



Solano Transportation Authority

...working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 • Telephone (707) 424-6075 / Facsimile (707) 424-6074

Email: staplan@sta-snci.com • Website: sta.ca.gov

TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, August 29, 2012
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Table with 2 columns: ITEM and STAFF PERSON. Items include CALL TO ORDER, APPROVAL OF AGENDA, OPPORTUNITY FOR PUBLIC COMMENT, REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF, CONSENT CALENDAR, Minutes of the TAC Meeting of June 27, 2012, and Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – September 2012.

TAC MEMBERS

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

- C. East Fairfield Community Based Transportation Plan (CBTP) Final Report** Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to approve the Final East Fairfield Community Based Transportation Plan as specified in Attachment A.
Pg. 9
- D. 2012 Local Ridership Studies for Dixon Read-Ride, Fairfield and Suisun Transit (FAST), Rio Vista Delta Breeze, and Vacaville City Coach** Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to approve the 2012 Local Transit Ridership Study Reports as shown in Attachment A.
Pg. 15
- E. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2012-13 Work Program and Year-End Report** Judy Leaks
Recommendation:
Forward a recommendation to the STA Board to approve the Solano Napa Commuter Information Work Program for FY 2012-13 as shown in Attachment A.
Pg. 17
- F. Proposed SolanoExpress Route 78 Service Changes** Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to approve the proposed changes by SolTrans to SolanoExpress Route 78 as shown in Attachment A.
Pg. 23

VI. ACTION FINANCIAL ITEMS

- A. OneBayArea Grant (OBAG) Local Streets and Roads Projects** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board to adopt a Resolution approving the Local Streets and Roads projects for OBAG funding as shown in Attachment B.
 (1:50 – 2:00 p.m.)
Pg. 27

VII. ACTION NON-FINANCIAL ITEMS

- A. OneBayArea Grant (OBAG) Workshop and Funding Criteria** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board to:
 1. *Adopt the revised public input schedule as shown in Attachment B.*
 2. *Designate a TAC member to represent the STA TAC at the STA Board OBAG funding workshop on September 12, 2012.*
 (2:00 – 2:10 p.m.)
Pg. 43

- B. Legislative Update** Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to adopt an oppose position for SB 878 (DeSaulnier).
(2:10 = 2:15 p.m.)
Pg. 59

VIII. INFORMATIONAL ITEMS – DISCUSSION

- A. OneBayArea Grant (OBAG) Priority Development Areas (PDAs)** Robert Guerrero
(2:15 – 2:20 p.m.)
Pg. 117
- B. OneBayArea Grant (OBAG) Priority Conservation Area (PCA) Pilot Program** Robert Macaulay
(2:20 – 2:30 p.m.)
Pg. 123

NO DISCUSSION NECESSARY

- C. 2013 Transportation Improvement Program (TIP)** Jessica McCabe
Pg. 127
- D. 2012 Solano Employer Commute Challenge** Sorel Klein
Pg. 145
- E. Funding Opportunities Summary** Sara Woo
Pg. 147
- F. STA Board Meeting Highlights of July 11, 2012** Johanna Masiclat
Pg. 151
- G. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012** Johanna Masiclat
Pg. 155

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, September 26, 2012.**

This page intentionally left blank.



**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
	Jason Riley	City of Dixon
	Wayne Lewis	City of Fairfield
	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
Dale Pfeifer	Solano EDC

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 STA's 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 discussed on project identification and timelines.

After discussion, the STA TAC modified the recommendation to read as follows:

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve Solano's OBAG Public Input Process and Schedule as shown in Attachment B; and
2. ***Certify the existing commitments which include Dixon's West B planning and SNCI planning and local streets and roads as OBAG compliant.***

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 Investment Strategy and Schedule. 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, representing Solano EDC, provided an overview of the SR 12 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 on STA's Local Preference Policy and summarized the Annual Report for FY 2011-12.

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 discussed on funding and coordination issues.

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: August 8, 2012
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – September 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 February 2012 projection was that TDA will increase by almost 8% allocating almost \$13.9 million for Solano transit operators. The TDA and STAF FY 2012-13 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2012.

Discussion:

The actual Bay Area TDA sales tax receipts for FY 2011-12 have been revised from the February projections. The actual sale tax receipts for FY 2011-12 are 11% higher than originally estimated by the Bay Area region County Auditors. More specifically, for Solano County the revenue adjustment for FY 2011-12 is 9.3% higher. MTC also finalized and included all the TDA adjustments made after December 2011 so STA staff revised the TDA matrix to include the new TDA estimates dated July 25, 2012 (Attachment A).

The STA Planning funds were approved by the STA Board in May 2012 and are shown on the TDA matrix at this time (Attachment B). 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 (SolTrans) and Fairfield and Suisun Transit (FAST)) 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 and was approved by the STA Board in July 2012. Dixon is claiming an additional \$200,000 making the total claimed amount of \$500,000 for operating Dixon Read-Ride transit service. This amount has been added to and is consistent with the TDA matrix.

The City of Rio Vista has prepared their TDA claim for FY 2012-13. Rio Vista is claiming \$135,000 for operating Rio Vista Delta Breeze transit service and \$16,000 for capital projects which include a local match for bus replacements and bus shelters.

Fiscal Impact:

With the STA Board approval of the September TDA matrix, it provides the guidance needed by MTC to process the STA's TDA claim submitted by the transit operators. This staff report identifies the TDA funds to be claimed by the City of Dixon for Dixon Read-Ride transit service and the City of Rio Vista for Rio Vista Delta Breeze transit service for FY 2012-13.

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2012-13 TDA Matrix – September 2012 for the Cities of Dixon and Rio Vista as shown in Attachment B.

Attachments:

- A. MTC's FY 2012-13 Fund Estimate for TDA funds for Solano County dated 7/25/2012.
- B. FY 2012-13 TDA Matrix – September 2012 (An enlarged color copy has been provided to the committee members under separate enclosure and is available upon request by contacting the STA at (707) 424-6075.)

