additional year, FY 2011-12, in April 2011.

Discussion:

On April 8, 2012, the STA Board approved the STA's SR2S Program's Fiscal Year 2011-12 and 2012-13 Work Plan which includes an estimated \$1.445 M in expenditures. This work program includes the continuation of education and encouragement activities provided by SCPH through school assemblies, bike rodeos and walk and roll events. It also includes the initial implementation of the Walking School Bus program for which the STA received a \$500,000 Federal Safe Routes to School grant.

During 2011-12 SCPH visited 40 schools totaling 55 events and reached 16,724 student participants. In FY 2012-13, SCPH will take an active role in preparing a protocol guide and training for the Walking School Bus program in coordination with STA staff.

Fiscal Impact:

The FY 2011-12 and 2012-13 SR2S Program Work Plan's funding is included as part of the STA's Budget and Work Plan and funded through Regional SR2S funds and a SR2S grant. No new funding will be added or removed.

Recommendation:

Authorize the Executive Director to enter into an agreement amendment retroactively to July 1, 2012 with Solano County Public Health to operate and deliver project and program tasks described in the SR2S 2-year Work Plan for Fiscal Years 2011-12 and 2012-13 as described in Attachment A.

Attachments:

- A. SR2S 2-Year Work Plan for Fiscal Years 2011-12 and 2012-13
- B. STA-Solano County Public Health Promotion and Education Bureau, SR2S Program Agreement, Budget, Revised 07.02.12.

SR2S 2-year Work Plan for Fiscal Years 2011-12 and 2012-13

04-02-12

Proposed Work Plan for FY 2011-12 & FY 2012-13	SR2S Program Activity
	Education (for all schools in Solano County)
\$270,000	Safety Assemblies & Bicycle Rodeo Events, Equipment, and Materials
\$350,000	Safe Routes to School Maps
	Encouragement (for all schools in Solano County)
\$262,100	Walk and Roll Week Incentives & Student Contests
\$80,000	SR2S Program Marketing Materials
\$227,000	Walking School Bus Formation and Materials
	Enforcement (Cities of Suisun City and Fairfield)
\$120,000	Public Safety Enforcement Grant
	Engineering (for 14 select schools countywide)
\$136,000	Planning
\$1,445,100	TOTAL

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Solano Transportation Authority
 Solano County Health Promotion and Education Bureau
 Safe Routes to School Program
 Agreement Budget, Revised 07.02.12

Fiscal year	Actual FY 2009-10/2010-11	Year-to-date FY 2011-12
TOTAL REVENUES	\$ 217,023	\$ 174,203
Coordinator Staff Time (not consultants)		
Program Manager, Coordinator and Safety Coordinator	\$ 155,109	\$ 96,359
Travel Expenses		
in State	\$ 2,844	\$ 794
Bicycle Rodeo, Walk & Roll Events & Walking School Bus		
Walk & Roll Event Incentives**	\$ 47,936	\$ 19,671
Safety Assemblies & Bicycle Rodeos materials Walking School Bus materials	\$ 6,518	\$ 704
Event Equipment & Capital		
County Fleet Vehicle	\$ 4,615	\$ 3,464
Event Capital Materials**	\$ 2,500	\$ 1,253
Administrative costs***	\$ -	\$ -
TOTAL EXPENDITURES	\$ 219,522	\$ 122,245
Quarterly invoices	Invoice 1, 2, 3, 4, 5, 6, 7	Invoice 8, 9, 10

The parties agree that STA will provide approval in advance for other direct costs not specifically listed b

* FY 2012-13 includes additional responsibilities due to the Walking School Bus Project.

**Incentives includes the following items:

Walking & Biking incentives: Bicycles, Skakeboards, scooters, safety pads, helmets,

Gift Bag/Marketing Incentives: Pencils, wristbands, nap sacks, water bottles, pedometers, stuffed bags, j

\$10 Gift Cards for businesses such as Safeway, Target, Barnes 7 Noble, Starbucks, Fleet Feet, i-Tunes, Spc

Event Food Snacks: water, juice boxes, pizza, fruit-roll ups

**Materials includes the following capital purchases:

Event Footprint: Portable PA System, Foldup Tent, Foldup table, A/V Projector Cart & Extension cables, e

Event Volunteer Identification Clothing: safety vests, staff & volunteer T-Shirts

Event Materials: 80ft vehicle stopping distance simulator tarp, Crosswalk simulator tarp, Traffic Signs,

Event Material Storage: Storage Locker Rentals

***If approved by Federal and State agencies, this funding can be used for indirect costs. Assumes abou

Actual FY 2009-10	Proposed FY 2010-11	Proposed FY 2011-12	Proposed* FY2012-13	TOTAL
\$ 42,569	\$ 174,454	\$ 174,203	\$ 310,242	\$ 701,468
\$ 24,208	\$ 130,901	\$ 141,000	\$ 217,884	\$ 513,993
\$ 871	\$ 1,973	\$ 2,000	\$ 3,000	\$ 4,844
\$ 17,324	\$ 30,612	\$ 10,000	\$ 40,000	\$ 57,936
\$ 56	\$ 6,462	\$ 12,053	\$ 12,053	\$ 30,624
			\$ 5,130	
\$ 109	\$ 4,506	\$ 7,900	\$ 7,925	\$ 12,515
\$ 2,500		\$ 1,250	\$ 1,250	\$ 5,000
\$ -	\$ -		\$ 23,000	\$ 23,000
\$ 45,068 Invoice 1, 2, 3	\$ 174,454 Invoice 4, 5, 6, 7	\$ 174,203 Invoice 8, 9,10, 11	\$ 310,242	\$ 393,725

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DATE: June 27, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – July 2012

Background:

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

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.

At its meeting of June 27th, the Solano Express Intercity Transit Consortium (Consortium) and Technical Advisory Committee (TAC) members unanimously approved to forward the recommendation to the STA Board to approve 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:

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 copy has been provided to the Board members under separate cover and is available upon request by contacting the STA at (707) 424-6075.



DATE: June 26, 2012
 TO: STA Board
 FROM: Sara Woo, Associate Planner
 RE: Fiscal Year (FY) 2012-13 Transportation Development Act (TDA)
 Article 3 Project Resolutions

Background:

TDA funding is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. Two percent of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g., Solano Transportation Authority for Solano County). As part of the final approval of funds, the STA submits a Countywide Coordinated TDA Article 3 application that includes TDA Article 3 applications for each of the projects.

TDA Article 3 funding is one of three primary bicycle and pedestrian fund sources available to Solano County. The STA Board approved the five (5) priority bicycle and pedestrian projects below as part of the Solano Bicycle and Pedestrian Transportation Plans adopted in December 2011 and January 2012 respectively.

Priority Bicycle and Pedestrian Projects		
Mode	Agency	Project
Bike/ Ped	City of Dixon	West B Street Bicycle and Pedestrian Undercrossing Projects
Bike/ Ped	Solano Transportation Authority (STA)	Bicycle and Pedestrian Wayfinding Signage Program (Phase 1)
Bike/ Ped	STA Project Sponsors	Local Match for OneBayArea Grant (OBAG) funding to deliver STA priority bike/ped projects
Bike	Solano County	Vaca-Dixon Bicycle Route (Phase 5)
Ped	City of Vallejo	Downtown Streetscape Improvement Project

Discussion:

MTC requires a resolution for projects that are approved for TDA Article 3 funds. Attachment A is a resolution that will satisfy this requirement by reiterating the STA Board's December 14th approval. Upon approval by MTC, project sponsors will be eligible to claim a reimbursement in the amount specified for each project.

The STA Bicycle Advisory Committee (BAC) took action to recommend \$125,000 for the West B Street Bicycle and Pedestrian Project and at their January 5, 2012 meeting. The BAC also supported the recommendation to the STA Board to allocate the remaining \$141,498 as a local match toward OneBayArea Grant (OBAG) funding for local sponsors. At their March 22, 2012 meeting, the STA BAC took action to recommend the FY 2012-13 TDA Article 3 expenditure of \$15,000 allocation toward the Bicycle and Pedestrian Wayfinding Signage Program (Phase 1) and to amend the recommendation for remaining funds to serve as a local match for the Priority Bicycle Projects.

At their February 16, 2012 meeting, the Pedestrian Advisory Committee (PAC) took action to recommend the West B Street Bicycle and Pedestrian Project and Wayfinding Signage Program (Phase 1) for a total of \$140,000. The PAC did not support the recommendation to allocate the remaining funds as a local match toward OBAG funding due to concerns expressed by one member associated with the OBAG Planning process. The PAC recommended saving the remaining \$126,498 toward the FY 2013-14 TDA Article 3 allocation.

Based on actions taken by the BAC and PAC, STA staff is recommending the priority projects for TDA Article 3 funding as specified in Attachment B, project funding request recommended TDA Article 3 Funds.

FY 2012-13 TDA Article 3 Projects			
Mode	Agency	Project	Approved Funding
Bike/ Ped	Solano Transportation Authority (STA)	City of Dixon West B Street Bicycle and Pedestrian Undercrossing Project	\$125,000
Bike/ Ped	Solano Transportation Authority (STA)	Countywide Bicycle and Pedestrian Wayfinding Signage Program (Phase 1)	\$15,000
Bike/ Ped	STA Project Sponsors	Local Match to deliver STA priority bike/ped projects (potentially local match funding for OBAG funds)	\$126,498

Total: \$266,498

STA staff requests approval of the attached resolutions (Attachments A and B) in order to begin allocating and claiming reimbursement for the recommended projects in the new fiscal year. At the meeting on March 28th, the STA TAC supported staff's recommendation for allocation of FY 2012-13 TDA Article 3 funds.

Fiscal Impact:

The TDA Article 3 funds for \$140,000 will help complete implementation of the Dixon West B Street Bicycle and Pedestrian Undercrossing Project and the Bicycle and Pedestrian Wayfinding Signage Program (Phase 1). The remaining \$126,498 will provide the local match required for up to \$1,000,000 from federal OBAG funding provided by MTC for priority bicycle and pedestrian projects.

Recommendation:

Approve the following FY 2012-13 TDA Article 3:

1. Resolution No. 2012-10 as specified in Attachment A; and
2. Resolution No. 2012-11 as specified in Attachment B.

Attachments:

- A. Resolution No. 2012-10 (Request to MTC for allocation of FY 2012-13 TDA Article 3 Pedestrian/Bicycle project funding)
- B. Resolution No. 2012-11 (Countywide Coordinated Claim)

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RESOLUTION NO. 2012-10

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING THE SUBMITTAL OF THE COUNTYWIDE COORDINATED CLAIM
TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE
ALLOCATION OF FISCAL YEAR 2012-13 TDA ARTICLE 3 PEDESTRIAN/BICYCLE
PROJECT FUNDS TO CLAIMANTS IN SOLANO COUNTY**

Re: Submittal of Countywide Coordinated Claim to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2012-13 TDA Article 3 Pedestrian/Bicycle Project Funds to Claimants in Solano County

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

WHEREAS, MTC Resolution No. 875, Revised requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

WHEREAS, the Solano Transportation Authority has undertaken a process in compliance with MTC Resolution No. 875, Revised for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in Solano County, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; and

WHEREAS, each claimant in Solano County whose project or projects have been prioritized for inclusion in the fiscal year 2012-13 TDA Article 3 countywide coordinated claim, has forwarded to the Solano Transportation Authority a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds; now, therefore, be it

RESOLVED, that the Solano Transportation Authority approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

RESOLVED, that the Solano Transportation Authority approves the submittal to MTC, of the Solano County fiscal year 2012-13 TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;

- C. one copy of the governing body resolution and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim;
- E. confirmation that each project meets Caltrans' minimum safety design criteria and is ready to implement within the next fiscal year.

Jack Batchelor, Chair
 Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11th day of July, 2012 by the following vote:

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

Attest: _____
 Johanna Masiclat
 Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of July 11, 2012.

Daryl K. Halls, Executive Director
 Solano Transportation Authority

Resolution No. 2012-10
Attachment A

Re: Submittal of Countywide Coordinated Claim to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2012-13 TDA Article 3 Pedestrian/Bicycle Project Funds to Claimants in Solano County.

Prioritized List of Projects

	Short Title Description of Project	TDA Article 3 Amount	Total Project Cost
1.	STA City of Dixon Bicycle and Pedestrian Undercrossing Project	\$125,000	\$6,000,000
2.	STA Bicycle and Pedestrian Wayfinding Signage Program (Phase 1)	\$15,000	\$15,000
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	Totals	\$140,000	\$6,115,000

Resolution No. **2012-11**
Abstract

This resolution approves the request to the Metropolitan Transportation Commission by the Solano Transportation Authority for an allocation of Transportation Development Act Article 3 Pedestrian and Bicycle Project funding for fiscal year 2012-13.

RESOLUTION NO. 2012-11

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING THE REQUEST TO THE METROPOLITAN TRANSPORTATION
COMMISSION FOR THE ALLOCATION OF FISCAL YEAR 2012-13
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN/BICYCLE
PROJECT FUNDING**

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, entitled “Transportation Development Act, Article 3, Pedestrian/Bicycle Projects,” which delineates procedures and criteria for submission of requests for the allocation of “TDA Article 3” funding; and

WHEREAS, MTC Resolution No. 875, Revised requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

WHEREAS, the Solano Transportation Authority desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists; now, therefore, be it

RESOLVED, that the Solano Transportation Authority declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code, and furthermore, be it

RESOLVED, that there is no pending or threatened litigation that might adversely affect the project or projects described in Attachment B to this resolution, or that might impair the ability of the Solano Transportation Authority to carry out the project; and furthermore, be it

RESOLVED, that the Solano Transportation Authority attests to the accuracy of and approves the statements in Attachment A to this resolution; and furthermore, be it

RESOLVED, that a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of Solano County for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

Jack Batchelor, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11th day of July, 2012 by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of July 11, 2012.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Resolution No. **2012-11**
Attachment A

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2012-13 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding

Findings

Page 1 of 1

1. That the **Solano Transportation Authority** is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the **Solano Transportation Authority** legally impeded from undertaking the project(s) described in “Attachment B” of this resolution.
2. That the **Solano Transportation Authority** has committed adequate staffing resources to complete the project(s) described in Attachment B.
3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Attachment B are for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the **Solano Transportation Authority** within the prior five fiscal years.
8. That the project(s) described in Attachment B which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).

9. That any project described in Attachment B that is a “Class I Bikeway,” meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project(s) described in Attachment B are ready to commence implementation during the fiscal year of the requested allocation.
11. That the **Solano Transportation Authority’s member agencies where the facilities are constructed or installed** agree to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2012-13

Applicant: Solano Transportation Authority

Contact person: Janet Adams

Mailing Address: One Harbor Center Suite 130, Suisun City, CA 94585

E-Mail Address: jadams@sta-snci.com

Telephone: (707) 424-6075

Secondary Contact (in event primary not available): Sara Woo

E-Mail Address: swoo@sta-snci.com

Telephone: (707) 399-3214

Short Title Description of Project: STA Dixon West B Street Bicycle and Pedestrian Undercrossing Project

Amount of claim: \$125,000

Functional Description of Project:

Class I bicycle and pedestrian undercrossing on Union Pacific Railroad tracks at West B Street. The STA Dixon West B Street Bicycle and Pedestrian project will improve the safety for children and travelers across the railroad tracks at West B Street in the City of Dixon. The construction of the undercrossing will prevent travelers from crossing the tracks at-grade where there have been two (2) fatalities since 1990. The undercrossing would also enable future passenger rail service.

Financial Plan:

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

Project Elements: Construction will be paid for by TDA Article 3 funds.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3	--	\$125,000	--	--	\$125,000
list all other sources:					
1. Dixon Local Funds	\$1,151,000				\$1,151,000
2. State SR2S Grant		\$500,000			\$500,000
3. New STIP-TE		\$672,000			\$672,000
4. STIP-TE Reserves		\$649,000			\$649,000
5. E-CMAQ		\$2,000,000			\$2,000,000
6. YSAQMD CAF		\$100,000			\$100,000
7. TDA 4/8			\$325,000		\$325,000
8. TDA 4/8		\$325,000			\$325,000
9. TDA 4/8	\$325,000				\$325,000
Totals	\$1,476,000	\$4,371,000	\$325,000		\$6,172,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	Yes
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	No
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	Yes
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	Yes
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	N/A Exempt from CEQA
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) <u>November 2013</u>	Yes
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: <u>City of Dixon</u>)	Yes

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2012-13 Applicant: Solano Transportation Authority

Contact person: Sara Woo

Mailing Address: One Harbor Center Suite 130, Suisun City, CA 94585

E-Mail Address: swoo@sta-snci.com Telephone: (707) 399-3214

Secondary Contact (in event primary not available): Robert Guerrero

E-Mail Address: swoo@sta-snci.com Telephone: (707) 424-6075

Short Title Description of Project: STA Bicycle and Pedestrian Wayfinding Signage Program (Phase 1)

Amount of claim: \$15,000

Functional Description of Project:

Purchase of Bike Route signs on bike routes in Solano County. Signs to be installed by local jurisdictions.

Financial Plan:

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

Project Elements: Fabrication of Bike Route signs will be paid for by TDA Article 3 funds.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3	--	\$15,000	--	--	\$15,000
list all other sources:					
1.					
2.					
3.					
4.					
Totals					

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	Yes
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	No
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	N/A
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	Yes
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	N/A
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) _____	Yes
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	Yes



DATE: June 25, 2012
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Five (5) Year Estimated Operating Budget
FY 2012-13 through FY 2016-17

Background:

The STA has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. This budget is usually revised mid-year and finalized at the end of the fiscal year. This budget provides STA the basis for appropriate budgetary control of its financial operations for the fiscal year and for multi-year funded projects.

Under the direction of the STA Board, staff has also developed a five years projection for its operating budget to facilitate long range planning for programs and projects.

Discussion:

A Five Year Estimated Operating Budget (Attachment A) is created to help the STA Board and staff to better understand and plan for the operating budget expenditure projections. A projection is an estimate of future possibilities based on current trends. This report shows the estimated operating cost for programs and project activities over the next five years, which focuses on staffing cost and the general operating cost. It is impossible to totally predict all that will happen to the budget. However, this report will help to identify projects and programs costs for multi-years and on-going activities with funds anticipated to carry over the next five years. Therefore, this report assumes the expenditures of STA for FY 2012-13 through FY 2016-17. Revenue forecasts are based on the STA's fiscal planning process and historically what the STA does in a two-year budget period.

These projections are not intended to be a forecast of future budgetary outcomes; rather, they serve as a neutral benchmark that the STA Board and staff can use to assess the potential effects of budgetary decisions. Consequently, they incorporate the assumption that current staffing and budget spending will remain unchanged. In particular, projections in this report are based on the following assumptions:

1. Staffing is at the current level:
 - a. Operation & Administration - seven (7) full time staff members;
 - b. Transit & Rideshare Services - four (4) full time staff members, with the anticipated hiring of the Director of Transit & Rideshare/SNCI in Year 3 (FY 2014-15), and three (3) limited part time staff funded by the program;
 - c. Project Development - three (3) full time staff members;
 - d. Strategic Planning - three (3) full time staff members.
2. Employee Benefits coverage has no change:

- a. Health benefit - Kaiser Premium Rate used as a benchmark for employees to choose other health providers;
 - b. PARS Retirement Plan actuarial rate changes every two years;
 - c. CalPERS State-wide Miscellaneous Retirement Plan, 2% @ 55 Full for Local Miscellaneous.
3. The office space lease at the current location, One Harbor Center, Suite 130 Suisun City, CA 94585, expires in December 31, 2014. Thereafter, the lease is projected to increase at 3%. Initial assessment of options regarding property acquisition for an office facility is proposed for financial savings on future lease increases and to provide a permanent facility with the current state of property and mortgage industry;
 4. Administrative Services Agreement with City of Vacaville for Accounting and Personnel Services is extended through Year 3 (FY 2014-15). Thereafter, service agreement will be renewed and projection is assumed at the same rate increase;
 5. Legal and Audit Services, essential to the STA's administration and operation, are projected at the same level for the next five years;
 6. Insurance costs are imperative to the administration and operation, yet at a high cost and can be unpredictable, is projected at an annual increase of 5%;
 7. No cost of living adjustments (COLA) are added to the five years projections; and
 8. Contribution to the Contingency and Insurance Fund Reserves are assumed to have fully met the targeted amount as of Year 1 (FY 2012-13).

The STA's core operating costs for the next five years are projected at 2% of budget under the economic times. STA has had the foresight to establish a rainy day fund to help offset an economic downturn with the Contingency Reserve Account being fully met. The balance in the Contingency Reserve Account at the end of FY 2011-12 is approximately \$917,482. New studies and activities are added to the budget and ongoing programs and projects are reflective of plans and activities for each fiscal year.

Fiscal Impact:

The STA's Five Year Estimated Operating Budget is created to help the STA Board and staff to better understand the current budget and plan for future operating budget expenditure projections.

Recommendation:

Receive and file.

Attachments:

- A. STA's Five (5) Year Estimated Operating Budget
FY 2012-13 through FY 2016-17



Five (5) Years Estimated Operating Budget

		Current Budget Year FY 2011-12	Year 1 FY 2012-13	Year 2 FY 2013-14	Year 3 FY 2014-15	Year 4 FY 2015-16	Year 5 FY 2016-17
Salaries:	No. of staff						
Operation/Administration	7	580,937	583,730	611,360	616,085	628,239	628,239
Transit and Rideshare Services/SNCI *	4	377,208	310,650	448,702	438,741	450,813	458,380
Project Development	3	261,224	283,060	286,492	293,000	297,357	297,357
Strategic Planning	3	289,042	292,144	285,423	291,174	296,997	296,997
Contract/Limited Term Staff **		0	168,994	131,884	138,478	138,388	152,672
Total Salaries	17	\$ 1,508,412	\$ 1,638,578	\$ 1,763,861	\$ 1,777,477	\$ 1,811,794	\$ 1,833,645
Benefits:							
Operation/Administration		277,540	283,755	325,580	351,251	356,842	373,650
Transit and Rideshare Services/SNCI		165,850	246,645	294,817	309,425	326,163	350,682
Project Development		119,509	140,491	139,988	152,152	153,117	159,659
Strategic Planning		121,170	125,843	132,731	144,007	144,691	150,462
Total Benefits		\$ 684,068	\$ 796,733	\$ 893,116	\$ 956,835	\$ 980,813	\$ 1,034,453
Total Salaries & Benefits		\$ 2,192,480	\$ 2,435,311	\$ 2,656,977	\$ 2,734,312	\$ 2,792,607	\$ 2,868,099
Payroll Cost Rate of increase			11%	9%	3%	2%	3%
Board Expenses		44,000	44,000	44,000	44,000	44,000	44,000
Core Operating Cost		549,062	510,646	518,584	526,699	536,995	547,655
Total Other Operation Cost		\$ 593,062	\$ 554,646	\$ 562,584	\$ 570,699	\$ 580,995	\$ 591,655
TOTAL OPERATION COST		\$ 2,785,542	\$ 2,989,957	\$ 3,219,560	\$ 3,305,011	\$ 3,373,602	\$ 3,459,754

Note: Estimated increase for the following:

Transit/Rideshare Services Director *			Vacant	Vacant	New Hire		
Limited Part Time staff **			5	4	4	4	4
PERS Actuarial rate	10.701%	10.883%	12.48%	14.18%	14.38%	12.00%	
PARS Actuarial Rate		2.93%	2.93%	3.03%	3.03%	3.13%	
Cost of Living Allowance (COLA)		None	None	None	None	None	
Office Lease		2%	2%	2%	3%	3%	
Insurance - General Liability		5%	5%	5%	5%	5%	

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DATE: June 25, 2012
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Fiscal Year (FY) 2012-13 Budget Revision and FY 2013-14 Proposed Budget

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. In July 2011, the STA Board adopted the two-year budget for FY 2011-12 and FY 2012-13.

This budget is usually revised mid-year and finalized at the end of the fiscal year. This budget provides STA the basis for appropriate budgetary control of its financial operations for the fiscal year and for multi-year funded projects.

Discussion:

Attachment A is the Proposed Budget Revision for FY 2012-13 and Attachment B is the Proposed Budget for FY 2013-14. The FY 2012-13 Budget Revision is balanced, with the proposed changes to the approved budget modified from \$18.29 million to \$42.73 million, a \$24.44 million increase. This is primarily due to the anticipated amount of funds carryover from FY 2011-12, the startup of new programs, transit studies, and construction activities of projects, such as the I-80 East Bound Cordelia Truck Scales and the State Route (SR) 12/Jameson Canyon Project. Budget changes are summarized as follows:

FY 2012-13 Revenue Changes

1. The Members Contribution is also known as the Gas Tax Fund. In 2004, the STA Board adopted a policy to index the local gas tax subventions provided by member agencies to STA. This revenue funds a percentage of the STA's core operations, Strategic Planning, and Project Development not covered by other planning grants and project revenues.

In May 2012, the STA Board was presented with the FY 2012-13 Members Contributions total amount of \$346,286. The Members Contribution fund has an anticipated carryover of approximately \$299,993 for program allocation into FY 2013-14. Concurrently, the annual local Transportation Development Act (TDA) fund for FY 2012-13 was presented in the amount of \$403,064, an increase of \$44,984 (12.6%) from the previously estimated revenue budget.

2. In FY 2012-13, STA is allocated State Transit Assistance Funds (STAF) in the amount of \$931,857 (population-based/Solano) and \$70,000 (regional paratransit) for transit operations and activities on short-term or transitional basis, and to support STA's planning efforts. Due to the delay in the start of the new planning efforts and transit studies, such as the Public Private Partnership (P3) Feasibility Study, Transit Corridor Study, and the Solano Senior & People with Disabilities Plan Implementation, the FY 2011-12 STAF fund allocation of \$412,691 is reprogrammed for the continuation of transit coordination and STA's transit planning efforts in FY 2012-13.

3. The Metropolitan Transportation Commission (MTC) Grant in the amount of \$140,000 for the start of the Short Range Transit Plan (SRTP) and the Regional Measure (RM) 2 in the amount of \$75,000 for the Solano Express Marketing is added to the budget.
4. The One Bay Area Grant (OBAG)/Surface Transportation Program (STP) fund is reduced by \$67,459 to reflect the MTC's fund allocation under the OBAG process. STA must document adequate public outreach before additional OBAG funds can be allocated for planning purposes. Beginning FY 2012-13, the OBAG/STP funding allocation includes the STA planning activities and the Transportation for Livable Communities (TLC) program activities, which will no longer be showing as a separate budget item, as MTC has combined this program into OBAG.
5. The State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) fund is increased by \$9,837 to reflect the carryover of funds for the continuation of activities for the Local Streets & Roads Annual Report, Management Assistant for Projects (MAPS), Regional Transportation Impact Implementation, and the Public Private Partnership (P 3). Effective FY 2012-13, this fund is significantly reduced from \$589,000 to \$229,000 which would affect STA's planning efforts and program activities.
6. The Transportation for Clean Air (TFCA) fund is increased by \$27,244 due to the ongoing program activities of the Transit Rideshare Services/Solano Napa Commuter Information (SNCI) Program and the Safe Routes to School (SR2S) Program.
7. The Napa County Transportation & Planning Agency (NCTPA) TFCA fund increased by \$5,000 for the anticipated carryover funds from FY 2011-12 budget for the continuation of rideshare program activities of SNCI Program, such as the Commute Challenge and the Bike to Work Campaign in the County of Napa.
8. The Yolo Solano Air Quality Management District (YSAQMD) fund is reduced by \$9,457 to reflect the carryover funds for the SNCI Programs.
9. The Congestion Mitigation & Air Quality (CMAQ) funds for the SR2S Program are adjusted to reflect the total carryover funds in the amount of \$135,925 for the continuation of program activities. This fund will cover the SR2S Program funding expenditures for the scope of work and program activities through FY 2014-15.
10. Caltrans funding from the Job Access and Reverse Commute (JARC) in the amount of \$250,000 is added for the Mobility Management Plan Program. This fund will cover expenditures for the scope of work and program activities, including the staff time for the Mobility Program Coordinator, through FY 2014-15.
11. STA received funding in the amount of \$249,500 from the Pacific Gas and Electric Company (PG&E) for the development of a Climate Action Plan (CAP) focused on energy production and use, known as Energy Efficiency Climate Action Plan (ECCAP).
12. The City of Dixon West B Street Undercrossing project, a project identified as a top priority project in the STA's Solano Countywide Bicycle and Pedestrian Plans, Safe Routes to School Plans, Safe Route to Transit, and the Solano Rail Crossing, is estimated to be completed at a cost of \$6.1 million. This project has funds allocation from: TDA Article 4/8 fund swap with the City of Vacaville in the amount of \$975,000; the STIP/Transportation Enhancement (TE) in the amount of \$1.2 M; OBAG Funds in the amount of \$2.5 M, and the amount of \$1.02 M from the City of Dixon. In FY 2012-13, the amount of \$2.85 million is programmed for the project and in FY 2013-14 the amount of \$2.85 million.

13. The Jepson Parkway Project funding allocation is adjusted to reflect the carryover funds from the County of Solano as the local match fund required of the federal earmark funds for the design and construction activities of the project.
14. The I-80 Eastbound Cordelia Truck Scales Relocation Project fund from the Regional Measure (RM) 2 is increased by \$8.0 million to reflect the construction phase and activities of the project for the fiscal year.
15. The SR 12/Jameson Canyon Project fund from the STIP/Transportation Congestion Relief Program (TCRP) is increased by \$800,000 to reflect the project final design phase and construction activities.
16. The North Connector East funding allocation from RM 2 is increased by \$1.2 million to reflect the carryover project activities, such as the project mitigation and right of way purchases.
17. The I-80 Interchange Project funding from the RM 2 is increased by \$10.0 million to reflect the actual project activities. This project is funded by RM 2 and Assembly Bill (AB) 1171 bridge tolls for right-of-way acquisition, the first construction package, and other anticipated ongoing project activities.
18. The SR 12 Bridge Realignment and Economic Analysis Study is in its final phase of the study and an anticipated carryover from FY 2011-12 of \$20,000 is added to the budget.
19. The Vallejo Redwood Parkway Fairgrounds Drive Improvement Project fund is reduced by \$89,182 to reflect the anticipated final phase of the project.

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

FY 2012-13 Expenditure Changes

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

1. The ***Operation and Management*** budget is increased by \$38,232. The STA Operation & Administration budget expenditures were reviewed and adjusted for potential expenditures reduction opportunities in these current economic times, such as the savings in the lease renewals of the office lease and the copiers, the retirement benefit plan, and no cost of living adjustments (COLA) for the 4th year in a row. Rate increase in staff benefits such as the California Public Employees' Retirement System (CalPERS) actuarial rates from 10.701% to 10.883% and the estimated Health Plan rate increase of 10% are assumed in the budget. Included in the budget is a consultant cost to initiate an assessment of options regarding property acquisition for an office facility which could provide STA financial savings on future office leases and to provide a permanent facility.
2. The ***Transit and Rideshare Services/Solano Napa Commuter Information (SNCI)*** budget is increased by \$1.02 million. New transit studies and activities are added to the budget, such as the Transit Corridor Study/SRTP, Mobility Management Plan/Program, and the Transit Sustainability Study. SolTrans Implementation is added to the budget for the continuation of transition activities. The SR2S Program has received a \$500,000 grant from the Cycle 3 Federal Safe Routes to School Grant (SRTS) Program for the Walking School Bus Program. To assist in the delivery of the grant's scope of work, two (2) limited part time staff are proposed to be added to the SR2S staff for the two-year funding term of the grant. Budget adjustments to the different Rideshare/SNCI programs were made to reflect the program work plans and activities for the fiscal year.

The Transit Management/Administration budget has salary savings due to the vacant position for the Director of Transit & Rideshare Services/SNCI, that is not proposed to be filled in FY 2012-13 and FY 2013-14 as specified in Attachment D. This vacant position has savings in salary and benefits of approximately \$160,000. The responsibilities under this vacant position are assigned to the Program Manager/Analyst for the Rideshare Services/SNCI programs and to the Transit Analyst for the transit studies and programs. Therefore, the job duties and responsibilities for these staff have been modified to reflect the change.

The SR2S Program has acquired funding for the new Walking School Bus Program and Regional SR2S funds and will add two (2) staff positions, Walking School Bus Coordinators, with limited part time status and a SR2S Coordinator with limited full time status. In addition, the new Mobility Management Plan/Program, is adding one (1) staff position, Mobility Management Coordinator, also a limited full time status, to provide coordination for the delivery of the plan and scope of work. These two full-time and part-time positions with limited employment status are funded with the new program funds and are not utilizing the salary and employee benefit saving resulting from the vacant position of the Director of Transit & Rideshare Services.

3. The ***Project Development*** budget is increased by \$22.95 million to primarily reflect activities of the different projects that are now in the construction phase, specially the I-80 Eastbound Cordelia Truck Scales Relocation Project, the SR 12/Jameson Canyon Project, and the I-80 Interchange Project. The budget includes the carryover of funds and the accelerated pace from the project delivery of the I-80 Express Lanes projects and the Dixon B Street Undercrossing. Budgets for the North Connector Project and the I-80 HOV Lanes/Solano Highway Improvement Plan (SoHip), which are now in its final project phase, project follow up, project closeout, and mitigation are adjusted to reflect project activities.

The Regional Transportation Impact Fee Study budget in the amount of \$36,739 and the Public Private Partnership (P3) budget of \$150,000 are added to the budget as a carryover from the prior fiscal year using the STIP/PPM funds and the STAF funds.

The Department of Motor Vehicle (DMV) Abandoned Vehicle Abatement (AVA) Program budget is increased by \$120,000 from the carryover funds from the prior fiscal year for the continuation of the program activities

4. The ***Strategic Planning*** budget is increased by \$434,139. The department has several new planning activities and studies added to the budget for the fiscal year, such as the Climate Change Plan, the Water Transportation Plan, the Alternative Fuels Plan Implementation, and the Rail Facilities Plan Update. The Solano County Priority Development Area (PDA) Program, formerly the TLC Program, now funded under OBAG, is reduced by \$60,000. The Jepson Parkway TLC Plan Update budget in the amount of \$131,155 is added to the budget with the carryover STAF funds from the previous fiscal year for the continuation of the plan activities. The TFCA Program fund is increased by \$20,000 for the anticipated increased funds.

New Limited Term Full and Part Time Positions:

STA was awarded the Federal Safe Routes to School (SRTS) Grant for the new Walking School Bus Program. This grant will fund two (2) new staff, Walking School Bus Coordinators, with limited part time status through FY 2014-15. A walking school bus is a group of children walking to school with one or more adults. STA will partner with the Solano County Health Promotion and Education Bureau with the program at local elementary schools to encourage kids to walk or ride most days of the week.

STA has also received regional SR2S funds from MTC to fund a limited term Safe Routes to School Coordinator. This SR2S funding is available for the next three years.

In addition, STA was awarded funding from the Job Access and Reverse Commute (JARC) for the development of a Mobility Management Plan, a priority strategy identified in the Solano Transportation Study for Seniors and People with Disabilities. This is a short-range planning and management activity and projects for improving coordination among public transportation and other transportation service providers. STA will bring on board a limited term Mobility Program Coordinator for the delivery of the plan and scope of work. These funds are available for the next three years.

Cost of Living Adjustment (COLA) for STA Staff:

The STA Board has adopted a policy for calculating cost of living adjustments for STA staff salaries using the average Consumer Price Index (CPI) of three areas: United States cities, Western Urban areas, and the San Francisco/Oakland/San Jose urban area. With the current economic status and limited revenue sources, the STA staff recommends no COLA for the fourth consecutive fiscal year.