FY 2012-13 FUND ESTIMATE TRANSPORTATION DEVELOPMENT ACT FUNDS SOLANO COUNTY										
										Attachment A Res No. 4051 Page 9 of 16 7/25/2012
FY 2011-12 TDA Revenue Estimate Adjustment					FY 2012-13 TDA Estimate					
FY 2011-12 Generation Estimate Adjustment					FY 2012-13 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 11)				\$13,416,183	13. County Auditor Estimate					\$14,461,543
2. Actual Revenue (June, 12)				\$14,664,356	FY 2012-13 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				\$1,248,173	14. MTC Administration (0.5% of Line 13)				\$72,308	
FY 2011-12 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)				\$72,308	
4. MTC Administration (0.5% of Line 3)				\$6,241	16. MTC Planning (3.0% of Line 13)				\$433,846	
5. County Administration (0.5% of Line 3)				\$6,241	17. Total Charges (Lines 14+15+16)				\$578,462	
6. MTC Planning (3.0% of Line 3)				\$37,445	18. TDA Generations Less Charges (Lines 13-17)				\$13,883,081	
7. Total Charges (Lines 4+5+6)				\$49,927	FY 2012-13 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				\$1,198,246	19. Article 3.0 (2.0% of Line 18)				\$277,662	
FY 2011-12 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				\$13,605,420	
9. Article 3 Adjustment (2.0% of line 8)				\$23,965	21. Article 4.5 (5.0% of Line 20)				\$0	
10. Funds Remaining (Lines 8-9)				\$1,174,281	22. TDA Article 4 (Lines 20-21)				\$13,605,420	
11. Article 4.5 Adjustment (5.0% of Line 10)				\$0						
12. Article 4 Adjustment (Lines 10-11)				\$1,174,281						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2011	FY 2011-12	6/30/2012	FY 2010-12	FY 2011-12	FY 2011-12	FY 2011-12	\$41,090	FY 2012-13	FY 2012-13
Apportionment Jurisdictions	Balance ¹	Interest ²	Balance (w/interest)	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	\$296,104	\$1,902	\$298,006	(\$314,173)	\$0	\$257,591	\$23,965	\$265,389	\$277,662	\$543,051
Article 4.5										
SUBTOTAL	\$296,104	\$1,902	\$298,006	(\$314,173)	\$0	\$257,591	\$23,965	\$265,389	\$277,662	\$543,051
Article 4/8										
Dixon	\$173,567	\$1,509	\$175,076	(\$417,791)	\$0	\$519,379	\$48,320	\$324,984	\$605,092	\$930,076
Fairfield/Suisun City ⁴	\$2,874,599	\$15,772	\$2,890,371	(\$6,794,159)	\$0	\$3,980,289	\$370,306	\$446,807	\$4,366,342	\$4,813,149
Rio Vista	\$196,743	\$1,054	\$197,797	(\$277,315)	\$0	\$245,573	\$22,847	\$188,902	\$243,973	\$432,875
Vacaville	\$2,925,744	\$15,456	\$2,941,200	(\$3,964,712)	\$0	\$2,870,669	\$267,072	\$2,114,229	\$3,052,898	\$5,167,127
Vallejo/Benicia ⁵	\$2,627,530	\$3,184	\$2,630,714	(\$6,971,629)	\$0	\$4,411,132	\$410,389	\$480,606	\$4,714,233	\$5,194,839
Solano County	\$826	\$1,443	\$2,269	(\$568,451)	\$0	\$594,903	\$55,347	\$84,068	\$622,882	\$706,949
SUBTOTAL⁶	\$8,799,009	\$38,418	\$8,837,427	(\$18,994,057)	\$0	\$12,621,945	\$1,174,281	\$3,639,596	\$13,605,420	\$17,245,016
GRAND TOTAL	\$9,095,113	\$40,320	\$9,135,433	(\$19,308,230)	\$0	\$12,879,536	\$1,198,246	\$3,904,985	\$13,883,081	\$17,788,067

- Balance as of 6/30/11 is from MTC FY 2010-11 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- Reported interest is FY 2011-12 interest accrued through the 3rd Quarter.
- The outstanding commitments figure includes all unpaid allocations as of June 30, 2011, and FY 2011-12 allocations as of June 30, 2012.
- Beginning in FY 2012-13, the Suisun City TDA apportionment is combined with Fairfield.
- Beginning in FY 2012-13, the Benicia TDA apportionment is combined with Vallejo.
- Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

FY2012-13 TDA Matrix - Sept 2012

FY 2012-13																										
AGENCY	TDA Est from MTC (1)	Projected Carryover (1a)	Available for Allocation (1)	FY2011-12 Allocations after 6/30/2012 not included in TDA Claim 2012-13	Paratransit		Local Transit					Intercity							STA Planning	Transit Capital: Dxn Intrmdl Stn (vv EOMAC swap)	Transit Capital	Streets & Roads	Total	Balance		
					ADA Subsidized Taxi Phase I	Paratransit and Local Taxi Program	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SolTrans	FAST	FAST	FAST	SolTrans	SolTrans	SolTrans	FAST							FAST	SolTrans
								Rt 20	Rt 30	Rt 40	Rt. 78	Rt. 80	Rt 85	Rt. 90	Intercity Subtotal	FAST	FAST	SolTrans							Intercity Subtotal	
	7/25/2012	7/25/2012	7/25/2012		(3)	(4)													(5)	(5)	(6)	(7)	(8)			
Benicia	890,094		890,094		35,996		588,485	\$ 4,715	\$ 7,025	\$ 9,677	\$ 140,694	\$ 26,794	\$ (1,136)	\$ 10,921	\$ 32,338	\$ 166,352	\$ 26,459								\$ 849,630	40,464
Dixon	605,092	324,984	930,076		3,000		500,000	\$ 3,171	\$ 76,582	\$ 11,817	\$ 3,275	\$ 6,770	\$ (403)	\$ 12,102	\$ 103,672	\$ 9,642	\$ 16,585								\$ 632,900	287,176
Fairfield	3,440,340	326,063	3,766,403		62,392		\$124,999	\$149,422	\$ 173,362	\$ 25,060	\$ 66,955	\$ (14,821)	\$365,585	\$ 813,368	\$ 77,194	\$ 99,820									\$ 1,052,774	2,713,629
Rio Vista	243,973	188,902	432,875		1,500		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ -	\$ 7,842								\$ 160,342	272,533
Suisun City	926,002	120,744	1,046,746				\$ 26,221	\$ 32,439	\$ 81,508	\$ 9,484	\$ 17,274	\$ (2,341)	\$119,867	\$ 260,036	\$ 24,417	\$ 27,285									\$ 311,738	735,008
Vacaville	3,052,898	2,114,229	5,167,127		71,991	467,243	491,204	\$151,264	\$167,761	\$ 99,068	\$ 20,172	\$ 43,588	\$ (3,535)	\$131,250	\$ 549,341	\$ 60,225	\$ 91,672	\$ 650,000	\$ 426,000					\$ 2,807,677	2,359,450	
Vallejo	3,824,139	480,606	4,304,745		119,985	1,082,391	1,947,426	\$ 27,391	\$ 69,697	\$ 32,428	\$ 164,458	\$574,290	\$ (24,338)	\$ 42,259	\$ 171,775	\$ 714,410	\$ 114,404								\$ 4,150,391	154,354
Solano County	622,882	84,068	706,950		5,989		\$ 17,522	\$ 25,539	\$ 29,683	\$ 13,945	\$ 31,517	\$ (4,139)	\$ 36,816	\$ 100,561	\$ 41,322	\$ 18,997									\$ 166,879	540,071
Total	13,605,420	3,639,596	17,245,016	0	300,863		2,635,911	\$355,282	\$528,466	\$ 428,543	\$ 377,087	\$767,188	\$(50,712)	718,799	\$2,031,091	\$ 1,093,563	\$ 403,064							\$ 10,132,330	7,112,686	

NOTES:
 Background colors on Rt. Headings denote operator of intercity route
 Background colors denote which jurisdiction is claiming funds

(1) MTC July 25, 2012 estimate; Reso 4051
 (1a) MTC July 25, 2012 estimate; Reso 4051; carryover as of 6/30/12
 (3) Claimed by the City of Fairfield and/or County of Solano; amounts as agreed to by local jurisdictions
 (4) Includes flex routes, paratransit, local subsidized taxi
 (5) Consistent with FY2012-13 Intercity Transit Funding Agreement and FY2010-11 Reconciliation
 (6) Claimed for STA from all agencies per formula
 (7) To be claimed by STA (the implementing agency) for Dixon Multimodal Stn ped/bike crossing
 (8) Transit Capital purchases include bus purchases, maintenance facilities, etc.



DATE: August 10, 2012
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: East Fairfield Community Based Transportation Plan (CBTP) Draft Final Report

Background:

The goal of the Metropolitan Transportation Commission (MTC)'s Community Based Transportation Plan (CBTP) Program is to advance the findings of the Lifeline Transportation Network Report in the 2001 Regional Transportation Plan (RTP). The Lifeline report identified transit needs in economically disadvantaged communities throughout San Francisco Bay Area, and recommended initiation of community-based Transportation planning as a first step to address them. Likewise, the Environmental Justice Report for the 2001 RTP also identified the need for the MTC to support local planning efforts in low-income communities throughout the region.

The CBTP Program is designed to be a collaborative process to ensure the participation of key stakeholders, such as Community Based Organizations (CBOs) that provide services within low-income neighborhoods, local transit operators, and county Congestion Management Agencies (CMAs). Each planning process must involve a significant outreach component to engage the direct participation of residents in the community.