Reserved Funds:

The STA's Contingency Reserve was established in 1999 (Attachment C). In 2007, the Contingency Reserve Plan had a targeted amount of \$852,424 for the six (6) months limited Administration and Operation budget plan. This limited cost would cover the core operating cost, such as the office lease, accounting services, audit, legal cost, general liability insurance, and limited staffing. Subsequently, in February 2008, the STA Board adopted the creation of the Insurance Reserve Fund (IRF) and directed staff to fund the IRF at \$50,000 per year up to \$200,000. In June 2011, the IRF had fully met the targeted amount. Concurrently, the Contingency Reserve Fund, at the end of FY 2011-12 was at 84% of target (\$717,485), and should fully meet its target by FY 2012-13. Thereafter, the Contingency Reserve will be allocated at a reduced amount to cover market inflation. The total Contingency Reserve and the IRF at the end of FY 2011-12 is in the amount of \$917,482.

The total FY 2012-13 revenue and expenditure is \$42.73 million. The FY 2012-13 Proposed Budget Revision is balanced for the continued delivery of STA's priority projects.

Budget highlights for FY 2013-14 is summarized as follow:

FY 2013-14 Revenues

STA's core revenues such as the Members Contribution (Gas Tax) and the TDA funding are anticipated to continue at a lower funding level based on the current economic status. STA has renewed its contract with MTC for the Regional Rideshare Program (RRP), which starts FY 2012-13, for a four (4) years agreement ending FY 2015-16. Project delivery and construction are on-going for I-80 Eastbound Cordelia Truck Scales Relocation Project, the I-80/I-680/I-780 Interchange Project, and I-80 Express Lanes, which are all primarily funded by RM 2. The North Connector and the I-80 HOV Lanes projects are in their follow-up and closeout phase. The Jepson Parkway Project funded by the STIP, Federal Earmark, and the County of Solano is moving to its right of way and construction phase. No fund swap is anticipated to replace Projects and Project Studies fund sources, which tends to fluctuate with the expenditures on multi-year projects and for the different transit activities to backfill reduction of Members Contribution and TDA STAF funds.

Programs such as the Safe Route to Schools (SR2S) Programs and the Mobility Management Program are ongoing and funds are available through FY 2014-15.

FY 2013-14 Expenditure

1. No new positions are added to the proposed FY 2013-14 budgets. Salaries have been budgeted to cover annual merit and performance based step increases, and there is no cost of living adjustment for the fourth year in a row. Limited term staff funded by programs such as SR2S Program and the Mobility Management Plan/Program are included in the budget consistent with the funding allocations and appropriations. The Director of Transit & Rideshare Services is assumed vacant for the second year to sustain salary savings for the organization.
2. Health Benefits premium rates historically increases annually, hence, the budget has been increased to reflect a projected 10% increase for FY 2013-14.
3. Retirement benefits are at the same level from prior fiscal year as anticipated.
4. Contribution to the Contingency Reserve Account is at a reduced level and would meet the approved contingency reserve plan using the Member Contribution. At the end of FY 2013-14, STA will have an anticipated total reserve fund of approximately \$1,055,482, which covers the reserve amount of \$855,482 for Contingency Reserve and the Insurance Reserve of \$200,000.
5. Projects such as the I-80 Eastbound Cordelia Truck Scales Relocation Project and SR 12 Jameson Canyon Project are anticipated to be at the end of the construction phase. The I-80/I-680/I-780 Interchange Project and I-80 Express Lanes are anticipated to begin their construction phases.

The total FY 2013-14 revenue and expenditure is \$31.55 million. The proposed balanced budget has TDA and STAF funding, and the OBAG Grant for the continued delivery of STA's priority projects; no fund swap is reflected in the budget.

Modification to the STA's Organizational Chart, Staff Plan and Salary Structure

As part of the budget, staff is recommending and the Board's Executive Committee is supportive of modifications to the STA's organizational chart, staff plan and salary structure. These changes have been proposed to accommodate expanded work responsibilities and tasks contained in the STA's recently adopted Overall Work Plan and to lower overall staff costs to the STA. Expanded work responsibilities include the implementation of three new grant funded programs for Mobility Management, Safe Routes to School and Walking School Bus Program. The STA has also been tasked to perform additional planning, data collection and coordination tasks as part of the initiation of the new One Bay Area Grant (OBAG). This work is necessary to assist Solano's seven cities and the County to implement the requirements and specifics of the program in order to be eligible to receive future federal transportation funds to be allocated by MTC.

The three new grants provide limited term funding to implement the SR2S, Walking School Bus, and Mobility Management programs. In order to implement these three programs per the requirements of the grant funding, it is recommended that the following limited term employees be retained:

1. A full time, limited term SR2S Program Coordinator
2. A full time, limited term Mobility Management Coordinator
3. Two part-time, limited term Walking School Bus coordinators

The costs for these limited term employees are fully covered by the three new grants.

Staff is also recommending a series of modifications to staff organizational chart, staffing plan, and salary structure that includes the following:

1. Leaving the Director of Transit and Rideshare Services position vacant for the next two years and transferring the position's responsibilities to the department's two manager positions
2. Modifying the salary ranges for two department directors based on an increase in their work tasks and expansion of their areas of responsibility
3. Modifying the salary range of three mid level managers based on their expanded areas of responsibilities

4. Lowering the salary range for one of the department's commute consultant position to reduce costs

In addition, staff is recommending the STA Board reorganize the STA's Salary Ranges from a step based merit system to a salary range to provide the future flexibility to better align future merit increases with available future budget resources (see attachment E). This combination of staff changes and reorganization will result in an overall cost savings to the STA of \$167,261 in FY 2012-13. In future projected cost savings in future fiscal years.

To ensure conformance with the Office of Management and Budget (OMB) Circular A-87 (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the two-year budget FY 2012-13 and FY 2013-14 is presented with revision to the approved budget for FY 2012-13 to reflect changes in the budget revenue and expenditures.

Fiscal Impact:

The STA's overall FY 2012-13 budget is \$42.73 million, an increase of \$24.44 million. The FY 2013-14 Budget is \$31.55 million. The increase in the FY 2012-13 and FY 2013-14 expenditures is based on the increased list of work tasks and construction projects. The budget constraint funding provides for four new limited term contract employees, two full-time and two-part time, funded by three new grant programs obtained by the STA and a modified and reorganized staff plan results in an annual savings of \$150,000 per year for both fiscal years.

Recommendation:

Approve the following:

1. Adopt the STA's FY 2012-13 Budget Revision as shown in Attachment A; and
2. Adopt the STA's FY 2013-14 Proposed Budget as shown in Attachment B.
3. Adopt the modified Organizational Chart, staff plan, and salary schedule as specified in Attachments D and E

Attachments:

- A. STA FY 2012-13 Budget Revision dated July 11, 2012
- B. STA FY 2013-14 Proposed Budget dated July 11, 2012
- C. STA's Reserve Account Balance for Contingency Reserve Fund and Insurance Reserve
- D. Modified STA Organizational Chart Revised July 11, 2012
- E. Proposed Salary Schedule for FY 2012-13- Dated July 11, 2012

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FY 2012-13 PROPOSED BUDGET REVISION

ATTACHMENT A

July 11, 2012

REVENUES			EXPENDITURES		
STA Fund	Adopted FY 12-13	Proposed FY 12-13	Operations & Administration	Adopted FY 12-13	Proposed FY 12-13
MembersContribution/Gas Tax (Reserve Account)	108,000	108,000	Operations Management	1,472,479	1,506,711
Members Contribution/Gas Tax	235,174	171,552	STA Board of Directors/Administration	44,000	48,000
Transportation Dev. Act (TDA) Art. 4/8	340,175	403,064	Expenditure Plan	50,000	50,000
TDA Art. 3	63,297	63,297	Contributions to STA Reserve Account	108,000	108,000
State Transit Assistance Fund (STAF)	682,307	1,414,548	Subtotal	\$ 1,674,479	\$ 1,712,711
One Bay Area Grant (OBAG)/STP	809,000	741,541	Transit and Rideshare Services/SNCI/SR2S		
STIP Planning, Programming and Monitoring (PPM)	377,002	386,039	SNCI/SR2S Management/Administration	435,500	415,037
MTC Grant	-	215,000	Employer Van Pool Outreach	10,000	14,200
Federal Earmark	17,592	42,955	SNCI General Marketing	40,000	41,500
Regional Measure (RM) 2 - North Connector - Design	2,148	2,310	Commute Challenge	16,000	34,000
RM 2 - I-80 Express Lanes	22,018	45,620	Bike to Work Campaign	20,000	20,000
RM 2 - I-80 HOV Lanes/SOHIP	10,406	14,582	Bike Links	5,000	5,000
RM 2 - I-80 Interchange Project	38,192	41,931	Incentives	15,000	-
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	35,670	22,356	Emergency Ride Home (ERH) Program	5,000	5,000
Transportation for Clean Air (TFCA)	225,650	252,894	Rideshare Services - Napa	25,000	30,000
TFCA - NCTPA	25,000	30,000	Safe Route to School Program (SR2S)	538,059	660,863
TFCA Regional Grant	23,250	24,622	Transit Management Administration	243,974	105,232
Yolo/Solano Air Quality Management District (YSAQMD)	28,950	19,493	Community Based Transportation Plan (CBTP)	-	-
Congestion Mitigation Air Quality (CMAQ)	308,296	581,337	Transit Corridor Study/SRTP	-	380,000
Eastern Solano Congestion Mitigation Air Quality (ECMAQ)	287,116	150,000	Lifeline Program	16,000	16,000
Regional Rideshare Program (RRP)	240,000	240,000	Paratransit Coordinating Council (PCC)	45,000	45,000
JARC	-	250,000	Solano Express Marketing	50,000	150,000
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	10,000	SoTrans Transition & Marketing	-	100,000
Local Funds - Cities/County	148,600	98,600	Solano Senior & People with Disabilities Plan Implementation/Committee	125,000	25,000
Partners	18,000	267,500	Mobility Management Plan/Program	-	500,000
Subtotal	\$ 4,055,843	\$ 5,597,241	Transit Consolidation/SoTrans Implementation	80,000	80,000
TFCA Program			Transit Sustainability Study	-	60,000
Transportation for Clean Air (TFCA)	214,453	234,453	Subtotal	\$ 1,669,533	\$ 2,686,832
Subtotal	\$ 214,453	\$ 234,453	Project Development		
Abandoned Vehicle Abatement Program			Project Management/Administration	143,706	78,241
Department of Motor Vehicle (DMV)	320,000	440,000	Local Streets & Roads Annual Report	11,796	12,250
Subtotal	\$ 320,000	\$ 440,000	Regional Impact Fee (Feasibility Study/AB 1600)	-	36,739
Dixon B Street Undercrossing			Management Assistant for Projects in Solano (MAPS)	12,000	12,000
City of Dixon	-	2,850,000	Public Private Partnership (P3) Feasibility Study-Phase 1	-	150,000
Subtotal	\$ -	\$ 2,850,000	Jepson Parkway	2,997,324	2,997,324
Jepson Parkway Project			SR 12/Jameson Canyon Project	200,000	1,000,000
State Transportation Improvement Program (STIP)	2,878,993	2,844,215	I-80/I-680/SR 12 Interchange Project	4,539,498	14,539,498
Federal Earmark	43,331	113,109	North Connector-East Project	322,459	1,500,000
County of Solano	75,000	40,000	I-80/HOV Lanes Project/SOHIP	50,000	50,000
Subtotal	\$ 2,997,324	\$ 2,997,324	I-80 East Bound (EB) Truck Scales Relocation Project	2,325,122	10,325,122
I-80 East Bound (EB) Truck Scales Relocation Project			I-80 Express Lanes Project	3,107,017	3,107,017
RM 2 Funds	2,325,122	10,325,122	Redwood Parkway Drive Improvement Project	161,152	72,000
Subtotal	\$ 2,325,122	\$ 10,325,122	SR 12 Bridge Realignment/Economic Analysis Study	-	20,000
SR 12/Jameson Canyon Project			Dixon B Street Undercrossing	50,000	2,850,000
STIP/TCRP	200,000	1,000,000	DMV Abandoned Vehicle Abatement (AVA) Program	320,000	440,000
Subtotal	\$ 200,000	\$ 1,000,000	Subtotal	\$ 14,240,074	\$ 37,190,191
I-80 High Occupancy Vehicle (HOV) Lanes Project/SOHIP			Strategic Planning		
PA/ED Design RM-2	50,000	50,000	Planning Management/Administration	238,253	179,737
Subtotal	\$ 50,000	\$ 50,000	Events	10,000	12,000
North Connector East Project			Model Development/Maintenance	24,000	24,000
Right of Way - RM-2 Funds	322,459	1,500,000	Solano County PDA Program	160,000	100,000
County of Solano	-	-	Jepson Parkway TLC Plan Update	-	131,155
Subtotal	\$ 322,459	\$ 1,500,000	Climate Change Plan	-	249,500
I-80/I-680/SR 12 Interchange Project			Comprehensive Transportation Plan (CTP) Follow Up	62,076	62,076
RM 2 Funds	4,539,498	14,539,498	Water Transportation Plan	-	50,000
Subtotal	\$ 4,539,498	\$ 14,539,498	Alternative Fuel Plan Implementation	-	50,000
I-80 Express Lanes Project			Rail Facilities Plan	-	50,000
RM 2 Funds	3,107,017	3,107,017	TFCA Programs	214,453	234,453
Subtotal	\$ 3,107,017	\$ 3,107,017	Subtotal	\$ 708,782	\$ 1,142,921
SR 12 Bridge Realignment/Economic Analysis Study			TOTAL, ALL EXPENDITURES		
Federal Earmark	-	20,000	\$ 18,292,868	\$ 42,732,655	
Members Contribution/Gas Tax	-	-			
Subtotal	\$ -	\$ 20,000			
Redwood Parkway Drive/Fairgrounds Improvement Project					
Federal Earmark	147,065	60,000			
Local Match Funds-STA	-	-			
Local Match Funds-Solano County/City of Vallejo	14,087	12,000			
Subtotal	\$ 161,152	\$ 72,000			
TOTAL, ALL REVENUE					
\$ 18,292,868	\$ 42,732,655				

July 11, 2012

REVENUES		EXPENDITURES	
STA Fund	Proposed FY 13-14	Operations & Administration	Proposed FY 13-14
Members Contribution/Gas Tax (Reserve Account)	30,000	Operations Management	1,472,479
Members Contribution/Gas Tax	175,288	STA Board of Directors/Administration	44,000
Transportation Dev. Act (TDA) Art. 4/8	340,175	Expenditure Plan	50,000
TDA-Capital	-	Contributions to STA Reserve Account	30,000
State Transit Assistance Fund (STAF)	1,082,307	Subtotal	\$ 1,596,479
One Bay Area Grant (OBAG)/STP	722,076	Transit and Rideshare Services/SNCI/SR2S	
STIP Planning, Programming and Monitoring (PPM)	335,269	SNCI/SR2S Management/Administration	435,500
MTC Grant	-	Employer Van Pool Outreach	14,000
Federal Earmark	43,000	SNCI General Marketing	41,500
Regional Measure (RM) 2 - North Connector - Design	2,148	Commuter Challenge	34,000
RM 2 - I-80 Express Lanes	47,499	Bike to Work Campaign	20,000
RM 2 - I-80 HOV Lanes/SOHIP	10,406	Bike Links	15,000
RM 2 - I-80 Interchange Project	38,192	Emergency Ride Home (ERH) Program	5,000
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	22,500	Rideshare Services - Napa	10,000
Transportation for Clean Air (TFCA)	244,150	Safe Route to School Program (SR2S)	591,000
TFCA - NCTPA	10,000		
TFCA Regional Grant	-	Transit Management Administration	243,974
Yolo/Solano Air Quality Management District (YSAQMD)	10,507	Community Based Transportation Plan (CBTP)	-
Congestion Mitigation Air Quality (CMAQ)	421,912	Lifeline Program	16,000
Eastern Solano Congestion Mitigation Air Quality (ECMAQ)	198,500	Paratransit Coordinating Council (PCC)	45,000
OBAG - SR2S	182,931	Solano Express Marketing	50,000
Regional Rideshare Program (RRP)	240,000	Transit Corridor Study/SRTP	100,000
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	Solano Senior & People with Disabilities Plan Implementation/Committee	125,000
Local Funds - Cities/County	98,600	Mobility Management Plan/Program	150,000
Partners	78,000	Transit Consolidation/SolTrans Implementation	80,000
Subtotal	\$ 4,343,460	Subtotal	\$ 1,975,974
TFCA Program		Project Development	
Transportation for Clean Air (TFCA)	234,453	Project Management/Administration	94,019
Subtotal	\$ 234,453	Local Streets & Roads Annual Report	12,250
Abandoned Vehicle Abatement Program		Regional Impact Fee (Feasibility Study/AB 1600)	-
Department of Motor Vehicle (DMV)	320,000	Management Assistant for Projects in Solano (MAPS)	12,000
Subtotal	\$ 320,000	Public Private Partnership (P3) Feasibility Study-Phase 2	150,000
Dixon B Street Undercrossing		Jepson Parkway	2,179,379
City of Dixon	2,852,112	SR 12/Jameson Canyon Project	1,067,000
Subtotal	\$ 2,852,112	I-80/I-680/SR 12 Interchange Project	7,000,000
Jepson Parkway Project		North Connector-East Project	100,000
State Transportation Improvement Program (STIP)	2,026,379	I-80/HOV Lanes Project/SOHIP	20,811
Federal Earmark	113,000	I-80 East Bound (EB) Truck Scales Relocation Project	10,325,122
County of Solano	40,000	I-80 Express Lanes Project	3,107,017
Subtotal	\$ 2,179,379	Redwood Parkway Drive Improvement Project	
I-80 East Bound (EB) Truck Scales Relocation Project		Dixon B Street Undercrossing	2,852,112
RM 2 Funds	10,325,122	DMV Abandoned Vehicle Abatement (AVA) Program	320,000
Subtotal	\$ 10,325,122	Subtotal	\$ 27,239,710
SR 12/Jameson Canyon Project		Strategic Planning	
STIP/TCRP	1,067,000	Planning Management/Administration	202,662
Subtotal	\$ 1,067,000	Events	12,000
I-80 High Occupancy Vehicle (HOV) Lanes Project/SOHIP		Model Development/Maintenance	24,000
PA/ED Design RM-2	20,811	Solano County PDA Program	112,000
Subtotal	\$ 20,811	Jepson Parkway TLC Plan Update	-
North Connector East Project		Climate Change Plan	60,000
Right of Way - RM-2 Funds	100,000	Comprehensive Transportation Plan (CTP) Follow Up	62,076
County of Solano	-	Water Transportation Plan	-
Subtotal	\$ 100,000	Open Space Ag. Access Pilot Project	30,000
I-80/I-680/SR 12 Interchange Project		TFCA Programs	234,453
RM 2 Funds	7,000,000	Subtotal	\$ 737,191
Subtotal	\$ 7,000,000	TOTAL, ALL EXPENDITURES	
I-80 Express Lanes Project		\$ 31,549,354	
RM 2 Funds	3,107,017	TOTAL, ALL REVENUE	
Subtotal	\$ 3,107,017	\$ 31,549,354	
SR 12 Bridge Realignment/Economic Analysis Study			
Federal Earmark	-		
Members Contribution/Gas Tax	-		
Subtotal	\$ -		
Redwood Parkway Drive/Fairgrounds Improvement Project			
Federal Earmark	-		
Local Match Funds-STA	-		
Local Match Funds-Solano County/City of Vallejo	-		
Subtotal	\$ -		