As a result of this planning process, potential transportation improvements specific to low-income communities would be identified and cost-estimates developed to implement these improvements. This information, including prioritization of improvements considered most critical to address, will be forwarded to applicable transit agencies, CMAs, and MTC for consideration in future investment proposals such as countywide expenditures plans and Short Range Transit Plans (SRTPs). Funding opportunities would be explored to support them, and an outline for an action plan to implement the solutions developed.

Each county needs to conduct a comprehensive planning effort to identify transportation needs in disadvantaged communities. STA is the lead agency for Solano County. In addition, STA has assumed overall responsibility for project oversight. Several CBTPs have been completed in Solano County and this East Fairfield CBTP is the final one of the initial round to be completed.

STA selected a consultant team lead by Nelson/Nygaard to conduct the East Fairfield CBTP. Other members of the consultant team are Alta Planning and Rochelle Sherlock Consulting. Work began January 2012.

A Technical Advisory Committee (TAC) was established for this project with the purpose of providing overall guidance to the project and consultant team. Members of the TAC include MTC, STA, Fairfield and Suisun Transit (FAST), and the County of Solano/Health and Social Services. The TAC met throughout the project.

The project area boundaries of the East Fairfield area are Travis Blvd. Sunset Ave/Walters Rd, Air Base Parkway and Pennsylvania Ave. Although this is the primary area of study, as residents travel beyond this area for various purposes stakeholders beyond the study area were included. A Stakeholder Group was established to gain insights into the transportation difficulties of the low-income population in the study area and to engage the members in helping to outreach to their constituencies. In addition, the Stakeholder Group confirmed and clarified gaps identified by the community outreach, prioritized gaps, and input on strategies. Two Stakeholder Group meetings were held. Over 100 individuals representing a wide variety of organizations that serve the low-income population were invited.

Discussion:

Public outreach was a key element of this project. The consultant team has completed about two dozen key stakeholders interviews, focus group sessions, and community meeting discussions. Outreach was conducted in both English and Spanish. To mitigate traditional barriers to low-income community participation, these outreach activities were conducted in the study area or at locations convenient to the stakeholders and groups. In addition, a survey was prepared and distributed via hard copy as well as made available through on-line access. A press release was issued to further publicize the study outreach and survey. This project was closely coordinated with FAST's planned 2012 service change.

A Final Report has been prepared and is enclosed (Attachment A). The report includes a prioritized Summary of Strategies (Attachment B) resulting from working with the community Stakeholders applying evaluation criteria discussed with the Stakeholders.

Funding Opportunities

Priority projects identified through the CBTP process will be eligible to apply for future Lifeline funding. STA is responsible for programmatic and fiscal oversight of Lifeline Projects in Solano County.

Fiscal Impact:

This project was funded by a funding agreement with MTC which expires Fall 2012. With the final report prepared, the project is nearly completed and is on schedule and within budget. The priority projects identified by this study will be eligible for Solano County Lifeline funding to be allocated by the STA.

Recommendation:

Forward a recommendation to the STA Board to approve the Final East Fairfield Community Based Transportation Plan as specified in Attachment A.

Attachments:

- A. Final East Fairfield Community Based Transportation Plan (This attachment has been provided to the STA TAC under separate cover. To obtain a copy, please contact the STA at (707) 424-6075.)
- B. Summary of Strategies

NOTE: THIS ATTACHMENT WILL BE PROVIDED TO THE TAC MEMBERS UNDER SEPARATE COVER.

This page intentionally left blank.

East Fairfield Community-Based Transportation Plan | Final Report
Solano Transportation Authority

Figure 6-1 Summary of Strategies

Tier 1	Tier 2
Mobility Management	
Establish a Mobility Management Program	
Distribute information on transportation to specific groups more directly	
Create transportation information centers at schools	
Provide Travel Training to encourage taking transit	
Transit Service and Amenities	
Establish a lower fare pass for students, and create low-cost daily, weekly, or monthly passes	Ensure access to transit stops by bicycles and pedestrians
Subsidize lower cost transit fares through Social Services or other agencies	
Translate all materials into Spanish, including schedules and website	
Shorten trip times and increase usability through route changes	
Expand hours and days of transit service	
Standardize transit fares throughout Solano County	
Inventory bus stops and develop a schedule to install rider amenities	
Serving Seniors and People with Disabilities	
Expand the Volunteer Driver Programs	Establish a "deviated fixed-route" service for seniors and people with disabilities
	Consider using brokers for paratransit service in unproductive areas and hours
	Establish a more accurate ADA paratransit eligibility screening process
Auto-Based Strategies	
Expand subsidized taxi service beyond its current population	Enable low-cost purchase and maintenance of cars through a Vehicle Clearinghouse
	Develop a car-share system for the study area to allow short-term use of cars without the expense of ownership

East Fairfield Community-Based Transportation Plan | Final Report
Solano Transportation Authority

Tier 1	Tier 2
Bicycle and Pedestrian Strategies	
Expand access to low-cost bicycles through a variety of measures	Improve bicycle and pedestrian access across major physical barriers
Expand bicycle education and encouragement programs to adults and families	Improve the streetscape on major arterials
Identify and prioritize new off-street trail opportunities and extensions	
Identify and improve slower, low-volume neighborhood streets as priority bikeways	
Enhance the Linear Park Trail to: <ul style="list-style-type: none"> ▪ Improve personal safety and security ▪ Close gaps including at the Solano Mall ▪ Increase enforcement and open space programming 	
Implement physical improvements as part of Safe Routes to School	
Land Use Policies	
Develop city- or county-wide transit design guidelines for planners and developers	Implement transportation-friendly land use patterns in the North Texas PDA area



DATE: August 8, 2012
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: 2012 Local Ridership Studies for Dixon Read-Ride, Fairfield and Suisun Transit (FAST), Rio Vista Delta Breeze, and Vacaville City Coach

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 provide a stable source of funding for these services. The cost-sharing for each route is based on residence of the ridership (80%) and population share (20% of the jurisdiction being served). An initial ridership survey was conducted in the fall of 2006 and the ITF agreement 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 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/State Route (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 began 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 2012 Local Ridership Studies were conducted for Dixon Read-Ride, FAST, Rio Vista Delta Breeze, and Vacaville City Coach. The results of these studies are presented in Attachment A.

Recommendation:

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

Attachment:

- A. 2012 Local Ridership Studies (This attachment has been provided to the TAC members under separate enclosure. To obtain copies, please contact the STA at (707) 424-6075.)



DATE: August 20, 2012
TO: STA TAC
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2012-13 Work Program and Year-End Report

Background:

The Solano Napa Commuter Information (SNCI) program has been in existence since 1979. It began as a part of a statewide network of rideshare programs funded primarily by Caltrans. The SNCI program is currently funded and managed by the STA, through Metropolitan Transportation Commission (MTC) Regional Rideshare funds, Bay Area Air Quality Management District (BAAQMD), Eastern Congestion Mitigation Air Quality (ECMAQ) and Yolo Solano Air Quality Management District (YSAQMD) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

The BAAQMD, ECMAQ and YSAQMD funds have allowed the SNCI program to expand services that would not otherwise be available such as, commuter incentives, the Emergency Ride Home Program, the Employer Commute Challenge, and a wide range of localized services. These services also support efforts to reduce carbon emissions and address climate change concerns.

The FY 2012-13 SNCI Work Program includes the following nine (9) major elements:

1. Customer Service
2. Employer Program
3. Vanpool Program
4. Incentives Program
5. Solano Emergency Ride Home
6. SNCI Awareness Campaign/ General Marketing
7. California Bike to Work/Bike to School Campaign
8. 6th Annual Solano Commute Challenge
9. Partnerships

The proposed FY 2012-13 SNCI Work Program is provided in Attachment A.

Discussion:

The STA Board approved the FY 2011-12 Work Program for the SNCI Program on July 13, 2011. With the completion of the fiscal year, STA staff has prepared a SNCI Program Annual Report for Solano County (Attachment B).