Reserve Account Balances

Account 31119-23001

As of: 6/25/2012Contingency Reserve:

FY	Balance	Interest Earned	Total	% at Target	Target Amount	
1999 - 2007	324,443		324,443			
7/07 - 6/08	58,801	14,925	398,169	96%	413,318	YR 1
7/08 - 6/09	58,801	11,673	468,643	91%	515,161	YR 2
7/09 - 6/10	58,000	13,851	540,494	87%	622,736	YR 3
7/10 - 6/11	58,000	7,664	606,158	82%	735,364	YR 4
7/11 - 6/12	108,000	3,324	717,482	84%	852,424	YR 5
7/12 - 6/13						YR 6
7/13 - 6/14						YR 7
Total Contingency Reserve	666,045	51,437				

Insurance Reserve:						
Established FY 2007-08			0.00			
7/07 - 6/08	50,000		50,000	100%	50,000	YR 1
7/08 - 6/09	50,000		100,000	100%	100,000	YR 2
7/09 - 6/10	50,000		150,000	100%	150,000	YR 3
7/10 - 6/11	50,000		200,000	100%	200,000	YR 4
Total Insurance Reserve	200,000					
Account	866,045	51,437	917,482			

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Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City, CA 94585

Tel.: (707) 424-6075

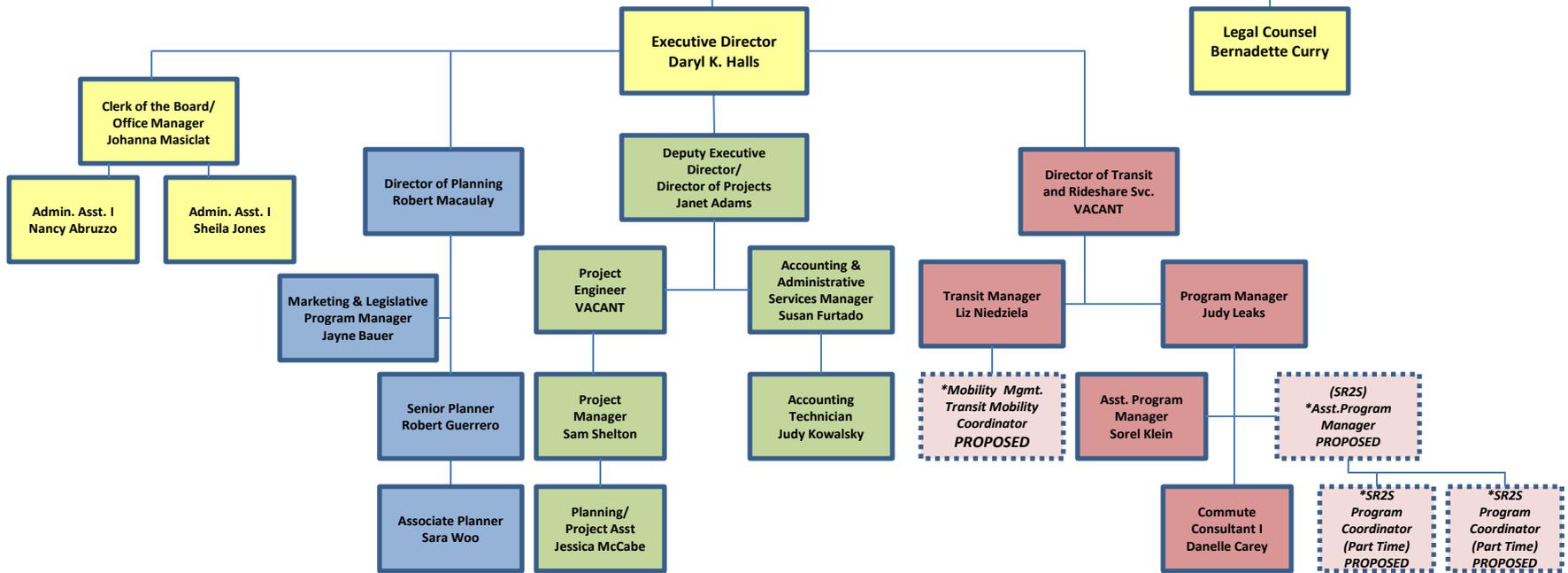
Fax: (707) 424-6074



Top Row Left to Right: City of Vacaville Mayor Steve Hardy (STA 2012 Board Vice-Chair); City of Vallejo Mayor Osby Davis; City of Suisun City Mayor Pete Sanchez; County of Solano Supervisor Jim Spering
Bottom Row Left to Right: City of Rio Vista Mayor Jan Vick; City of Dixon Mayor Jack Batchelor, Jr. (STA 2012 Board Chair); City of Fairfield Mayor Harry Price; City of Benicia Mayor Elizabeth Patterson

Organizational Chart (FY 2012-13)

*Proposed Reorganization
Updated 07-11-2012*



**Indicates Grant-Funded
Positions*

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PROPOSED SALARY RANGE
FY 2012-13
Revised July 11, 2012

TITLE	Exempt Status	Salary Range	
		Minimum Monthly	Maximum Monthly
Executive Director	Yes	\$12,500	\$15,167
Deputy Executive Director/Director for Projects	Yes	\$11,553	\$14,011
Director for Planning	Yes	\$9,981	\$12,739
Accounting & Administrative Services Manager	Yes	\$6,765	\$8,223
Clerk of the Board/Office Manager	Yes	\$6,442	\$7,831
Program Manager	Yes	\$6,442	\$7,831
Transit Program Manager	Yes	\$6,442	\$7,831
Marketing and Legislative Program Manager	Yes	\$5,583	\$7,125
Project Manager	Yes	\$5,583	\$7,125
Senior Planner	Yes	\$5,583	\$7,125
Associate Planner	No	\$4,923	\$5,984
Assistant Program Manager	No	\$4,923	\$5,984
Accounting Technician	No	\$4,008	\$4,871
Commute Consultant II	No	\$4,008	\$4,871
Planning/Project Assistant	No	\$4,008	\$4,871
Transit Mobility Coordinator (Limited Term)	No	\$4,008	\$4,419
Administrative Assistant II	No	\$3,409	\$4,144
Administrative Assistant I	No	\$3,029	\$3,682
Commute Consultant I (Limited Term)	No	\$3,340	\$3,682
Program Coordinator (SR2S) (Limited Term)	No	\$15	\$22 Hourly

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DATE: June 27, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: SolanoExpress Intercity Ridership Study

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 finalizing 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.

At its meeting of June 27th, the Solano Express Intercity Transit Consortium (Consortium) and Technical Advisory Committee (TAC) members unanimously approved to forward the recommendation to the STA Board to approve SolanoExpress Intercity Transit Ridership Study Report.

Recommendation:

Approve the 2012 Intercity Transit Ridership Study Report as shown in Attachment A.

Attachment:

- A. Solano Express Intercity Ridership Study (This attachment has been provided to the STA Board members under separate enclosure. To obtain a copy, please contact the STA at (707) 424-6075.



DATE: July 3, 2012
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: OneBayArea Grant (OBAG) Project Selection

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 4th, MTC staff released additional proposed amendments to the OBAG guidelines. One of the most significant changes is the proposal to add a fourth year to the OBAG cycle, and to add one additional year of funding for the CMAs. For STA, the funding would increase from \$16 million over 3 years to \$19 million over 4 years.

At its meeting of April 11, 2012, the STA Board approved an initial allocation plan for anticipated OBAG funds. That allocation plan assumed a 3-year funding cycle, and allocated \$5.2 million to the Dixon West B Street Undercrossing and to funding STA Planning and SNCI staff. With the addition of a 4th year to the OBAG funding cycle and using the same formula, the existing commitments total \$6.2 million.

Discussion:

On May 17, 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 Project Development Area (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 to Resolution 4035), 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 and to allow programming of the Existing Commitments approved by the STA Board in April, STA is recommending a two-step approach: certification of the adequacy of the eligibility of the Existing Commitments at the July Board meeting, and simultaneously issuing a Unified Call for Projects in July.

Certification of Existing Commitments. Attachment B is the draft STA Resolution certifying that the existing commitments (Dixon West B Street Undercrossing, Planning fund and SNCI funds) meet the OBAG eligibility requirements. The Resolution contains its own exhibits that provide the supporting documentation for the findings made in the Resolution. By adopting the Resolution at this time, STA and the City of Dixon can ensure that funds for the Dixon West B Street Undercrossing are programmed in the current Transportation Improvement Plan (TIP), and that construction can proceed in a timely manner (FY 2012-13).

Programming \$2.5M of Eastern Solano CMAQ and Transportation Enhancements (TE) funds for Dixon West B St. Undercrossing Project. On April 20, 2011, the STA Board approved a fund plan committing \$4.949 M in current and future discretionary funding for the City of Dixon's West B Undercrossing Project as outlined in Attachment C. The STA Board has subsequently approved the programming of funds as described in the fund strategy, including \$925,000 in Transportation Development Act (TDA) article 4/8 funds, \$125,000 of TDA Article 3 funds, of \$668,000 in federal earmark funds, \$1.321M in State Transportation Improvement Program (STIP) TE funds, accepted \$1.151M in local City of Dixon funds as part of a STA project delivery agreement, and applied for \$450,000 of State Safe Routes to School Grant funds. The last remaining STA Board funding programming action required to completely fund this project is \$2.5M in Cycle 2 discretionary funds.

Should the STA be unsuccessful in obtaining the \$450,000 of State SR2S grant funds for this project, STA staff recommends programming \$1.141 million of OBAG TE funding and \$1.394 million of OBAG CMAQ funding for a total of \$2.535 million in OBAG funding. Should the STA be successful in obtaining the State SR2S grant, STA staff recommends programming less OBAG CMAQ funding at \$944,000 for a total of \$2.085M OBAG funds. Unprogrammed OBAG CMAQ funding saved by the State SR2S grant would be programmed as part of other OBAG projects at a later date.

As part of this programming action, since the STA is the project sponsor and implementing agency for the City of Dixon's West B Street Undercrossing project, the STA Board must adopt a resolution of local support for federal funds (Attachment E, to be provided under separate cover).

Unified Call for Project. STA's Unified Call for Projects will meet the requirements established by MTC in the OBAG Guidelines. The Call for Projects will be issued on July 13, and project submittals from member agencies will be due on August 22. All of the STA advisory committees will also be asked to identify their funding priorities in response to the Call for Projects. The Call for Projects cover letter and supporting attachments are included as Attachment F.

Included in the Call for Projects is a public outreach plan that includes all of the STA committee meetings discussed above, as well as direct consultation with the representatives of a local Native American tribe. The meeting of the Lifeline Committee

will be specifically designed to reach out to community-based organizations that deal with transit-dependent and low income communities. In addition, STA will post information about the Call for Projects on the STA website and Facebook page, and will provide the information in Spanish and Pilipino (the two most-spoken non-English languages in Solano County).

As requested by the STA Board, a workshop on funding allocation will be held for the STA Board. The tentative time for this workshop is early to mid September. The input received from the public and STA advisory committees will be provided to the STA Board at this workshop to help guide the Board in identifying funding policies.

At its meeting of June 27, 2012, the TAC recommended that the STA Board certify that the Existing Commitments meet the requirements of the MTC OBAG guidelines, and that the STA Board issue Unified Call for Projects using the documents found in Attachments D and F. The TAC members discussed and supported early delivery and programming of LS&R funds. However, because some jurisdictions do not meet the OBAG Complete Streets and/or Housing Element requirements, STA is not able to certify OBAG compliance for LS&R projects at this time. These projects will be subject to a LS&R Call for Projects, with submittals due by August 10, 2012. LS&R submittals will be reviewed by the STA TAC at its meeting of August 29, 2012, and the STA Board at its meeting of September 12, 2012.

Recommendation:

Approve the following:

1. Adopt Resolution No. 2012-12, provided as Attachment B, certifying that the Solano Existing OBAG Projects meet the requirements of the MTC OBAG Guidelines;
2. Issuance of a Unified Call for Projects for Solano OBAG projects as provided in Attachment F;
3. The programming of Cycle 2 OneBayArea Grant (OBAG) funds for the Dixon West B Street Undercrossing project as follows: \$1.141 M of Transportation Enhancements (TE) funds; and, \$1.394 M of Congestion Management and Air Quality (CMAQ) funds for a total of \$2.535 M;
4. Adopt Resolution No. 2012-13 of Local Support for Federal Funding provided as Attachment E, authorizing the filing of an application for federal funding and committing the necessary non-federal match and stating the assurance to complete the project; and
5. Approve issuance of a Local Streets and Roads Call for Projects for Solano OBAG funds as provided in Attachment G.

Attachments:

- A. MTC Resolution 4035
- B. Draft Resolution 2012-12 certifying compliance with the Metropolitan Transportation Commission OneBayArea Grant Guidelines for the Solano Transportation Authority Existing Commitments
- C. Dixon West B Street Fund Strategy, approved April 20, 2011
- D. STA Board Commitments for OBAG funding, approved April 11, 2012
- E. Resolution 2012-13, Resolution of Local Support for Federal Funds (To be provided under separate cover)
- F. STA OBAG Unified Call for Projects
- G. Local Streets and Roads Call for Projects for Solano OBAG funds

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

ABSTRACT

Resolution No. 4035

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

The resolution includes the following attachments:

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

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

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

Attachment A
Resolution No. 4035

Cycle 2 Program Project Selection Criteria and Programming Policy

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

Cycle 2 Program Policy and Programming

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BACKGROUND

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

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

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

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

CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE

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

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

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

NEW FUNDING APPROACH FOR CYCLE 2—THE ONEBAYAREA GRANT

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

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

Project List

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

OneBayArea Grant Fund Distribution Formula

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

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

OBAG Fund Distribution Factors

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

* RHNA 2014-2022

**Housing Production Report 1999-2006

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

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

CYCLE 2 GENERAL PROGRAMMING POLICIES

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

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

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

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

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

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

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

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

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

5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with federal funds.
6. **Application, Resolution of Local Support.** Project sponsors must submit a completed project application for each project proposed for funding through MTC’s Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff, and 2) Resolution of Local Support approved by the project sponsor’s governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link:
http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc
7. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 2 Program to ensure 1) eligibility; 2) consistency with the RTP; and 3) project readiness. In addition, project sponsors must adhere to directives such as “Complete Streets” (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

► **Federal Project Eligibility:** STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

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

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

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

- ▶ **RTP Consistency:** Projects included in the Cycle 2 Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 2 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.

- ▶ **Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists) Policy:** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are considered by the county for funds and submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions for Cycle 2.

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

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

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

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

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

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

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

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

REGIONAL PROGRAMS

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

1. Regional Planning Activities

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

2. Regional Operations

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

3. Freeway Performance Initiative

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

4. Pavement Management Program

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

5. Priority Development Area (PDA) Activities

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

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

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

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

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

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

6. Climate Change Initiatives

The proposed funding for the Cycle 2 Climate Initiative Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO₂ emissions reductions per SB375 and federal criteria pollutant reductions. Staff will work with the Bay Area Air Quality Management District to implement this program.

7. Safe Routes to Schools

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

8. Transit Capital Rehabilitation

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

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

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

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

ONEBAYAREA GRANT PROGRAMMING POLICIES

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

- ▶ Program Eligibility: The congestion management agency may program funds from its One Bay Area Grant fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities
 - Safe Routes To School/Transit
 - Priority Conservation Area
 - Planning and Outreach Activities

- ▶ Fund Source Distribution: OBAG is funded primarily from three federal fund sources: STP, CMAQ and TE. Although the new federal surface transportation authorization act now under consideration may alter the actual fund sources available for MTC's programming discretion it is anticipated that any new federal programs would overlap to a large extent with existing programs. The CMAs will be provided a breakdown of specific OBAG fund sources, with the understanding that actual fund sources may change as a result of the new federal surface transportation act. In this situation, MTC staff will work with the CMAs to realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund sources available and final apportionment levels.