The SNCI Program has had an active and productive year. Highlights of FY 2011-12 include:

Vanpools Formed: Forty (40) new vanpools were started coming to, from, or through Solano County during FY 2011-12, a 75% increase over the past three-year average. Fifteen (15) of those have destinations in Solano County. The State Compensation Insurance Fund (State Fund) relocation was responsible for 12 of those vanpools. State Fund relocated over 700 employees from their San Francisco offices beginning July 2011. SNCI began working with State Fund in the spring to assist their employees in finding ways to work at their new location. A series of events and meetings held in Vacaville and in San Francisco provided all employees information about commute alternatives. Vanpools were a favorite choice because of the long distance many had to travel.

Emergency Ride Home (ERH): The ERH Program also benefitted from the State Fund relocation. Since the objective of ERH is to encourage the use of commute alternatives by providing a free ride home to program participants in cases of emergency, the new vanpoolers and other commuters were encouraged to register for this program. 214 employees signed up for the ERH Program in FY 2011-12 bringing the total number of registrants to 395. State Fund attributed to 181 registrants. Twenty-four (24) employees used the ERH program to get home for an emergency, nearly five times the number of the previous year.

Solano Commute Challenge: The 5th Annual Solano Commute Challenge showed a 37% increase in the number of Commute Champions. These 469 employees used a commute alternative to work at least 30 workdays from August to October. Fifty-one (51) employers participated, an 11% increase.

Bike to Work Day: The evaluation of Bike to Work Day is based on the number of bicyclists who stop by Energizer Stations on that day (May 10th). This year there were 16 stations in Solano County. Overall, there were 555 visitors at these stations, a 48% increase over 2011 (376 visitors).

Goals for FY 2012-13 include creating a more cohesive marketing approach with regard to message, medium and materials; improving the response to promotions and campaigns like Bike to Work and the Solano Commute Challenge; increasing the number of vanpool starts.

Fiscal Impact:

The SNCI program is fully funded by MTC Regional Rideshare Program funds, BAAQMD Transportation for Clean Air (TFCA) funds, and ECMAQ funds for an annual total of \$510,000.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Napa Commuter Information Work Program for FY 2012-13 as shown in Attachment A.

Attachments:

- A. Solano Napa Commuter Information Work (SNCI) Program FY 2012-13
- B. SNCI FY 2011-12 Year-End Report (under separate cover)

**Solano Napa Commuter Information (SNCI)
Work Program
FY 2012-13**

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511 and 511.org.
2. **Employer Program**: Outreach to Solano and Napa employers to be a resource for commuter alternative information including setting up internal rideshare programs. SNCI will maximize these key channels of reaching local employees. Develop an online communication package for employers that can be used to inform employees about commute alternatives via the internet/intranet. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano Economic Development Corporation (EDC), chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 27 vanpools and handle the support for all vanpools coming to or leaving Solano and Napa counties. Increase marketing to recruit vanpool drivers.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of carpool, vanpool, bicycle, and transit through employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County and Napa County employers.
6. **General Marketing/SNCI Awareness Campaign**: 1) Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more. 2) Develop and implement a campaign that includes messages to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties. Leverage the current concern for climate change to direct commuters to SNCI's web site or 800 phone number.
7. **Bike to Work/Bike to School Campaign**: Take the lead in coordinating the regional 2013 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally. Coordinate with Safe Routes to School program to promote safety and bicycling to school.
8. **Solano Commute Challenge/Napa Green Commute Challenge**: Conduct an employer campaign that encourages Solano County employers and employees to compete against one another in the use of commute alternatives to driving alone. This campaign includes an

incentive element and enlists the support of local Chambers of Commerce. Launch a new Commute Challenge in Napa County modeled on the success of the Solano Commute Challenge.

9. **Partnerships:** Coordinate with other programs and outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include providing support to programs like Safe Routes to School (SR2S) and Seniors and People with Disabilities; and assisting the local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans and other efforts.

NOTE: THIS ATTACHMENT WILL BE PROVIDED TO THE TAC MEMBERS UNDER SEPARATE COVER.

This page intentionally left blank.



DATE: August 17, 2012
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Proposed SolanoExpress Route 78 Service Changes

Background/Discussion:

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

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

SolanoExpress Route 78 provides service along the I-780 corridor between Baylink Ferry and Pleasant Hill and Walnut Creek BART station. Route 78 is the only one of seven SolanoExpress initiated after the first Intercity Transit Funding (ITF) agreement was developed. Route 78 is managed by Solano Transportation Authority and operated by SolTrans and is one of the seven routes in the ITF agreement that funding partners pay into. Route 78 is also one of the five routes funded by Regional Measure 2 (RM 2) bridge toll funds.

In an effort to operate a sustainable transit system, SolTrans staff was directed by the SolTrans Board to eliminate approximately 17,000 service hours from their overall transit system. Some of these proposed changes effected SolanoExpress Route 78. STA staff analyzed the service changes to Route 78 and with the concurrence of the STA Board, sent a letter to SolTrans requesting them to reconsider eliminating service to Pleasant Hill BART to avoid a potential loss of ridership and to address concerns about the potential loss of RM2 funds if ridership decreases on this route.

In June, SolTrans Board approved a recommendation to authorize staff to retain the Pleasant Hill BART stop on the SolanoExpress 78 and to continue the existing schedule pending further service and financial analysis is conducted.

SolTrans staff has completed their financial service analysis and has developed a proposed schedule to improve the route cost-efficiency and farebox recovery of Route 78 that includes continued service to Pleasant Hill BART. SolTrans will provide the Consortium, TAC and STA staff with a presentation of the proposed services changes to Route 78 for feedback, comment and approval.

Recommendation:

Forward a recommendation to the STA Board to approve the proposed route changes by SolTrans to SolanoExpress Route 78 as shown in Attachment A.

Attachment:

- A. Proposed Changes to SolanoExpress Route 78 (A copy of the proposed service changes to SolanoExpress Route 78 will be provided to the committee members under separate cover and is available upon request by contacting the STA at (707) 424-6075.)

NOTE: THIS ATTACHMENT WILL BE PROVIDED TO THE TAC MEMBERS UNDER SEPARATE COVER.

This page intentionally left blank.



DATE: August 21, 2012
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: OneBayArea Grant (OBAG) Local Streets and Roads Projects

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 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 Congestion Management Agency (CMA) Planning activities, and other STP and CMAQ eligible transportation activities into one grant proposal. 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 April 4, 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 \$18.8 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, STA Planning and SNCI activities. With the addition of a 4th year to the OBAG funding cycle and using the same formula, the existing commitments total \$6.2 million.

On July 12, the STA Board reaffirmed the existing commitments, including a commitment of the remaining STP funds to Local Streets and Roads (LS&R) maintenance. The STA Board issued a LS&R Call for Projects. A total of \$5.1 million in STP funds is currently projected to be available. The Call for Projects is included as Attachment A.

Discussion:

The project submittal and review schedule for LS&R projects is more compressed than is the schedule for CMAQ projects in order to allow interested jurisdictions to program projects for the 2013 construction season. Those projects approved by the STA Board in September 2012 can be included in the next amendment of the Transportation Improvement Plan (TIP). Projects not ready for 2013 construction will be included in later amendments of the TIP.

Funds for LS&R maintenance are distributed by a formula based upon lane miles, population, maintenance needs assessment and preventative maintenance score. The projected amount available for each jurisdiction is shown below. The City of Rio Vista’s STP share is small enough that delivery of a federally-funded project is not practical for each federal cycle. Rio Vista exchanged its LS&R funds for non-federal funds with another jurisdiction during the first cycle, which included an advance from the second federal cycle.

Jurisdiction	Draft OBAG LS&R Shares – 2nd Cycle
County of Solano	\$1.094
Benicia	\$0.390
Dixon	\$0.460
Fairfield	\$1.122
Rio Vista	\$ -
Suisun City	\$0.280
Vacaville	\$0.970
Vallejo	\$0.784
TOTAL	\$5.100

For those jurisdictions receiving LS&R funds, each identifies one or more projects that can be funded with the STP funds and any additional local funds. The complete application packages submitted by each jurisdiction are contained in Attachment B. A summary of the proposed LS&R projects submitted by each jurisdiction is provided below.

Jurisdiction	Project	Amount
Benicia	Park Road (Industrial Way to Stone Road)	\$320,000
	Southampton Road (I-780 to Bay View Villas)	\$360,000
Dixon	Project submitted pending, but not submitted by August 10 submittal date	
Fairfield	Beck Avenue (West Texas to SR 12)	\$1,900,000
Suisun City	Walters Road (Peterson Rd. to Bella Vista Rd.)	\$266,054
	Pintail Dr (Walters Rd to Blackspur Dr.)	\$236,145

Vacaville	Depot Street (Mason Street to E Monte Vista Ave.)	\$160,000
	Leisure Town Road (N. of Stonegate Drive to Orange Drive)	\$505,600
	E Monte Vista Ave (Browns Valley Pkwy area)	\$59,200
	Allison Drive (Nut Tree Pkwy to E Monte Vista Ave)	\$164,000
	Vaca Valley Pkwy (Browns Valley Rd to E Monte Vista Ave.)	\$628,800
	Ulati Drive (Nut Tree Rd to Leisure Town Rd.) -	\$579,200
	Davis Street (N of Claremont Ave to Alamo Dr.) -	\$208,000
Vallejo	Georgia Street (Santa Clara St to Sacramento St.)	\$885,500
Solano County	Birds Landing Road (1 mi south SR-12 to 2.47 mi south SR-12) -	\$359,000
	Birds Landing Road (Collinsville Rd to .88 miles east of Collinsville Road) -	\$200,000
	Collinsville Road (1 mi south to .92 miles north of Talbert Lane)	\$469,000
	King Road (Bulkley Road to Liberty Island Road) -	\$113,000
	Midway Road (UPRR Right of Way to Pitt School Road) -	\$92,000
	Putah Creek Road (.42 miles east to 0.84 mi east Pleasants Valley Road) -	\$75,000

All of the jurisdictions making submittals by the August 10 deadline identified project costs that exceed their allocation of OBAG LS&R funds. Each project must have a complete funding plan before actual fund programming can occur from MTC, so each of the jurisdictions will need to identify supplemental fund sources (such as local gas tax subvention) before the project can be included in the TIP and receive funding.

Of the \$7.58 million in total project cost submitted as of the August 10 deadline, \$3.79 million is for projects in or directly connected to Priority Development Areas. This is 50% of the OBAG LS&R funds, and helps assure that the overall STA allocation of OBAG funds will meet the MTC requirement of at least 50% of OBAG funds being spent on projects that are in, directly connected to or providing approximate support to PDAs.

For those jurisdictions that did not meet the August 10, 2012 submittal deadline, their LS&R projects can be included in the follow-up STA Board's action on OBAG projects, scheduled for January 2013.

Fiscal Impact:

The proposed action will not have any impact on the STA budget.

Recommendation:

Forward a recommendation to the STA Board to adopt a Resolution approving the Local Streets and Roads projects for OBAG funding as shown in Attachment B.

Attachments:

- A. STA OBAG Local Streets and Roads Call for Projects
- B. OBAG Local Streets and Roads Submittals from:

- *Vj ku'cwcej o gpvj cu'dggp'r tqxkf gf "vq"j g"VCE"o go dgtu'w'pf gt "ugr gtcvg"gperquwtg0-
- a. Benicia
- b. Fairfield
- c. Vacaville
- d. Vallejo
- e. Solano County
- f. Suisun City

This page intentionally left blank.



SOLANO TRANSPORTATION AUTHORITY

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

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 • Telephone (707) 424-6075 / Facsimile (707) 424-6074
Email: staplan@sta-snci.com • Website: sta.ca.gov

July 18, 2012

TO: All Interested Parties

FROM: Robert Macaulay, Director of Planning

SUBJECT: OneBayArea Grant Call for Projects – Local Streets and Roads

The Solano Transportation Authority (STA) has issued a Call for Projects for OneBayArea Grant (OBAG) funds for Solano County. These are federal transportation funds distributed through the Metropolitan Transportation Commission (MTC) to local Congestion Management Agencies such as the STA. This Call for Projects is for Federal Surface Transportation Program (STP) funds. At a later date, STA will issue a Call for Projects for Congestion Mitigation and Air Quality (CMAQ) funds.

Interested parties are invited to submit OBAG funding applications to the STA no later than 3:00 p.m. on Friday, August 10, 2012.

Attached are the documents needed to submit an application. They are:

1. STA Surface Transportation Program OBAG Call for Projects with attachments:
 - A. Minimum Standards for Proposed Local Streets and Roads Eligibility
 - B. Allowable Uses of Available Federal Funds
 - C. STA Local Streets and Roads Public Outreach Schedule
2. STA OBAG Application Instructions
3. STA OBAG Project Submittal Checklist

For those agencies that are submitting projects originally submitted to the STA in April 2012, an STA Project Delivery Sheet does not need to be prepared. If a project was not originally submitted in April 2012, a new STA Project Delivery Sheet should be submitted at this time.

If you have any questions, please call me at (707) 424-6006.

STA STP OBAG Call for Projects with attachments

Re: Solano Transportation Authority
Local Streets and Roads Call for Projects

To Interested Applicants:

The Solano Transportation Authority (STA) is currently seeking input on how to allocate an estimated \$5,094,000 (five million ninety-four thousand dollars) 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 federal Surface Transportation Program (STP) funds available through the Metropolitan Transportation Commission (MTC) OneBayArea Grant (OBAG) program.

Attached you will find a copy of the STA's guidelines for Local Streets and Roads (LS&R) 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 that will serve as the project sponsor for the application.

STA OBAG funding applications are due **no later than 3 p.m., Friday, August 10, 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 Local Streets and Roads Eligibility
- B. Allowable Uses of Available Federal Funds
- C. STA Local Streets and Roads Public Outreach Schedule
- D. Local Streets and Roads Distribution by Jurisdiction

Solano Transportation Authority

Minimum Standards for Proposed Local Streets and Roads Eligibility

1. Project is located in a jurisdiction that meets the OBAG eligibility requirements regarding Complete Streets and a certified Housing Element
2. Qualifies as a Surface Transportation Program eligible Local Streets and Roads maintenance project
3. Commitment by a public agency to deliver the project or program
4. Deliverable within the OBAG funding cycle (2012 through 2016)

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

STA Local Streets and Roads Public Outreach Schedule

July 11	STA Board adopts Local Streets and Roads Call for Projects Guidelines and Schedule and Issues a Local Streets and Roads Call for Projects
July and August	Local jurisdictions identify Local Streets and Roads projects
August 10	Local Streets and Roads Project Submittals Due
August 29	TAC and Consortium Review Local Streets and Roads Projects and make recommendation to the STA Board
September 12	STA Board Public Hearing on approval of Local Streets and Roads projects Submittal of STA OBAG Local Streets and Roads Project List and Supporting Documentation to MTC

**STA STP OBAG Submittal
Attachment 2
STA STP OBAG Submittal Instructions**

Agency Contact Information. This is the name of the primary point of contact for the agency regarding project submittal and processing. Each agency should have ONE primary point of contact for all STP OBAG projects.