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

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

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

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

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

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

CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE

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

1. CMA Planning and Outreach

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

2. Local Streets and Roads Preservation

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

Pavement Rehabilitation:

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

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

Non-Pavement:

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

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

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

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

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

3. Bicycle and Pedestrian Improvements

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

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

4. Transportation for Livable Communities

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

General project categories include the following:

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

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

5. Safe Routes to School

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

http://mtc.ca.gov/funding/STPCMAQ/7_SR2S_Eligibility_Matrix.pdf

Non-Infrastructure Projects

Public Education and Outreach Activities

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

Infrastructure Projects

Bicycle/Pedestrian Use:

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

Exclusions found to be ineligible uses of CMAQ funds:

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

6. Priority Conservation Areas

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

PROGRAM SCHEDULE

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

Appendix A-1

Cycle 2

Regional and County Programs

FY 2012-13 through FY 2015-16

May 2012

Proposed Cycle 2 Funding Commitments

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

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

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Cycle 2 Total Total:*	\$795
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* Amounts may not total due to rounding

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

Appendix A-2

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

OBAG - County CMA Planning

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

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Regional Agency Planning

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

\$33,965,000

Appendix A-3

Cycle 2

Safe Routes to School County Distribution

FY 2012-13 through FY 2015-16

May 2012

Safe Routes To School County Distribution

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

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* From California Department of Education for FY 2010-11

Appendix A-4

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

OBAG Geographic Funding Distribution

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

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

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

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

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

1. Public Involvement and Outreach

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

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

2. Agency Coordination

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

3. Title VI Responsibilities

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

Appendix A-6: PDA Investment & Growth Strategy

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

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

(1) Engaging Regional/Local Agencies

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

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
 - *Short-term:* By May 1, 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
 - *Long-term:* Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

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

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

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

Process/Timeline

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

Attachment B-1

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

Regional Programs Project List

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

Attachment B-2

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

OBAG Program Project List

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

RESOLUTION NO. 2012-12

RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY CERTIFYING COMPLIANCE WITH THE METROPOLITAN TRANSPORTATION COMMISSION ONEBAYAREA GRANT GUIDELINES FOR THE SOLANO TRANSPORTATION AUTHORITY EXISTING COMMITMENTS

WHEREAS, ON May 17, 2012, the Metropolitan Transportation Commission (MTC) issued guidelines for funding projects and programs through the OneBayArea Grant (OBAG); and

WHEREAS, pursuant to the provisions of the OBAG Guidelines, the Solano Transportation Authority (STA), as the Congestion Management Agency for Solano County, is designated as the entity that will certify proposed projects and programs for consistency with the OBAG Guidelines; and

WHEREAS, the City of Dixon meets the OBAG Criteria, as demonstrated by the following:

- i. The City of Dixon has a Housing Element certified by the California Department of Housing and Community Development as of August 19, 2009, as shown in Exhibit A.
- ii. The City of Dixon is compliant with the California Complete Streets Act of 2008, as shown in the language from the Dixon General Plan provided in Exhibit B.
- iii. The Dixon West B Street Pedestrian Undercrossing has undergone public hearings and public outreach that is consistent with Title VI of the Civil Rigs Act of 1964, as shown in Exhibit C; and

WHEREAS, the STA meets the OBAG Criteria for existing programming commitments, as demonstrated by the following;

- i. STA is a CMA, and is neither required to nor able to adopt a Housing Element or Complete Streets policy.
- ii. STA is a CMA able to receive and use Surface Transportation Program funds for planning activities.
- iii. STA is a CMA able to receive and use Congestion Mitigation for Air Quality funds for rideshare activities, including the Solano Napa Commuter Information (SNCI).
- iv. The STA Existing Commitments has undergone public hearings and public outreach that is consistent with Title VI of the Civil Rigs Act of 1964, as shown in Exhibit D.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority certifies to the Metropolitan Transportation Commission that the STA Existing Commitments, consisting of the Dixon West B Street Pedestrian Undercrossing and the programming of STP funds for STA Planning and CMAQ funds for SNCI are consistent with OBAG Guidelines.

Jack Batchelor, Jr, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11th day of July 2012 by the following vote:

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

Attest: _____
Johanna Masiat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting held this 11th day of July 2012.

Daryl K. Halls, Executive Director
Solano Transportation Authority

HOUSING ELEMENT COMPLIANCE REPORT
 06/01/2012 3:41 p.m.

<u>County</u>	<u>Jurisdiction</u>	<u>Record Type</u>	<u>Date Received</u>	<u>Date Reviewed</u>	<u>Compliance Status</u>
SANTA CRUZ	CAPITOLA	ADOPTED	2/26/2010	4/6/2010	IN
	SANTA CRUZ	ADOPTED	4/8/2011	5/27/2011	IN
	SANTA CRUZ COUNTY	ADOPTED	2/3/2010	5/4/2010	IN
	SCOTTS VALLEY	ADOPTED	12/9/2009	3/9/2010	IN
	WATSONVILLE	ADOPTED	2/25/2010	4/30/2010	IN
SHASTA	ANDERSON	ADOPTED	12/21/2009	1/12/2010	IN
	REDDING	ADOPTED	2/8/2010	5/3/2010	IN
	SHASTA COUNTY	ADOPTED	3/28/2011	4/14/2011	IN
	SHASTA LAKE	ADOPTED	6/17/2010	7/7/2010	IN
SIERRA	LOYALTON	ADOPTED	10/30/2009	11/19/2009	IN
	SIERRA COUNTY	DRAFT	8/24/2009	10/21/2009	OUT
SISKIYOU	DORRIS	ADOPTED	11/8/2010	12/20/2010	IN
	DUNSMUIR	ADOPTED	6/7/2010	8/5/2010	IN
	ETNA	ADOPTED	3/22/2010	5/12/2010	IN
	FORT JONES	ADOPTED	3/14/2012	-	IN REVIEW
	MONTAGUE	ADOPTED	5/17/2010	7/26/2010	IN
	MOUNT SHASTA	ADOPTED	2/16/2010	3/24/2010	IN
	SISKIYOU COUNTY	ADOPTED	5/17/2010	7/6/2010	IN
	TULELAKE	ADOPTED	4/28/2011	6/13/2011	IN
	WEED	ADOPTED	7/28/2011	8/10/2011	IN
	YREKA	ADOPTED	11/30/2009	2/23/2010	IN
SOLANO	BENICIA	DRAFT	8/10/2009	10/8/2009	OUT
	DIXON	ADOPTED	7/27/2009	8/19/2009	IN
	FAIRFIELD	ADOPTED	6/19/2009	7/2/2009	IN
	RIO VISTA	ADOPTED	9/6/2011	9/9/2011	IN
	SOLANO COUNTY	ADOPTED	8/23/2010	9/1/2010	IN
	SUISUN CITY	ADOPTED	7/9/2009	10/7/2009	IN
	VACAVILLE	ADOPTED	4/30/2010	7/21/2010	IN
	VALLEJO	ADOPTED	9/6/2011	9/21/2011	IN
SONOMA	CLOVERDALE	ADOPTED	10/5/2009	10/19/2009	IN
	COTATI	ADOPTED	8/14/2003	9/12/2003	IN
	HEALDSBURG	ADOPTED	2/4/2010	2/23/2010	IN
	PETALUMA	ADOPTED	6/22/2009	7/31/2009	IN
	ROHNERT PARK	ADOPTED	6/9/2010	9/7/2010	IN
	SANTA ROSA	DRAFT	5/1/2012	5/22/2012	IN
	SEBASTOPOL	ADOPTED	10/25/2010	12/20/2010	IN
	SONOMA	DRAFT	3/15/2010	5/12/2010	OUT
	SONOMA COUNTY	ADOPTED	6/24/2009	6/26/2009	IN
	WINDSOR	ADOPTED	7/27/2009	10/23/2009	IN
STANISLAUS	CERES	ADOPTED	4/5/2012	-	IN REVIEW
	HUGHSON	ADOPTED	8/27/2009	9/28/2009	IN
	MODESTO	ADOPTED	7/1/2011	7/26/2011	IN
	NEWMAN	ADOPTED	3/18/2010	6/16/2010	IN
	OAKDALE	ADOPTED	9/13/2010	12/7/2010	IN
	PATTERSON	ADOPTED	4/26/2010	7/21/2010	OUT
	RIVERBANK	ADOPTED	9/21/2009	10/19/2009	IN
	STANISLAUS COUNTY	DRAFT	2/9/2012	4/4/2012	OUT
	TURLOCK	ADOPTED	3/2/2012	3/23/2012	IN
	WATERFORD	DRAFT	11/16/2004	1/14/2005	OUT
SUTTER	LIVE OAK	ADOPTED	6/26/2009	8/13/2009	IN

Exhibit B
City of Dixon Complete Streets Act of 2008 Compliance

Air Quality Policy 1-9: Promote street design, including designation of dedicated bicycle lanes and improvement of the sidewalk network, which provides an environment which encourages biking and walking.

Implementation Program 1-9-1: Evaluate Engineering Standards for the following: (1) opportunities to improve pedestrian and bicycle safety and access, such as traffic signal crosswalk activation buttons at the back of curbs, curb “bulb-outs” to reduce pedestrian/vehicle conflicts, lighted crosswalks, pedestrian refuge islands, and pedestrian countdown heads on signal lights as part of new development areas and where feasible in existing development, and (2) compliance with “complete street” regulatory requirements to ensure streets accommodate the travel of all modes of traffic and users, including bicycles, pedestrians, the disabled, vehicles, and, where appropriate, trucks.

Exhibit C

City of Dixon West B Street Pedestrian Undercrossing
Public Outreach in Compliance with Title VI of the Civil Rights Act of 1964

Date of Meeting	Agenda Item	Action	Public Outreach
<p>January 5, 2012 BAC</p> <p>April 11, 2012 Board</p>	<p>Solano County Bicycle Priority Projects List and Fiscal Year (FY 2012-13) Transportation Development Act (TDA) Article 3 Allocation</p>	<p>Approve/Forward a recommendation to the STA Board to approve the following for FY 2012-13 TDA Article 3 funding:</p> <ol style="list-style-type: none"> 1. \$125,000 allocation for the Dixon West B Street Bicycle and Pedestrian Undercrossing Project 2. Retain TDA Article 3 funds as local match for future priority projects 	<p>Meeting notices and packets on STA web site;</p> <p>STA Board meeting notice posted at local City Halls/County Administrative Office</p>
<p>February , 2012 PAC</p> <p>April 11, 2012 Board</p>	<p>Solano County Pedestrian Priority Projects List and Fiscal Year (FY 2012-13) Transportation Development Act (TDA) Article 3 Allocation</p>	<p>Approve/Forward a recommendation to the STA Board to approve the following for FY 2012-13 TDA Article 3 funding:</p> <ol style="list-style-type: none"> 1. \$125,000 allocation for the Dixon West B Street Bicycle and Pedestrian Undercrossing Project 2. \$15,000 allocation for the STA Bicycle and Pedestrian Wayfinding Signage Program Phase 1 3. Retain TDA Article 3 funds as local match for future priority projects 	<p>Meeting notices and packets on STA web site;</p> <p>STA Board meeting notice posted at local City Halls/County Administrative Office</p>
<p>November 22, 2011 BAC</p>	<p>Countywide Bicycle Transportation Plan</p>	<p>Adopt/Forward a recommendation to the STA Board to approve the Solano Countywide</p>	<p>Meeting notice and packet on STA web site</p>

December 14, 2011 Board		Bicycle Transportation Plan; Dixon West B Street Bicycle and Pedestrian Undercrossing identified as a priority project	
May 18, 2011 PAC	Countywide Pedestrian Transportation Plan	Adopt/Forward a recommendation to the STA Board to approve the Solano Countywide Pedestrian Transportation Plan; Dixon West B Street Bicycle and Pedestrian Undercrossing identified as a priority project	Meeting notice and packet on STA web site
January 11, 2012 Board			
April 20, 2011	City of Dixon's Intermodal Station West B Street Undercrossing Project Funding Plan	Approve a fund plan committing \$4.949 million current and future discretionary funding for the City of Dixon's West B Undercrossing Project	Meeting notices and packets on STA web site; STA Board meeting notice posted at local City Halls/County Administrative Office
March 9, 2011	Solano Rail Crossing Inventory and Improvement Plan	Adopt the Solano Rail Crossing Inventory and Improvement Plan; Dixon West B Undercrossing identified as top priority project	Meeting notice and packet on STA web site; STA Board meeting notice posted at local City Halls/County Administrative Office

City of Dixon's West B Street Bicycle and Pedestrian Undercrossing Fund Strategy

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Fund Sources Total
TDA 4/8	2011-12	VV/Dix Fund Swap	\$325,000
TDA 4/8	2012-13	VV/Dix Fund Swap	\$325,000
TDA 4/8	2013-14	VV/Dix Fund Swap	\$325,000
TDA 3	2012-13	Due March 2012	\$125,000
YSAQMD CAF	2012-13	Due March 2012	\$100,000
E-CMAQ, if Cycle 2	2012-13	TBD	\$2,000,000
MTC-STA SR2S, if Cycle 2	2012-13	TBD	\$600,000
STIP-TE, if reauthorized	2012-13	Reprogram, Apr 26	\$649,000
State SR2S Grant	2012-13	TBD	\$500,000
		TOTAL	\$4,949,000
		SHORTFALL	\$1,151,000
		Project Phase Total:	\$6,100,000

Existing Commitments and TAC LS&R Maintenance Recommendation for OBAG Funds

Existing Commitments	Planning	\$2,254,500 (\$751,500/ year)
	SNCI	\$400,000 (\$133,000/ year)
	Dixon West B Undercrossing	\$2,500,000
Total Existing Commitments		\$5,154,500
Total Available OBAG Funds		\$16,000,000
Available for Projects and LS&R		\$10,845,500

ATTACHMENT E

Resolution No. 2012-13

Resolution of Local Support for Federal Funds will be provided under separate cover.

July 13, 2012

Re: Solano Transportation Authority
One Bay Area Grant (OBAG) Call for Projects

To Interested Applicants:

The Solano Transportation Authority (STA) is currently seeking input on how to allocate an estimated \$ ____ (____ million) in federal fund for transportation projects. The funding is available for the following Fiscal Years (FY): 2012-13, 2013-14, 2014-15 and 2015-16. These funds are available through the Metropolitan Transportation Commission (MTC) OneBayArea Grant (OBAG) program.

Attached you will find a copy of the STA's guidelines for project selection, guidelines on allowable uses of the available federal funds, and the STA's public outreach schedule. This information is also available electronically online at the STA's website: www.solanolinks.com. Please note that all projects or programs submitted for funding must be submitted by a public agency.

STA OBAG funding applications are due ***no later than 3 p.m., Wednesday, August 22, 2012*** to:

Solano Transportation Authority
Attention: Robert Macaulay, Director of Planning
One Harbor Center, Suite 130
Suisun, CA 94585

Please contact Robert Macaulay, Director of Planning, at 707 424-6075 or rmacaulay@sta-snci.com for more information.

Sincerely,

Daryl K. Halls
Executive Director

Exhibits:

- A. Minimum Standards for Proposed OBAG Project or Program Eligibility
- B. Allowable Uses of Available Federal Funds
- C. STA OBAG Public Outreach Schedule

Exhibit A

Solano Transportation Authority

Minimum Standards for Proposed OBAG 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

Exhibit B

Allowable Uses of Available Federal Funds

FUND SOURCE: Surface Transportation Program

Generally may fund all OBAG project categories: New roadway and facility construction, Local Streets and Roads (LS&R) maintenance, Congestion Management Agency (CMA) Planning, Safe Routes to School, Transportation for Livable Communities, Bicycle and Pedestrian categories including Planning Studies. New roadway and facility improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), must be federal-aid eligible roadways. STP funds can also be used for mitigation related to an STP project, public transit capital improvements, and transportation system management, transportation demand management, transportation control measures, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code

FUND SOURCE: Congestion Mitigation for Air Quality

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Generally may fund following OBAG project categories that result in air quality improvement: Safe Routes to School, Transportation for Livable Communities, Bicycle and Pedestrian categories (excluding Planning Studies). This includes Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities directly related to the delivery of a project, inspection and maintenance programs, and experimental pilot projects. For more detailed guidance see the CMAQ Program Guidance (FHWA, November 2008).

Exhibit C

STA OBAG Public Outreach Schedule

July 11	<p>STA Board adopts OBAG Call for Projects Guidelines and Schedule and Issues a Call for Projects</p> <p>STA Board approves public process for OBAG Committed Funding</p>
August through September	<p>Committee Meetings:</p> <p>Bicycle Advisory Committee (September 6)</p> <p>Pedestrian Advisory Committee (September 5)</p> <p>Paratransit Coordinating Council</p> <p>Safe Routes to Schools Advisory Committee</p> <p>Senior and Persons with Disabilities Steering Committee (July 19)</p> <p>Lifeline Committee/ Community Based Organizations</p> <p>Tribal Consultation</p> <p>Public Workshop</p>
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

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DATE: June 27, 2012
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Development of Priority Development Area (PDA) Investment Strategy and Schedule

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 (CMAs) 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 and Transportation for Sustainable Communities Plans as a starting point for the new PDA Investment Strategy. Both plans were recently completed and each provides information related to Solano's PDAs.

The STA Technical Advisory Committee reviewed and unanimously approved this item at their January 27, 2012 meeting.

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:

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 goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

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

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

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

Process/Timeline

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 Overall Implementation Process and Schedule

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

*(based on May 17th 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 10-15th
- STA TAC Scope Approval- August 29th
- STA Board Approval- September 12th

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?

FY 2013-14 and annually thereafter

Task 5. Implementation

- Select PDA projects for funding

Task 6. Monitoring and Reporting

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



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

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 a 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. During FY 2011-12, the number of local vendors increased from fifteen (15) to nineteen (19). Concurrently, the total local dollars spent 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. During FY 2011-12, the number of local vendors increased 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 of each year. The STA TAC reviewed report at their meeting of June 27, 2012.

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:

Informational.

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%
Total	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 2: (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%
Total	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: July 2, 2012
TO: STA Board
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

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 project. In addition, the I-80 Eastbound Cordelia Truck Scales Relocation Project received nearly \$50 million in funding from the Trade Corridor Improvement Fund (TCIF) 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 other 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 the California Department of Transportation (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.

1. The California Transportation Commission (CTC) did swap the \$24 million of Proposition 1B CMIA to the 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.

2.) 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 two 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).

3.) 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.

4.) 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.

5.) Jepson Parkway

STA completed its work to prepare alignment plans for the four (4) 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 Agreement with the City's of Fairfield and

Vacaville and Solano County. Phases 1 and 2 that are moving forward to construction are 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.

6.) 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. 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).

7.) State Route 12 East Projects

The next safety project on SR 12 East is \$9 million of 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.

8.) 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 of 2012.

Recommendation:

Informational.