1. **Housing Element.** Indicate whether or not the agency has a Housing Element certified by the State Department of Housing and Community Development. If so, please provide a copy of the certification letter. Note: an HCD-approved Housing Element is required before OBAG funds can be received.
2. **Complete Streets.** Indicate whether or not the agency is implementing the Complete Streets Act of 2008. If the answer is yes, provide the pertinent language from the General Plan or other land use regulation document, such as the Zoning Ordinance or the public works standard specifications, that shows compliance. If the answer is no, please provide a schedule for when compliance is anticipated. Note: compliance with the Complete Streets Act of 2008 no later than January 31, 2013, is required before OBAG funds can be received.
3. **Project Information.** Provide a description of each street proposed for rehabilitation using OBAG STP funds. Projects that extend over several blocks only need to be listed once.
4. **Map or graphic.** Please show each project on a map, overhead photo or other graphic. If the agency is submitting multiple projects, all projects can be shown on a single page, or on multiple pages, as the agency's discretion. Proper identification of start and end points is important to identify in this map or graphic.
5. **Complete Streets Checklist.** Provide a copy of the completed Complete Streets checklist for each project. Even if an agency is in compliance with the Complete Streets Act of 2008, a Complete Streets Checklist must be furnished for each project. The Complete Streets checklist can be accessed at http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm
6. **Bicycle, Pedestrian and Transit Features.** Describe those features (for example, Class I, II or III bike facilities, pedestrian paths or sidewalks, curb cut-outs and/or transit vehicle stops or pull-outs) that either exist or that will be installed or modified as a part of the project.
7. **Project Delivery Sheet.** STA requires a separate Project Delivery Sheet be completed for each project. If a Project Delivery Sheet has already been completed for this project in response to STA's March 2012 project identification memo, a new sheet is not required. If a Project Delivery Sheet has

not been completed, or if the agency wishes to submit an updated project delivery sheet, it (they) must be attached to this application. For assistance with STA's Project Delivery Sheets, please contact Jessica McCabe at (707) 399-3215 or jmccabe@sta-snci.com.

8. **Public Outreach.** MTC has required local proof of compliance with Title VI of the Civil Rights Act of 1964 for all OBAG funded projects. This requires not only that agencies perform public outreach, but that the outreach activities are documented.

Submittal Authorization. The form should be signed by a person such as the City Manager or a responsible Department Director.

Please fill out the fields below.

Agency:

Agency Contact:

Name

Title

Phone

E-Mail

1. This agency **does / does not** have a Housing element certified by the California Department of Housing and Community Development. If yes, attach copy of certification letter.

2. This agency **does / does not** comply with the Complete Streets Act of 2008.
 - If yes, please attach General Plan and/or ordinance language showing Complete Streets compliance.
 - If no, please indicate planned schedule for implementing Complete Streets compliance.

3. Streets Proposed for Local Streets and Roads Maintenance Funding:

Street Name	Starting Point	Ending Point	Length	Total Project Cost

4. Attach a map or other graphic that shows the location of the project.

5. Attach a Complete Streets checklist for each project.

6. Describe the bicycle, pedestrian and/or transit elements of the street as it currently exists, and any improvements that will be made as a part of this project.

7. If the STA does not have a current Project Delivery Sheet on file for the project, please include a completed or updated Project Delivery Sheet that shows funding by phase (PE, RoW, Con), project milestones and estimated completion.

8. Attach a description of any public outreach performed by the agency regarding the selection of projects for STP OBAG funding.

Name: _____

Signature: _____

Title: _____

I hereby submit the above-listed projects and project information for the _____ for consideration for funding from Surface Transportation Program funds administered by the Solano Transportation Authority as part of the OneBayArea Grant program, and confirm that I am authorized to make such a submittal on behalf of _____.

STA STP OBAG Submittal

Exhibit D

Local Streets and Roads Distribution by Jurisdiction

	07-02-2012 Conf Call estimated shares	Revised Draft OBAG LS&R Shares of \$5.1M	Change from 07- 02-2012 LS&R Conf Call		50/50, STP/CMAQ	60/40, STP/CMAQ (April 2012 STA Board policy)
County of Solano	\$ 1.144	\$ 1.094	\$ (0.050)		\$ 1.268	\$ 1.691
Benicia	\$ 0.214	\$ 0.390	\$ 0.176		\$ 0.446	\$ 0.583
Dixon	\$ 0.379	\$ 0.460	\$ 0.081		\$ 0.496	\$ 0.581
Fairfield	\$ 0.989	\$ 1.122	\$ 0.133		\$ 1.287	\$ 1.688
Rio Vista	\$ -	\$ -	\$ -		\$ -	\$ -
Suisun City	\$ 0.315	\$ 0.280	\$ (0.035)		\$ 0.322	\$ 0.422
Vacaville	\$ 0.908	\$ 0.970	\$ 0.062		\$ 1.112	\$ 1.455
Vallejo	\$ 1.152	\$ 0.784	\$ (0.368)		\$ 0.900	\$ 1.180
TOTAL	\$ 5.101	\$ 5.100	\$ (0.001)		\$ 5.830	\$ 7.600

NOTE: THIS ATTACHMENT WILL BE PROVIDED TO THE TAC MEMBERS UNDER SEPARATE COVER.

This page intentionally left blank.



DATE: August 21, 2012
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: OneBayArea Grant (OBAG) Workshop and Funding Criteria

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 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. Safe Routes to Schools (SR2S) is eligible for OBAG funding, but will also be receiving funds that are specifically allocated to SR2S.

On April 4, 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 \$18.8 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.

On July 12, the STA Board reaffirmed the existing commitments, and issued a Call for Projects for CMAQ-eligible projects and programs. A total of \$7.6 million in CMAQ funds is currently projected to be available. MTC has stated the STP/CMAQ proportion for CMAs may be changed in order to increase the STP share. If MTC does adjust the STP/CMAQ proportion, the total allocated for CMAQ-eligible projects will be adjusted. The Call for Projects is included as Attachment A

Discussion:

At this time, the STA has not established policies for selecting which projects will receive OBAG funding. There are several STA and MTC policies that will guide which projects are eligible to receive OBAG funding. Those are:

- Projects or programs must be identified in an adopted or draft STA document (STA policy).
- A public agency must commit to delivery of the project (STA & MTC policy)
- Jurisdiction must have a Housing Element approved by the state Department of Housing and Community Development (MTC policy). All jurisdictions but the City of Benicia have currently met this requirement.
- Jurisdiction must prove compliance with MTC's Complete Streets policy (MTC policy). At this time, the cities of Dixon and Fairfield have met this requirement.

In addition, funds must be obligated in the 4-year OBAG time period: Fiscal Year (FY) 2012-2013 through FY 2015-16. Because delivery for larger projects is usually a multi-year process, it can be difficult to determine which projects will meet this criteria. STA has required project sponsors to complete an STA Project Delivery Sheet to assist in determining if a project is likely to be delivered in the required time frame.

There are three financial requirements that will influence the ultimate mix of projects. First, MTC has required that 50% of the OBAG funds must be expended on projects that are in, directly connected to or provide proximal support to Priority Development Areas (PDAs). Second, the average project amount must be at least \$250,000, and no project may be less than \$100,000. In past years, MTC has required all projects to have a minimum of \$250,000 in federal funds, due to the complexity of dealing with federal eligibility requirements. Finally, half of the OBAG funds, including all funds programmed for the Preliminary Engineering phase, must be obligated by March 31, 2015. All remaining OBAG funds must be obligated by March 31, 2016.

Once projects have passed these 'filters,' STA staff has identified a number of criteria that can be used to prioritize projects for funding. They include:

1. How many of goals of the RTP or the Solano Comprehensive Transportation Plan (CTP) are advanced by the project?
2. Does the project support transportation and land use connections, PDA's and Priority Conservation Areas (PCAs) by:
 - Encouraging housing and employment near transit
 - Directly facilitating development investments addressing access improvements
 - Encouraging users of open space or direct consumer purchase from agricultural producers
 - Implementing a transportation and land use plan with demonstrated community consensus

3. Does the project address safety improvements?
 - Reduction in collisions
 - Reduction in severity of accidents
 - Reduction in bicycle/pedestrian collisions
4. Is the project a recognized priority project in any of the STA's adopted plans, and if so what rank?
5. Is the project located in a community of concern as defined by MTC, and included in any of the STA's Community Based Transportation Plans?
6. How soon can the project be delivered? Is the project identified in a locally-adopted master plan? Does it have environmental clearance and completed Plans, Specifications and Estimates (PS&Es)? What is the project delivery record of the sponsoring agency? If the project is large, can the project sponsor deliver earlier project phases with independent utility?
7. Does the project help develop a balanced Transportation System by improving access for all modes including: roads, bicycle, pedestrian and transit connection? Does it improve mobility for seniors and persons with disabilities?
8. Is the project located in a jurisdiction that is taking a large proportion of the county's housing allocation in the upcoming Regional Housing Needs Allocation process?

An additional consideration is the question of equity in project funding. This question can be extended beyond OBAG to include regional air quality funds, Safe Routes to Schools projects, State Transit Assistance Funds and Regional Measure 2 project funding. If funding equity is a consideration, should the calculation include all of these fund sources? Also, what time period should be considered when calculating funding equity?

On September 12, 2012, the Solano City County Coordinating Council is scheduled to meet with ABAG's executive director and senior staff to discuss the regional growth forecast scenarios, PDAs, and Solano's continuing coordination of transportation and land use planning efforts. This is in follow up to a similar meeting arranged by ABAG in 2010.

Also, on September 12th, the STA Board will be hosting a public input session with all of its citizen and staff based advisory committees (Bicycle Advisory Committee, Lifeline Advisory Committee, Paratransit Coordinating Council, Pedestrian Advisory Committee, Safe Routes to School Advisory Committee, Senior and Persons with Disabilities Mobility Committee, Solano Express Transit Consortium, and Technical Advisory Committee) on priorities for the allocation of Solano's OBAG funding. This meeting is part of the public process for the RTP/Sustainable Communities Strategy development being required by ABAG and MTC and is a pre-requisite to the STA Board allocating its share of OBAG funds.

The STA Board will be discussing the priorities for OBAG funding and PDA implementation in more detail at its Board meeting of September 12th and October 10th.

Because of the many factors that can be used in making funding recommendations for OBAG, as well as for other funding sources, STA staff is requesting the TAC thoroughly discuss the option or options that members feel will best improve Solano County's transportation system. A summary of this discussion will be provided to the STA Board when it holds its funding workshop on September 12. It is also recommended that the TAC appoint a member to present the TAC's viewpoints at the STA Board workshop.

At its July 11 meeting, the STA Board established a public input plan, and set the December 12 Board meeting as the time for making a final OBAG funding determination. In order to allow for additional discussion of funding options, it is recommended that the date for a final OBAG funding determination be put off until January 2013. A revised public input schedule is provided as Attachment B.

Fiscal Impact:

The proposed action will not have any impact on the STA budget.

Recommendation:

Forward a recommendation to the STA Board to:

1. Adopt the revised public input schedule as shown in Attachment B; and
2. Designate a TAC member to represent the STA TAC at the STA Board OBAG funding workshop on September 12, 2012.

Attachments:

- A. CMAQ Call for Projects
- B. Revised Public Outreach Schedule

**SOLANO TRANSPORTATION AUTHORITY**Member Agencies:
Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano CountyOne Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Facsimile (707) 424-6074
Email: staplan@sta-snci.com ♦ Website: sta.ca.gov

August 2, 2012

TO: All Interested Parties

FROM: Robert Macaulay, Director of Planning

SUBJECT: OneBayArea Grant Call for Projects

The Solano Transportation Authority (STA) has issued a Call for Projects for OneBayArea Grant (OBAG) funds. These are federal transportation funds distributed through the Metropolitan Transportation Commission (MTC) to local Congestion Management Agencies such as the STA. Interested parties are invited to submit OBAG funding applications to the STA no later than 3:00 p.m. on Wednesday, August 22, 2012.

Attached are the documents needed to submit an application. They are:

1. STA Congestion Mitigation and Air Quality (CMAQ) OBAG Call for Projects with attachments:
 - A. Minimum Standards for Proposed CMAQ Project and Program Eligibility
 - B. Allowable Uses of Available Federal Funds
 - C. STA Project and Program Public Outreach Schedule
2. STA OBAG Application Instructions
3. STA OBAG Project Submittal Checklist

For those agencies that are submitting projects originally submitted to the STA in April 2012, an STA Project Delivery Sheet does not need to be prepared. If a project was not originally submitted in April 2012, a new STA Project Delivery Sheet should be submitted at this time.

If you have any questions, please call me at (707) 424-6006.

STA STP OBAG Submittal

Attachment 1

STA CMAQ OBAG Call for Projects with attachments

Re: Solano Transportation Authority
CMAQ Call for Projects

To Interested Applicants:

The Solano Transportation Authority (STA) is currently seeking input on how to allocate an estimated \$7,633,000 (seven million six-hundred thirty-three thousand dollars) 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 and program 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 or sponsored 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 Project and Program Eligibility
- B. Allowable Uses of Available Federal Funds
- C. STA Project and Program Public Outreach Schedule

Solano Transportation Authority
Minimum Standards for Proposed Project and Program Eligibility

1. Project is located in a jurisdiction that meets the OBAG eligibility requirements regarding Complete Streets and a certified Housing Element
2. Qualifies as a Congestion Mitigation and Air Quality eligible project or program
3. Commitment by a public agency to deliver the project or program
4. Deliverable within the OBAG funding cycle (2012 through 2016)

Allowable Uses of Available Federal Funds

FUND SOURCE: Congestion Mitigation and Air Quality (CMAQ)

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).

STA CMAQ Project and Program Public Outreach Schedule

<p>July 11</p>	<p>STA Board approves public process for OBAG Committed Funding ; Submittal of STA OBAG Committed Funding and Supporting Documentation to MTC</p> <p>STA Board adopts Local Streets and Roads Call for Projects Guidelines and Schedule and Issues a Local Streets and Roads Call for Projects</p> <p>STA Board adopts OBAG Call for Projects Guidelines and Schedule and Issues a Call for Projects</p>
<p>August through September</p> <p>August 10</p> <p>August 22</p> <p>August 29</p>	<p>Committee Meetings:</p> <ul style="list-style-type: none"> Bicycle Advisory Committee (September 6) Pedestrian Advisory Committee (September 5) Paratransit Coordinating Council Safe Routes to Schools Advisory Committee Senior and Persons with Disabilities Steering Committee (July 19) Lifeline Committee/ Community Based Organizations Safe Routes to Schools Committee <p>Tribal Consultation</p> <p>Public Workshop</p> <p>Local Streets and Roads project submittals due</p> <p>Unified Call for Projects submittals due</p> <p>TAC and Consortium Review Local Streets and Roads projects and make recommendation to STA Board</p>

September	Board Workshop on OBAG Project Selection Criteria
September 12	STA Board Public Hearing on approval of Local Streets and Roads projects; Submittal of STA OBAG Local Streets and Roads Project List and Supporting Documentation to MTC
September 26	TAC and Consortium Review Draft OBAG Call for Project Submittal List
October 10	STA Board Public Hearing Draft OBAG Call for Project Submittal
November 28	TAC and Consortium Review of Final OBAG Call for Project List
December 12	Board Approval of Final OBAG Call for Project List
January 2013	Submittal of STA OBAG Project List and Supporting Documentation to MTC

**STA CMAQ OBAG Submittal
Attachment 2
STA CMAQ OBAG Submittal Instructions**

Agency Contact Information. This is the name of the primary point of contact for the agency regarding project submittal and processing. Each agency should have ONE primary point of contact for all STP OBAG projects.