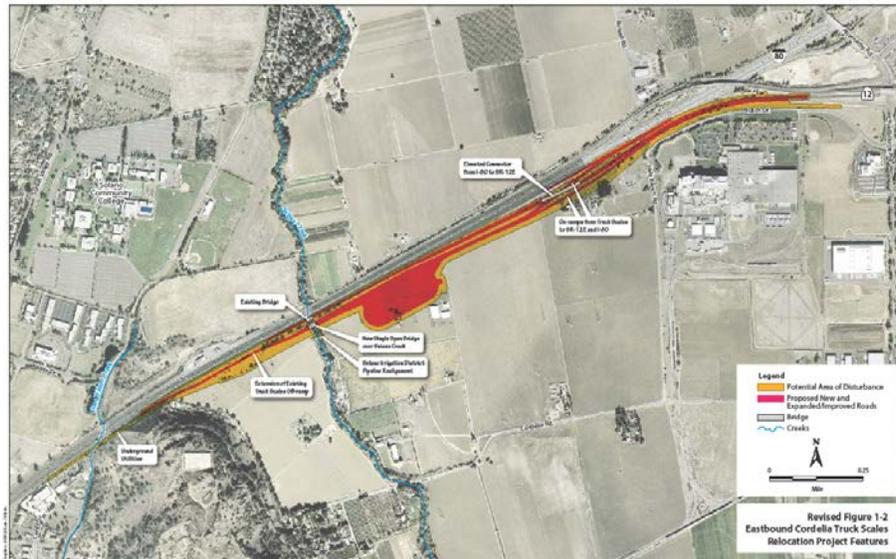
Attachments:

- 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

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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

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		\$ 162,148.01
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

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	\$ 539,646.93
		Sub Total All CCO's	<u>\$ 701,794.94</u>

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	

8- PROJECT PHOTOS



Suisun Creek A1 & A2 Embankment



Suisun Creek A1 & A2 Embankment



Retaining Wall #1 Compaction Test



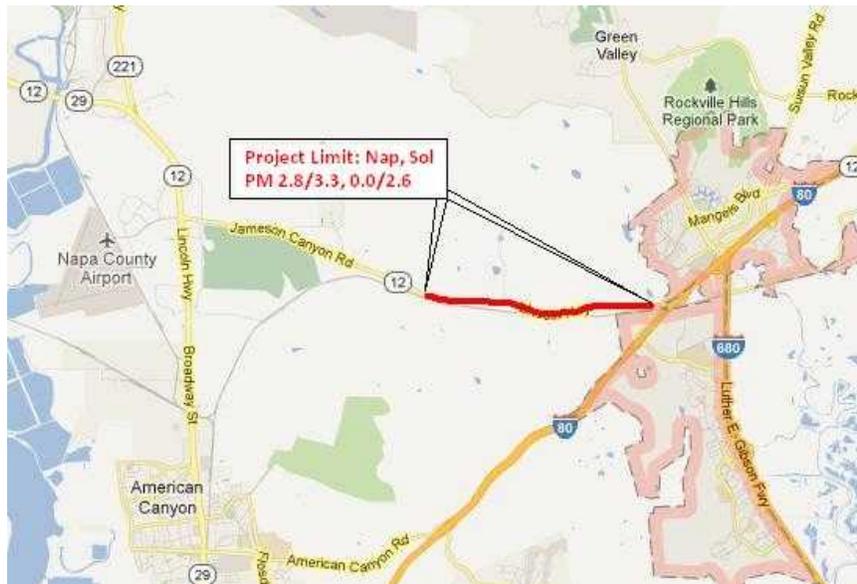
Retaining Wall #2 Compaction Test



Groundwater Encountered at Retaining Wall #4 Site

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

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

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

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



Soil nail installation at Retaining Wall No. 4B.

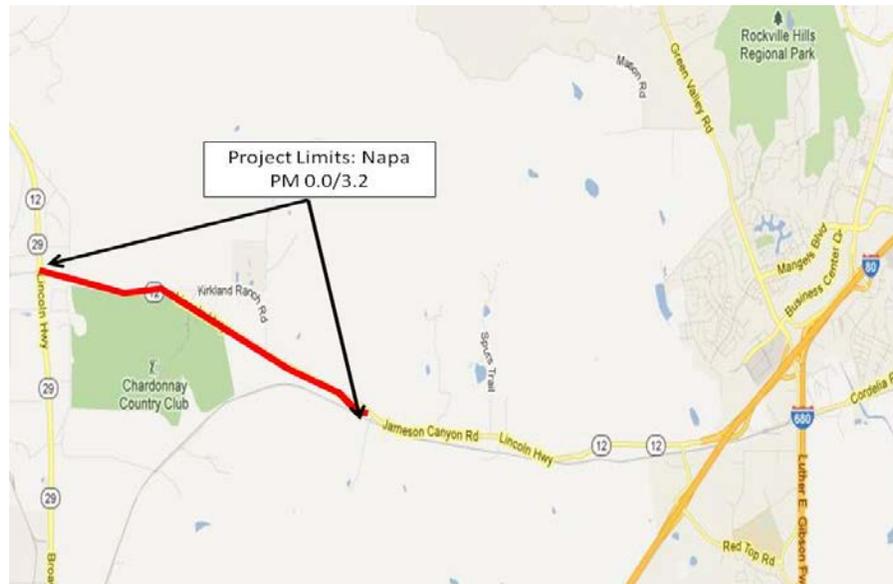


Structure excavation at Retaining Wall No. 4A and completed Private Access Road (D5 Line) above the retaining wall.

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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

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

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

5- CONTRACT CHANGE ORDERS

CCO's IN SYSTEM*		
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		\$ 350,316.72
PENDING CCO's*		
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		\$ 479,692.00
Sub Total All CCO's		\$ 830,008.72

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

UNRESOLVED DISPUTES			
Claim No.	Description	Claimed Amount	Estimated Risk
	None		

8- PROJECT PHOTOS

Tree Cutting



Environmental Fence Installation



Clearing and Grubbing



Storm Drain Crossing Installation



K-Rail Placement



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DATE: July 3, 2012
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Draft State Route (SR) 12 Economic Study

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 of June 27, 2012, the Study's Project Manager, Dale Pfeiffer, provided a summary and answered questions on the economic study. Solano EDC and ArchiLogix also made a presentation on the economic study to approximately 30 people in Rio Vista on the evening of June 28, 2012.

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

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

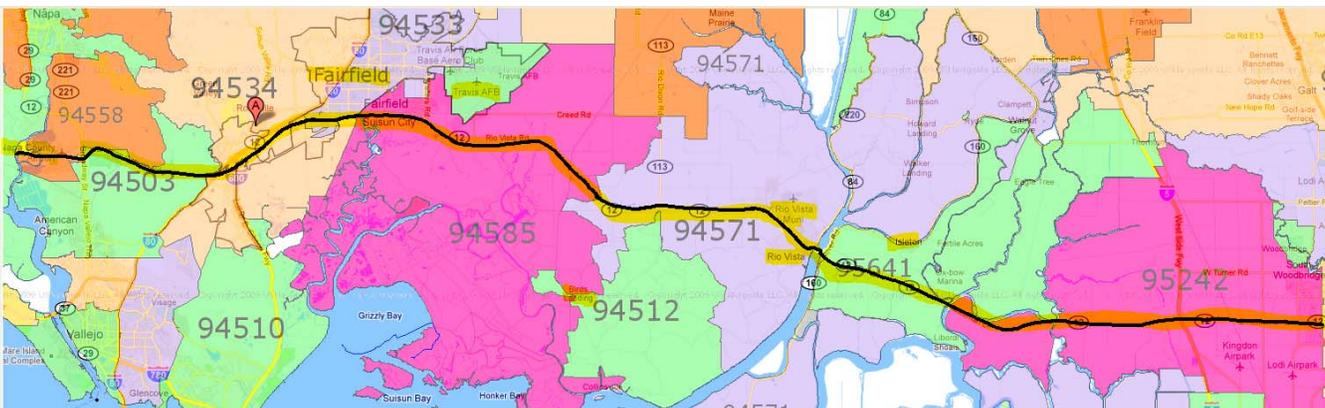
This information will provide information for the highway design process and for the businesses, governments, and residents of the economic area affected by the highway improvement project. This will result in a more informed public which can make decisions with full knowledge of the possible economic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

Highway 12 Corridor Economic Analysis Summary Report

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)
Total	\$10,782,519,296
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)
Gross Regional Product (GRP)	\$183,229,878	\$332,777,482	\$622,905,172
Percent Change From Initial Conditions	2.90%	5.20%	9.70%
Total Output (Revenues)	\$408,016,696	\$708,827,296	\$1,168,726,048
Worker Income	\$85,734,957	\$165,557,981	\$399,216,028
Local Sales and Property Tax Revenues	\$17,116,505	\$28,254,610	\$42,155,103
Employment	1,193	2,286	7,609
Households	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.

Hwy 12 Sectors With Highest Economic Increase from the Minimum Scenario			
	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
Total for All Sectors		1,193	\$408,016,700
<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
Total for All Sectors	2,286	\$708,827,296

Table is truncated to ten largest setors 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

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.

Hwy 12 Sectors With Highest Economic Increase from the Maximum Scenario			
	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
Total for All Sectors		7,609	\$1,168,726,000
<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>			

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.

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DATE: June 27, 2012
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

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

Discussion:

FEDERAL:

In an effort to not compete against one another within our county and to enhance Solano's opportunity to obtain competitive federal grant funds, the STA is working with its member agencies to have a coordinated strategy and priorities in submitting projects for future grant opportunities. Listed below and detailed in the STA Federal Funding Matrix (Attachment D) are several grant submittals recently supported by STA.

- TIGER IV
Fairfield/Vacaville Intermodal Station - \$12M – this submittal was not successful – more details are discussed in Attachment C
- TCSP
Vallejo Downtown Streetscape Project - \$3M (already submitted) – Pending
- State of Good Repair
FAST for replacement buses - \$1.86M – Pending

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 6/26/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 41 Hill D</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. This bill contains other related provisions and other existing laws. Last amended on 4/30/2012</p>	
<p>AB 57 Beall D</p> <p>Metropolitan Transportation Commission.</p>	<p>SENATE THIRD READING 6/26/2012 - Action From SECOND READING: Read second time.To THIRD READING.</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. Last amended on 6/20/2012</p>	<p>Support 5/11/11</p> <p>MTC, ABAG support</p>
<p>AB 441 Monning D</p> <p>Transportation planning.</p>	<p>SENATE THIRD READING 6/26/2012 - Action From SECOND READING: Read second time. To THIRD READING.</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 Last amended on 6/4/2012</p>	

Bill ID/Topic	Location	Summary	Position
AB 492 Galgiani D Transit fare evasion: San Joaquin Regional Transit District.	SENATE T. & H. 6/25/2012 - Author's amendments.	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. This bill contains other related provisions and other existing laws. Last amended on 6/15/2012	
AB 819 Wieckowski D Bikeways.	SENATE T. & H. 6/21/2012 - In committee: Hearing postponed by committee. (Refers to 6/12/2012 hearing)	Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to specified provisions of existing law. This bill would require the department to establish procedures for cities, counties, and local agencies to be granted exceptions from the requirement to use those criteria and specifications for purposes of research, experimentation, testing, evaluation, or verification. Last amended on 5/8/2012	
AB 890 Olsen R Environment: CEQA exemption: roadway improvement.	SENATE E.Q. 2/16/2012 - Referred to Com. on E.Q.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would , until January 1, 2026, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of existing use . This bill contains other existing laws. Last amended on 1/13/2012	
AB 1126 Calderon, Charles D Transaction and use tax: rate.	SENATE G. & F. 6/12/2012 - In committee: Set, first hearing. Hearing canceled at the request of author.	The Transaction and Use Tax Law authorizes a district to impose a transactions tax for the privilege of selling tangible personal property at retail upon every retailer in the district at a rate of 1/4 of 1%, or a multiple thereof, of the gross receipts of the retailer from the sale of all tangible personal property sold by that person at retail in the district. That law also requires that a use tax portion of a transaction and use tax ordinance be adopted to impose a complementary tax upon the storage, use, or other consumption in the district of tangible personal property purchased from any retailer for storage, use, or other consumption in the district at a rate of 1/4 of 1%, or a multiple thereof, of the sales price of the property whose storage, use, or other consumption is subject to the tax, as prescribed. This bill would decrease those rates to 1/8 of 1%. Last amended on 1/4/2012	

Bill ID/Topic	Location	Summary	Position
<p>AB 1191 Huber D</p> <p>Local government finance.</p>	<p>SENATE APPR. SUSPENSE FILE 6/25/2012 - In committee: Placed on APPR. suspense file.</p>	<p>Existing law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally requires that each jurisdiction be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. Existing property tax law also reduces the amounts of ad valorem property tax revenue that would otherwise be annually allocated to the county, cities, and special districts pursuant to these general allocation requirements by requiring, for purposes of determining property tax revenue allocations in each county for the 1992-93 and 1993-94 fiscal years, that the amounts of property tax revenue deemed allocated in the prior fiscal year to the county, cities, and special districts be reduced in accordance with certain formulas. Existing law requires that the revenues not allocated to the county, cities, and special districts as a result of these reductions be transferred to the Educational Revenue Augmentation Fund in that county for allocation to school districts, community college districts, and the county office of education. This bill would, for the 2012-13 fiscal year and for each fiscal year thereafter, if there is not enough ad valorem property tax revenue that is otherwise required to be allocated to a county Educational Revenue Augmentation Fund for the county auditor to complete the decreases required during the fiscal adjustment period, require the county auditor to calculate an amount, as specified, and to submit a claim to the Controller for that amount. This bill would require the Controller, upon appropriation by the Legislature, to deposit the amount of the claim into the Sales and Use Tax Compensation Fund, and would require the county auditor to allocate that amount among the county and to each city in the county. Last amended on 1/23/2012</p>	
<p>AB 1532 John A. Pérez D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.</p>	<p>SENATE E.Q. 6/18/2012 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E.Q.</p>	<p>(1) 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 to be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, to 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 , as specified, three investment plans that identify the anticipated expenditures of moneys appropriated from the account , to submit each plan to the budget committees of each house of the Legislature, as specified , and to adopt each investment plan, as specified. The bill would require the Governor to submit a budget to the Legislature that includes specified appropriations consistent with each investment plan and would require the Legislature to consider these appropriations when adopting the Budget Act . The bill would require the state board to annually submit a report no later than December of each year to the appropriate committees of the Legislature on the status of projects and their outcomes and any changes the state board recommends need to be made to the investment plan. Last amended on 6/18/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1549 Gatto D</p> <p>Development: expedited permit review.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE</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. Last Amended on 3/26/2012</p>	
<p>AB 1570 Perea D</p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>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 . Last amended on 4/10/2012</p>	
<p>AB 1665 Galgiani D</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. Last amended on 4/18/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1706 Eng D</p> <p>Vehicles: transit bus weight.</p>	<p>SENATE T. & H. 6/21/2012 - In committee: Set, first hearing. Hearing canceled at the request of author.</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. This bill contains other related provisions and other existing laws. Last amended on 5/25/2012</p>	<p>Support with amends "to prohibit increased bus weights on residential streets" 6/13/12 CTA sponsored</p>
<p>AB 1770 Lowenthal, Bonnie D</p> <p>California Transportation Financing Authority.</p>	<p>SENATE G. & F. 6/20/2012 -</p>	<p>Existing law creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law defines "project" for these purposes to include, among other things, a rail project. This bill would provide that a rail project may consist of, or include, rolling stock. This bill contains other related provisions and other existing laws.</p>	
<p>AB 1779 Galgiani D</p> <p>Intercity rail agreements.</p>	<p>SENATE T. & H. 6/14/2012 - Referred to Com. on T. & 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. This bill contains other related provisions and other existing laws. Last amended on 5/25/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1780 Bonilla D</p> <p>Department of Transportation: project studies reports.</p>	<p>SENATE T. & H. 6/7/2012 - Referred to Com. on T. & 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. Last amended on 3/29/2012</p>	
<p>AB 1783 Perea D</p> <p>Public contracts: small business preferences.</p>	<p>SENATE CONSENT CALENDAR 6/26/2012 - Action From SECOND READING: Read second time. To CONSENT CALENDAR.</p>	<p>Existing law requires state agencies to give small businesses a 5% preference in contracts for construction, the procurement of goods, or the delivery of services, establishes a procedure by which a business can be certified as a small business by the Department of General Services for the purposes of these preferences, and specifies that a business that has been certified by, or on behalf of, another governmental entity may be eligible for certification as a small business if the certifying entity uses substantially the same or more stringent definitions as those set forth in existing law, as provided. This bill would revise the small business certification procedure to provide that the Department of General Services has the sole responsibility for certifying and determining eligibility of small businesses and would provide that local agencies have access to the department's list of certified small businesses. Last amended on 4/10/2012</p>	
<p>AB 1915 Alejo D</p> <p>Safe routes to school.</p>	<p>SENATE APPR. 6/26/2012 - Action From SECOND READING: Read second time and amended. Re-referred to APPR..</p>	<p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law sets forth various factors to be used to rate proposals submitted by applicants for these funds. This bill would provide that up to 10% of program funds may be used to assist eligible recipients in making infrastructure improvements, other than school bus shelters, that create safe routes to bus stops located outside of the vicinity of schools. Last amended on 3/26/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1916 Buchanan D</p> <p>State parks: operating agreements: Mount Diablo State Park.</p>	<p>SENATE CONSENT CALENDAR 6/26/2012 - Action From SECOND READING: Read second time. To CONSENT CALENDAR.</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. This bill contains other related provisions. Last amended on 5/3/2012</p>	
<p>AB 2200 Ma D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE T. & H. 6/19/2012 - In committee: Set, first hearing. Hearing canceled at the request of author.</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. This bill contains other related provisions and other existing laws. Last amended on 5/1/2012</p>	<p>Oppose 6/13/12</p>
<p>AB 2245 Smyth R</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. Last amended on 5/15/2012</p>	
<p>AB 2247 Lowenthal, Bonnie D</p> <p>Public transportation: offenses.</p>	<p>SENATE APPR. 6/20/2012 - Re-referred to Com. on APPR.</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. Last amended on 6/11/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 2375 Knight R</p> <p>Vehicles: public transit buses: illuminated signs.</p>	<p>SENATE T. & H. 6/20/2012 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.</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 require the Antelope Valley Transit Authority on or before March 1, 2013, if it elects to implement the pilot program authorized by the bill, to determine whether the City of Santa Monica has at least one transit bus equipped with illuminated signs that is operational pursuant to the pilot program authorized under existing law. If the Antelope Valley Transit Authority determines that the City of Santa Monica does have such a transit bus, the bill would prohibit the Antelope Valley Transit Authority from implementing the bill's pilot program. If the Antelope Valley Transit Authority determines that the City of Santa Monica does not have such a bus, the Antelope Valley Transit Authority would be authorized to implement the bill's pilot program. This bill contains other related provisions and other existing laws. Last amended on 6/20/2012</p>	
<p>AB 2405 Blumenfield D</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. Last amended on 6/4/2012</p>	
<p>AB 2498 Gordon D</p> <p>Department of Transportation: Construction Manager/General Contractor project method.</p>	<p>SENATE APPR. 6/26/2012 - Action From T. & H.: Do pass. To APPR..</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. This bill would authorize the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for projects for the construction of a highway, bridge, or tunnel. This bill contains other related provisions and other existing laws. Last amended on 6/15/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 2679 Committee on Transportation</p> <p>Transportation: omnibus bill.</p>	<p>SENATE T. & H. 6/25/2012 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.</p>	<p>Existing law authorizes the Department of Transportation (department) to pay claims or damages up to a maximum of \$5,000 without the approval of the California Victim Compensation and Government Claims Board. This bill would adjust the claim limit that may be paid by the department under these provisions to equal the maximum amount of a claim that can be brought in small claims court. This bill contains other related provisions and other existing laws. Last amended on 6/25/2012</p>	<p>Support 4/11/12</p>
<p>ACA 23 Perea D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>ASSEMBLY L. GOV. 6/11/2012 - Referred to Coms. on L. GOV. and APPR.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	<p>Support 4/11/12 MTC, CSAC, LCC support</p>
<p>SB 52 Steinberg D</p> <p>Environmental quality: jobs and economic improvement.</p>	<p>ASSEMBLY APPR. 6/26/2012 - Action From SECOND READING: Read second time and amended. Re-referred to APPR.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would 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. This bill contains other related provisions and other existing laws. Last amended on 1/31/2012</p>	
<p>SB 749 Steinberg D</p> <p>California Transportation Commission: guidelines.</p>	<p>ASSEMBLY TRANS. 6/18/2012 - Hearing canceled at the request of author.</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. Last amended on 1/4/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 829 Rubio D</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. Last amended on 4/9/2012</p>	
<p>SB 878 DeSaulnier D</p> <p>California Transportation Commission.</p>	<p>ASSEMBLY NAT. RES. 6/25/2012 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on NAT. RES.</p>	<p>Existing law creates the California Transportation Commission and imposes various duties on the commission, including, but not limited to, assisting the Legislature in formulating and evaluating state policies and plans for transportation programs in the state. Under existing law, there is also a Department of Transportation and its duties include, among others, supporting the commission in coordinating and developing, in cooperation with local and regional entities, comprehensive balanced transportation planning and policy for the movement of people and goods within this state. Existing law requires the state transportation improvement program to include a listing of all capital improvement projects that are expected to receive a specified allocation of state transportation funds from the commission. Under existing law, the commission is required to biennially adopt and submit a state transportation improvement program to the Governor and the Legislature. This bill would require the commission to undertake a study to assess the appropriateness of establishing an office of inspector general to ensure that the department and transportation agencies with projects funded completely or in part from funds in the state transportation improvement program are operating efficiently, effectively, and in compliance with the state and federal laws governing the performance of transportation agencies. The bill would require the commission to consult with specified federal and state agencies in this regard and would require the commission to prepare a written report regarding the advisability of creating an office of inspector general and to submit it to the Governor and the Legislature by January 31, 2014. Last amended on 6/25/2012</p>	
<p>SB 984 Simitian D</p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY APPR. 6/19/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 18). Re-referred to Com. on APPR.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. 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. Last amended on 4/9/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 1076 Emmerson R</p> <p>California Global Warming Solutions Act of 2006: tire inflation regulation.</p>	<p>ASSEMBLY APPR. 6/25/2012 - Do pass and be re-referred to the Committee on Appropriations.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. 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 would, until January 1, 2018, specify certain requirements that apply to a regulation that requires, as does the regulation described above, an automotive service provider to check and inflate a vehicle's tires while performing automotive maintenance or repair service. This bill would impose an accuracy standard on a tire pressure gauge used by a provider pursuant to that regulation. This bill would declare the intent of the Legislature to establish the exclusive and exhaustive set of tire safety related exemptions to that regulation. This bill would list those exemptions, as specified. Last amended on 6/19/2012</p>	
<p>SB 1102 DeSaulnier D</p> <p>State transportation improvement program.</p>	<p>ASSEMBLY APPR. 6/12/2012 - 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. Last amended on 5/31/2012</p>	
<p>SB 1117 DeSaulnier D</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. Last amended on 5/1/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 1149 DeSaulnier D</p> <p>Bay Area Regional Commission.</p>	<p>SENATE 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.</p> <p>Last amended on 5/15/2012</p>	<p>Oppose 5/9/12</p> <p>MTC oppose</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 1160 Padilla D</p> <p>Communications: service interruptions.</p>	<p>ASSEMBLY U. & C. 6/19/2012 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on U. & C.</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. This bill contains other related provisions and other existing laws. Last amended on 6/19/2012</p>	
<p>SB 1160 Padilla D</p> <p>Communications: service interruptions.</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. Last amended on 3/26/2012</p>	<p>Support 5/9/12</p>
<p>SB 1189 Hancock D</p> <p>The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: project funding.</p>	<p>ASSEMBLY REV. & TAX 6/20/2012 - From committee: Do pass and re-refer to Com. on REV. & TAX. (Ayes 9. Noes 0.) (June 20). Re-referred to Com. on REV. & TAX.</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. Last amended on 6/11/2012</p>	
<p>SB 1269 Fuller R</p> <p>Income taxes: credit: highway maintenance and enhancement.</p>	<p>SENATE G. & F. 6/19/2012 - Action From G. & F.: To G. & F..</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
SB 1339 Yee D Commute benefit policies.	SENATE ENROLLMENT 6/25/2012 - In Senate. Ordered to engrossing and enrolling.	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. Bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. Bill would make its provisions inoperative on January 1, 2017.	
SB 1380 Rubio D Environmental quality: California Environmental Quality Act: bicycle transportation plan.	ASSEMBLY NAT. RES. 6/25/2012 - Do pass and be re-referred to the Committee on Natural Resources.	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. Last amended on 5/3/2012	
SB 1396 Dutton R Sales and use taxes: excise taxes: fuel.	SENATE T. & H. 5/3/2012 - Set, first hearing. 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. Last amended on 4/11/2012	Oppose 4/11/12 MTC, CSAC, LCC oppose
SB 1464 Lowenthal D Vehicles: bicycles: passing distance.	ASSEMBLY APPR. 6/25/2012 - Do pass and be re-referred to the Committee on Appropriations.	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. Last amended on 6/19/2012	

Bill ID/Topic	Location	Summary	Position
SB 1533 Padilla D Electricity: energy crisis litigation.	ASSEMBLY U. & C. 6/25/2012 - Joint Rule 62(a) file notice suspended.	Existing law, until January 1, 2013, requires the Attorney General to represent the Department of Finance and to succeed to all rights, claims, powers, and entitlements of the Electricity Oversight Board in any litigation or settlement to obtain ratepayer recovery for the effects of the 2000-02 energy crisis. Existing law additionally prohibits the Attorney General from expending the proceeds of any settlements of those claims, except as specified. This bill would repeal the above-described requirements on January 1, 2016. Last amended on 5/1/2012	
SB 1545 DeSaulnier D Bay Area toll bridges.	ASSEMBLY TRANS. 6/18/2012 - Set, first hearing. Hearing canceled at the request of author.	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.	
SB 1549 Vargas D Transportation projects: alternative project delivery methods.	ASSEMBLY L. GOV. 6/20/2012 - From committee with author's amendments. Re-referred to Com. on L. GOV.	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 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 contains other related provisions and other existing laws. Last amended on 6/20/2012	
SB 1572 Pavlev D California Global Warming Solutions Act of 2006: AB 32 Investment Fund.	ASSEMBLY NAT. RES. 6/25/2012 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on NAT. RES.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, 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 state board has adopted by regulation a program pursuant to the act to cap greenhouse gas emissions and provide for market-based compliance mechanisms, including the auction of allowances (cap-and-trade program). 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, with certain exceptions, would require revenues collected by the state board and derived from the auction or sale of allowances to be deposited in the Greenhouse Gas Reduction Account which the bill would establish. Under the bill, a specified portion of the money in the fund would be available, subject to appropriation by the Legislature, to administering agencies to fund prescribed projects that meet certain goals relating to greenhouse gas emissions reductions. The bill would require administering agencies to prepare and submit to the Legislature quarterly reports on funded projects and activities. The bill would require the state board to publish information on projects on its Internet Web site. Last amended on 6/25/2012	

Bill ID/Topic	Location	Summary	Position
SCA 7 Yee D 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. Last amended on 4/13/2011	



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

June 26, 2012

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

RE: STATE LEGISLATIVE UPDATE-JUNE

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.

The legislature voted on June 15 on the main budget bill but trailer bills on important issues such as redevelopment and high-speed rail are still outstanding. Due to Proposition 25, the legislature is expected to vote on a budget by July 1, if not the June 15th Constitutional deadline. We will provide a detailed report once the legislature takes action on the trailer bills.

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 on July 3 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 is set for hearing on July 3.
- 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 is set for hearing on July 3 in the Senate Transportation & Housing Committee on July 3.
- 3. 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 bill is set for a hearing in the Senate Transportation and Housing Committee on July 3

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 is set for hearing in the Assembly Local Government Committee for June 27.

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M E M O R A N D U M

June 26, 2012

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

During the month of June we monitored developments with the transportation authorization and appropriations legislation. We also identified grant opportunities and advised STA on accessing earmarked funding for the Dixon West B Street railroad undercrossing project.

Surface Transportation Reauthorization

With the June 30 authorization expiration date approaching, House and Senate conferees reported that they are making significant progress toward a deal to reauthorize the surface transportation law. Several legislators reported Monday evening that they are optimistic they can produce a conference report Tuesday. Technically, the conferees would need to file a report Tuesday, June 26, in order to meet the House requirement of providing members three days of review before legislation is brought to the floor, but the House leadership could waive that requirement. Senate Commerce, Science and Transportation Committee Chairman John Rockefeller (D-WV), however, warned that a short-term extension of about one week may be necessary to provide time to draft the final legislation.

We have heard that the conferees have agreed on project streamlining provisions although we do not have details at this time. Remaining issues that members of the House and Senate leadership must resolve include overall spending levels in each year, the duration of the bill's funding authorizations, and the structure of the bill's funding offsets, the highway funding formulas, whether to allow local transit agencies to use capital assistance grants as operating subsidies, and the non-surface issues (RAMP Act, RESTORE Act, coal ash, and Keystone XL).

Staff aides continue to draft into legislative text the agreements reached on all of the lower-level issues and continue to work on other agreements (though the formula by which mass transit grants are to be distributed apparently blew up this morning, throwing the Banking Committee further behind on the drafting of actual legislative text to implement agreements). The bill is also projected to need about \$12 billion in offsets over two years to compensate for expenditures that exceed anticipated Highway Trust Fund tax receipts. As of Monday evening, senators were negotiating a plan to use two pension-related offsets to cover both the transportation reauthorization bill and separate legislation to prevent an increase in student loan interest rates on July 1.

Even if the conferees are able to reach an agreement, it is unclear whether House Speaker John Boehner (R-OH) would permit another short-term extension, if one is necessary, to allow conferees to write up their legislation. He warned previously that if the conferees failed to reach an agreement before the expiration, he would request a six-month extension of current law. Proponents of the legislation are concerned that this would postpone a bill until after the elections. Because highly controversial issues – expiring tax provisions, preventing across the board reductions in defense and domestic discretionary spending, and raising the debt ceiling – are expected to dominate the lame duck session, there are concerns that the transportation law could not be reauthorized until the next year, which would impair the ability of state and local governments to move forward with transportation planning and infrastructure projects.

Although there is currently an atmosphere of cautious optimism, it remains unclear whether the conferees can reach an agreement by the end of the day to allow for quick enactment of the legislation.

Transportation Fiscal Year 2013 Appropriations

On June 19, 2012, the House Appropriations Committee approved the fiscal year 2013 Transportation-Housing and Urban Development (THUD) appropriations bill that would provide \$51.6 billion in discretionary transportation spending, an approximately \$4 billion reduction from fiscal year 2012. The House will begin consideration of the bill the afternoon of June 26.

Under the House THUD bill, federal highways would receive \$39.1 billion out of the Highway Trust Fund, \$2.7 billion less than the president's request. This is level funding and the same authorized funding proposed in the Senate THUD bill.

The House THUD Appropriations bill provides a total of \$10.4 billion for Federal Transit Administration (FTA) programs. The Senate bill would appropriate \$10.6 billion for transit. The main differences in the funding levels come in the Capital Investment Grants (New Starts). The House funds the program at \$1.8 billion, a \$138 million reduction from fiscal year 2013. The Senate would increase funding to \$2.04 billion for New Starts, \$89 million above fiscal year 2013 funding. Both bills would provide about \$8.36 billion for bus programs, which is equal to fiscal year 2012 spending, however, the Senate bill funds bus rapid transit programs, formerly funded by New Starts out of this account.

The House bill would appropriate \$1.4 billion for Amtrak and authorize a new high priority state-of-good-repair maintenance program for Amtrak – a \$500 million subaccount within the Capital and Debt Service account. The Senate would provide Amtrak with \$1.05 billion and does not

create the new account. The House bill provides \$350 million for Amtrak operating assistance, \$116 million less than the FY 2012 enacted level and \$50 million less than the Senate's fiscal year 2013 proposal.

The House bill provides no funding for TIGER grants, which would be funded at \$500 million by the Senate bill. The Senate bill would provide \$1.75 billion for rail infrastructure, including \$100 million to improve intercity passenger service. The House does not fund the rail programs. The Senate bill provides \$50 million for HUD's Sustainable Communities Initiative to promote integrated housing and transportation planning. No funding is provided for sustainable communities in the House bill.

The Senate Appropriations Committee approved its THUD appropriations bill on April 19, but the bill has not been scheduled for a floor vote. The timing for a conference is uncertain and the final determination of the funding levels may not be negotiated until after the November elections.

Fiscal Year 2012 TIGER Grant Awards

On June 22, the Department of Transportation announced its award of nearly \$500 million under the TIGER program to 47 transportation projects in 34 states and the District of Columbia. Of the 47 projects, 19 projects are located in rural areas in accordance with the mandate in the fiscal year 2012 appropriations law. Three projects are located in California: (1) Mission Bay/UCSF Hospital Multimodal Transportation Infrastructure; (2) Port of Oakland Intermodal Rail Improvements; and (3) Sacramento Valley Station Improvements. Interestingly, all of the California awards were in Northern California and none were in rural areas. The projects secured \$10 million, \$15 million and \$15 million, respectively. The three projects all had a significant non-federal match. The following is a link to the awards and a description of each project. <http://www.dot.gov/tiger/fy2012tiger.pdf>.

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

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Innovative Transit Workforce Development Program	Betty Jackson, FTA Office of Research and Innovation (202) 366-1730 Betty.Jackson@dot.gov	Public transit agencies; state departments of transportation (DOTs) providing public transportation services; and Indian tribes, non-profit institutions and institutions of higher education or a consortium of eligible applicants.	\$5 million	7/6/2012	Funding will be provided to transit agencies and other entities with innovative solutions to pressing workforce development issues. Proposals should target one or more the following areas in the lifecycle of the transit workforce: (1) Pre-employment training/preparation; (2) Recruitment and hiring; (3) Incumbent worker training and retention; and (4) Succession planning/phased retirement. Proposals minimum \$100,000 and maximum \$1,000,000.		
Economic Development Assistance: Strong Cities	Seattle Regional Office: Richard Berndt richard.a.berndt@eda.gov ; (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.		
Transit Safety Research - Pedestrian Collision Warning Pilot Project	Roy Chen, FTA Office of Technology, RoyWeiShun.Chen@dot.gov ; 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.		

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Economic Development Assistance Programs - Adjustment Assistance Program	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	\$50 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)	12/15/11 for funding cycle 1; 3/9/2012 for funding cycle 2; 06/08/12 for funding cycle 3; and 09/14/12 for funding cycle 1 of FY 2013	Provides a wide range of construction and non-construction assistance, including public works, technical assistance, strategies, and revolving loan fund (RLF) projects, in regions experiencing severe economic dislocations that may occur suddenly or over time. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		
Economic Development Assistance Programs - Public Works and Economic Development Facilities Program	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	\$111 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)	12/15/11 for funding cycle 1; 3/9/2012 for funding cycle 2; 06/08/12 for funding cycle 3; and 09/14/12 for funding cycle 1 of FY 2013	Supports the construction or rehabilitation of essential public infrastructure and facilities to help communities and regions leverage their resources and strengths to create new and better jobs, drive innovation, become centers of competition in the global economy, and ensure resilient economies. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Veterans Transportation and Community Living Initiative (VTCLI)*	VeteransTransportation@dot.gov or	Direct recipients of Section 5309, Urbanized Area Formula program, local governments, States, or Indian Tribes	\$30 million	4/19/2012	The capital costs of creating, expanding, or increasing access to local One-Call/One-Click Transportation Resource Centers, as well as some research costs to demonstrate successful implementation of these capital projects. The One-Call/One-Click Centers simplify access to transportation for the public by providing one place to connect veterans, service members, military families, persons with disabilities and other transportation disadvantaged populations, such as older adults, low-income families or disadvantaged youth, to rides and transportation options provided in their locality by a variety of transportation providers and programs.		
Clean Fuels*	Vanessa Williams, FTA Office of Program Management, (202) 366-4818, email: vanessa.williams@dot.gov.	Direct recipients of Section 5307, i.e., transit operators	\$51.5 million	(Due to MTC 2/15/2012) 4/5/2012	1) Purchasing or leasing clean fuel buses, including buses that employ a lightweight composite primary structure and vans for use in revenue service. (2) Constructing or leasing clean fuel bus facilities or electrical recharging facilities and related equipment; (3) Projects relating to clean fuel, biodiesel, hybrid electric, or zero emissions technology buses that exhibit equivalent or superior emissions reductions to existing clean fuel or hybrid electric technologies.		
Bus Livability*	Bryce McNitt, Office of Budget and Policy, (202) 366-2618, email: bryce.mcnett@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.		

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Economic Development Assistance Programs - Global Climate Change Mitigation Incentive Fund	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortiums; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	FY 2011: \$158 million in the first quarter; \$193 million in the second quarter btw 3 EDA programs	12/15/10 for funding cycle 1; 03/10/11 for funding cycle 2; 06/10/11 for funding cycle 3; and 09/15/11 for funding cycle 1 of FY 2012	Supports projects that foster economic competitiveness while enhancing environmental quality. EDA anticipates that these funds will be used to advance the green economy by supporting projects that create jobs through and increase private capital investment in initiatives to limit the nation's dependence on fossil fuels, enhance energy efficiency, curb greenhouse gas emissions, and protect natural systems. GCCMIF assistance is available to finance a variety of sustainability focused projects, including renewable energy end-products, the greening of existing manufacturing functions or processes, and the creation of certified green facilities. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		
Ferry Boat Discretionary (FBD) Program	Tony DeSimone FHWA Office of Program Administration 317-226-5307 Anthony.DeSimone@dot.gov	Ferry systems and public entities responsible for developing ferries through their State transportation agency. The States may submit applications to their local FHWA division office.	\$22 million	1/6/2012	Priority given to ferry systems, and public entities responsible for developing ferries, that: (1) provide critical access to areas that are not well-served by other modes of surface transportation; (2) carry the greatest number of passengers and vehicles; or (3) carry the greatest number of passengers in passenger-only service."		

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Smart Growth Implementation Assistance (SGIA) Program*	EPA – Abby Hall (hall.abby@epa.gov, 202-566-2086)	Open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity)	\$75,000 per recipient in contractor support	10/28/2011	Communities receive direct technical assistance from a team of national experts in one of two areas: policy analysis (e.g., reviewing state and local codes, school siting guidelines, transportation policies, etc.) or public participatory processes (e.g., visioning, design workshops, alternative analysis, build-out analysis, etc.). The assistance is tailored to the community's unique situation and priorities. EPA provides the assistance through a contractor team – not a grant. Through a multiple-day site visit and a detailed final report, the multi-disciplinary teams provide information to help the community achieve its goal of encouraging growth that fosters economic progress and environmental protection.		
Building Blocks for Sustainable Communities	EPA - Kevin Nelson(nelson.kevin@epa.gov, 202-566-2835).	Local, county, or tribal government	N/A	10/28/2011	This technical assistance will help selected local and/or tribal governments to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life. The purpose of delivering these tools is to stimulate a discussion about growth and development, strengthen local capacity to implement sustainable communities approaches, and provide ideas on how to change local policies and procedures to make communities more economically and environmentally sustainable. Assistance will be provided through presentations, meetings with community stakeholders, and/or activities that strive to relay to participants the impacts of the community's development policies. Communities select from 10 tools: (1) Walking Audits Tool; (2) Parking Audits; (3) Sustainable Design and Development; (4) Smart Growth Zoning Codes for Small Cities and Rural Areas; (5) Green Building Toolkit; (6) Using Smart Growth to Produce Fiscal and Economic Health; (7) Complete Streets; (8) Preferred Growth Areas; (9) Creating a Green Streets Strategy; and (10) Linking Water Quality and Land Use.		
Sustainable Communities -- Community Challenge Planning Grant	HUD	State and local governments, including U.S. territories, tribal governments, political subdivisions of State or local governments, and multi-State or multijurisdictional groupings.	Fiscal Year 2011 - \$30 million Fiscal Year 2012 funding – not available Budget request expected for Fiscal year 2013	9/9/2011	Focuses on individual jurisdictions and more localized planning. Fosters reform and reduces barriers to achieving affordable, economically vital, and sustainable communities. Such efforts may include amending or replacing local master plans, zoning codes, and building codes, either on a jurisdiction-wide basis or in a specific neighborhood, district, corridor, or sector to promote mixed-use development, affordable housing, the reuse of older buildings and structures for new purposes, and similar activities with the goal of promoting sustainability at the local or neighborhood level. This Program also supports the development of affordable housing through the development and adoption of inclusionary zoning ordinances and other activities to support plan implementation.		

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
TIGGER	Federal Transit Administration	Direct recipients of Section 5307, i.e., transit operators	Fiscal Year 2011 -- \$49.9 million Fiscal Year 2012 funding not available	8/23/2011	Capital projects that assist in the reduction of the energy consumption of a public transportation system and/or the reduction of greenhouse gas emissions of a public transportation system.		
Alternatives Analysis	Federal Transit Administration	States, MPOs and local government authorities	\$25 million	4/19/2012	To conduct an alternatives analysis or to support additional technical tasks in an alternatives analysis that will improve and expand the information available to decision- makers considering major transit improvements. FTA will consider proposals for all areas of technical work that can better develop information about the costs and benefits of potential major transit improvements, including those that might seek New Starts or Small Starts funding. FTA will give priority to technical work that would advance the study of alternatives that foster the six livability principles.		
National Clean Diesel Funding Assistance Program (DERA)	Environmental Protection Agency	U.S. regional, state, local or tribal agencies/consortia or port authorities with jurisdiction over transportation or air quality; School districts, municipalities, metropolitan planning organizations (MPOs), cities and counties	\$20 million	6/4/2012	Grant applicants can propose projects to significantly reduce diesel emissions by deploying EPA or California Air Resources Board (CARB) verified retrofit technologies early replacement of engines or vehicles (incremental cleaner technology costs only); repowering with EPA certified cleaner diesel or certified alternate fuel engine configurations; and reducing long-duration idling with EPA approved technologies. Grant applicants can propose projects to significantly reduce diesel emissions by deploying EPA or California Air Resources Board (CARB) verified retrofit technologies early replacement of engines or vehicles (incremental cleaner technology costs only); repowering with EPA certified cleaner diesel or certified alternate fuel engine configurations; and reducing long-duration idling with EPA approved technologies.		

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DATE: June 28, 2012
TO: STA Board
FROM: Jessica McCabe, Project Assistant
RE: Mapping of Local Streets and Roads Submitted Projects

Background:

On May 17, 2012, Metropolitan Transportation Commission (MTC) released the Project Selection Criteria and Programming Policy for the Cycle 2 OneBayArea 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), Congestion Management Agencies 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.

Discussion:

In anticipation of these programming policies, STA staff requested that all agencies submit priority projects for discussion at the May 23, 2011 Technical Advisory Committee (TAC) meeting. This early project submittal will help STA staff determine the ability to meet MTC's requirement that at least 50% of OBAG funds be spent in or in support of PDAs. Local jurisdictions will formally submit Local Streets and Roads maintenance projects and Congestion Mitigation for Air Quality projects and programs once STA issues a call for projects. 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.

As part of the submitted projects provided by agencies, 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

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,

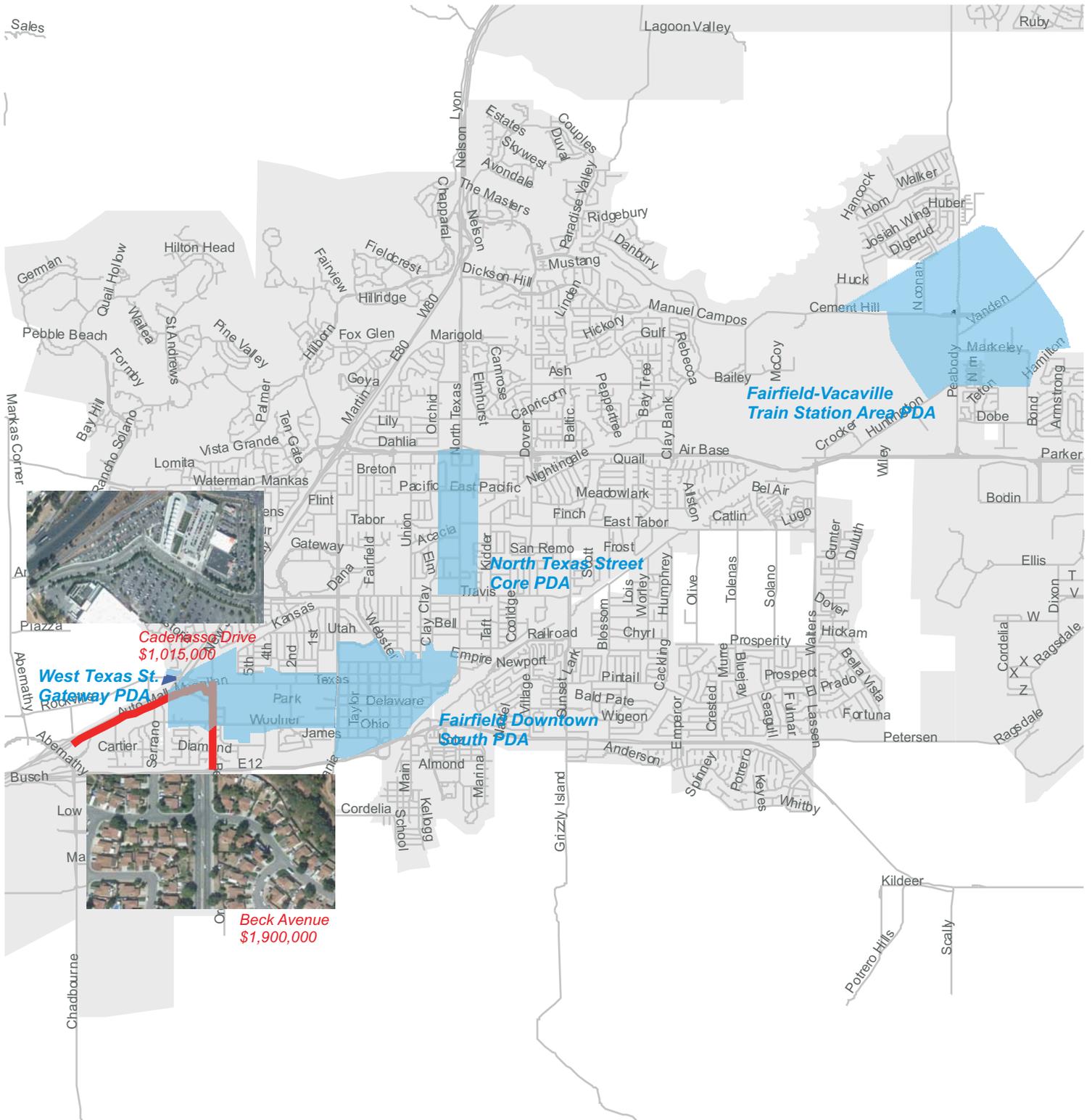
(pending request amounts from the County of Solano)

May 11th OBAG estimate = \$7.9M LS&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, \$?

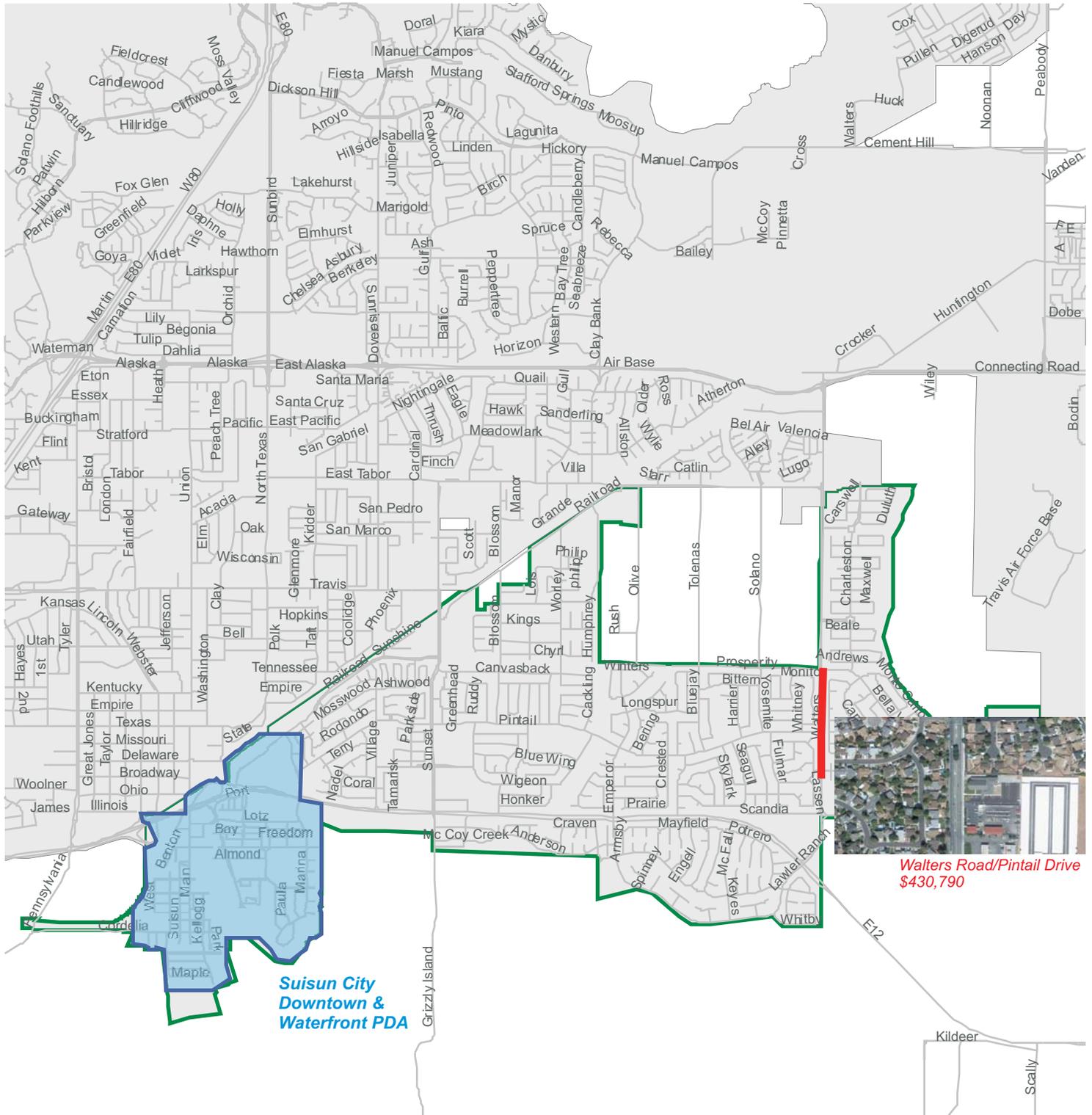
One Bay Area Grant (OBAG)

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



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

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
Regional¹			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$5,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
State			
	N/A	N/A	N/A
Federal			
5.	Cycle 5 HSIP Call for Projects*	Approximately \$100 million. \$100,000 minimum; \$900,000 maximum per project. Required local match of 10 percent.	Due On July 20, 2012
6.	Innovative Transit Workforce Development Program*	Approximately \$5M	Due on July 6, 2012
7.	Economic Development Assistance: Strong Cities*	Approximately \$6M	Due on July 23, 2012
8.	Transit Safety Research - Pedestrian Collision Warning Pilot Project*	Approximately \$400,000	Due on August 23, 2012

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

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

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

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

*New Funding Opportunity

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

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

State Grants						
N/A						
Federal Grants						
Cycle 5 HSIP Call for Projects*	Sylvia Fung Caltrans District 4 Local Assistance	Due On July 20, 2012	Approximately \$100 million. \$100,000 minimum; \$900,000 maximum per project. Required local match of 10 percent.	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Funds may be used for work on publicly-owned roadways or bicycle or pedestrian pathways or trails that improves safety for its users. http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_new.htm Sponsors are strongly encouraged to view the related webinar, hosted by Caltrans, FHWA, and the National Highway Institute: https://www.nhi.fhwa.dot.gov/resources/webconference/viewconference.aspx?webconfid=24481
Innovative Transit Workforce Development Program	Betty Jackson, FTA Office of Research and Innovation (202) 366-1730 Betty.Jackson@dot.gov	Due On 7/6/2012	\$5M	Funding will be provided to transit agencies and other entities with innovative solutions to pressing workforce development issues. Proposal minimum \$100,000 and maximum \$1,000,000.		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. http://fta.dot.gov/documents/FTA-2012-010-TRI_RFP.pdf
Economic Development Assistance: Strong Cities	Seattle Regional Office: Richard Berndt richard.a.berndt@eda.gov; (206) 220-7682	Due On 7/23/12	\$6M	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.		The Strong Cities, Strong Communities Visioning Challenge (SC2 Pilot Challenge) is designed to assist cities experiencing chronic economic distress with leveraging innovative ideas and approaches from diverse perspectives to create and adopt actionable economic development proposals and plans. http://www.grants.gov/search/search.do?oppld=176893&mode=VIEW

State Grants						
Transit Safety Research - Pedestrian Collision Warning Pilot Project	Roy Chen, FTA Office of Technology, RoyWeiShun.Chen@dot.gov ; 202-366-0462.	Due On 8/14/12	\$400,000	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.		<p>The project must identify and characterize the effectiveness of the proposed system and how the system would:</p> <ol style="list-style-type: none"> 1) alert pedestrians and cyclists under different collision scenarios; 2) prevent or mitigate the severity of crashes; 3) minimize bus operator workload; 4) ensure no increase to operator distraction; and, 5) ensure warning system cannot be turned off or overridden. <p>http://fta.dot.gov/documents/FTA-2012-010-TRL_RFP.pdf</p>

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DATE: June 28, 2012
TO: STA Board
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2012

Discussion:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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



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

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

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