1. **Housing Element.** Indicate whether or not the agency has a Housing Element certified by the State Department of Housing and Community Development. If so, please provide a copy of the certification letter. Note: an HCD-approved Housing Element is required before OBAG funds can be received.
2. **Complete Streets.** Indicate whether or not the agency is implementing MTC's Complete Streets policy. If the answer is yes, provide the pertinent language from the General Plan or other land use regulation document, such as the Zoning Ordinance or the public works standard specifications, that shows compliance. If the answer is no, please provide a schedule for when compliance is anticipated. Note: compliance with the MTC's complete streets policy no later than January 31, 2013, is required before OBAG funds can be received.
3. **Project Information.** Provide a description of each project or program proposed for funding with CMAQ funds. Projects that extend over multiple years or apply to multiple adjoining sites can be covered with a single application.
4. **Map or graphic.** Please show each project on a map, overhead photo or other graphic. If the agency is submitting multiple projects, all projects can be shown on a single page, or on multiple pages, as the agency's discretion. Proper identification of project boundaries is very important in this map or graphic. If the application is for a program that specifies a specific area, please submit a map or graphic that indicates the area covered by the program.
5. **Complete Streets Checklist.** Provide a copy of the completed Complete Streets checklist for each project. Even if an agency is not in compliance with the MTC's Complete Streets policy or the Complete Streets Act of 2008, a Complete Streets Checklist must be furnished for each project. Note: this requirement does not apply to applications for program funding.
6. **Bicycle, Pedestrian and Transit Features.** Describe any features (for example, Class I, II or III bike facilities, pedestrian paths or sidewalks, curb cut-outs and/or transit vehicle stops or pull-outs) that either exist or that will be installed or modified as a part of a project. Note: this requirement does not apply to applications for program funding.

7. **Project Delivery Sheet.** STA requires a separate Project Delivery Sheet be completed for each project. If a Project Delivery Sheet has already been completed for this project in response to STA's March 2012 project identification memo, a new sheet is not required. If a Project Delivery Sheet has not been completed, or if the agency wishes to submit an updated project delivery sheet, it (they) must be attached to this application.
8. **Public Outreach.** MTC has required local proof of compliance with Title VI of the Civil Rights Act of 1964 for all OBAG funded projects. This requires not only that agencies perform public outreach, but that the outreach activities are documented.
9. **Inclusion in STA Plans or Documents.** Please indicate how the proposed project or program is included in an adopted or draft STA plan or similar document.
10. **Agency Sponsorship.** For those projects or programs not being submitted by a public agency, please provide evidence that a public agency has committed to deliver the project or program. This should consist of a resolution or other formal action taken by the agency's governing body.

Submittal Authorization. The form should be signed by a person such as the City Manager or a Department Director.

Agency: _____

Agency Contact:

Name _____

Title _____

Phone _____

E-Mail _____

1. This agency **does / does not** have a Housing Element certified by the California Department of Housing and Community Development. If yes, attach copy of certification letter.

2. This agency **does / does not** comply with the MTC Complete Streets policy and the Complete Streets Act of 2008.
 - If yes, please attach General Plan and/or ordinance language showing Complete Streets compliance.
 - If no, please indicate planned schedule and method for achieving Complete Streets compliance.

3. Provide a description of the project or program for which funding is sought. If the application is for a program, please provide program details such as other fund sources, staffing, and program outputs

4. Attach a map or other graphic that shows the location of the project.

5. Attach a Complete Streets checklist for each project (not required for programs).

6. Describe the bicycle, pedestrian and/or transit elements of the street as it currently exists, and any improvements that will be made as a part of this project (not required for programs).

7. Projects or programs:

- a. If the STA does not have a current Project Delivery Sheet on file for the project, please include a completed or updated Project Delivery Sheet; **or**
- b. If the program is not an on-going program funded at least in part by the STA, provide a description of the program, including a detailed funding and expenditure plan, a staffing plan, and a description of program outputs.

8. Attach a description of any public outreach performed by the agency regarding the selection of projects for STP OBAG funding.

9. Please identify the adopted or draft STA plan or similar document in which the project or proposal is listed.

10. If the project or program is not submitted by a public agency, provide proof that a public agency has committed to delivering the project or program.

Name: _____

Signature: _____

Title: _____

I hereby submit the above-listed projects and project information for the _____ for consideration for funding from Surface Transportation Program funds administered by the Solano Transportation Authority as part of the OneBayArea Grant program, and confirm that I am authorized to make such a submittal on behalf of _____.

STA CMAQ OBAG Submittal
Attachment 1
Exhibit C

STA CMAQ Project and Program Public Outreach Schedule

<p>July 11</p>	<p>STA Board approves public process for OBAG Committed Funding ; Submittal of STA OBAG Committed Funding and Supporting Documentation to MTC</p> <p>STA Board adopts Local Streets and Roads Call for Projects Guidelines and Schedule and Issues a Local Streets and Roads Call for Projects</p> <p>STA Board adopts OBAG Call for Projects Guidelines and Schedule and Issues a Call for Projects</p>
<p>August through September</p> <p>August 10</p> <p>August 22</p> <p>August 29</p>	<p>Committee Meetings:</p> <ul style="list-style-type: none"> Bicycle Advisory Committee (September 6) Pedestrian Advisory Committee (September 5) Paratransit Coordinating Council Safe Routes to Schools Advisory Committee Senior and Persons with Disabilities Steering Committee (July 19) Lifeline Committee/ Community Based Organizations Safe Routes to Schools Committee <p>Tribal Consultation</p> <p>Public Workshop</p> <p>Local Streets and Roads project submittals due</p> <p>Unified Call for Projects submittals due</p> <p>TAC and Consortium Review Local Streets and Roads projects and make recommendation to STA Board</p>

September	Board Workshop on OBAG Project Selection Criteria
September 12	STA Board Public Hearing on approval of Local Streets and Roads projects; Submittal of STA OBAG Local Streets and Roads Project List and Supporting Documentation to MTC
September 26	TAC and Consortium Review Draft OBAG Call for Project Submittal List
October 10	STA Board Public Hearing Draft OBAG Call for Project Submittal
December 19 (special meeting date – tentative)	TAC and Consortium Review of Final OBAG Call for Project List
January 9, 2013	Board Approval of Final OBAG Call for Project List
	Submittal of STA OBAG Project List and Supporting Documentation to MTC



DATE: August 14, 2012
TO: STA TAC
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 June are provided as Attachments B (State) and C (Federal).

Discussion:

FEDERAL:

In an effort to speak with one voice 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 – this submittal was awarded \$1.15M
- State of Good Repair
FAST for replacement buses - \$1.86M – this submittal was not successful

Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on July 8, 2012, authorizing \$105B in funding for highway and transit programs through fiscal year 2014. A comprehensive analysis of MAP-21 is included (Attachment E), which discusses how STA can maximize its opportunity for securing federal funds, as well as what are the new requirements that STA and its member transit agencies must meet.

STATE:

Assembly Bill (AB) 2200 (Ma) was amended on the Senate Floor on August 6, 2012 (Attachment F). The approved amendments (Attachment G) will be heard in the Senate Third Reading sometime this week. The amendments essentially state that the HOV hours of operation will be suspended on eastbound I-80 during the morning commute until the HOV lanes are converted to express lanes, or January 1, 2020, whichever comes first. The STA Board took an oppose position on this bill in June prior to the amendments. Staff continues to monitor this bill as it progresses through the legislature.

Senate Bill (SB) 878 (DeSaulnier) was gutted and amended on August 9, 2012 (Attachment H). This bill would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state, regional, and local agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The governor would appoint the Inspector General. Attachment I is the Assembly Appropriations Committee analysis of SB 878 on August 16, 2012. STA is subject to an independent annual audit for all of its transportation funds, and is audited by outside agencies for various specific funding sources such as Regional Measure 2, Transportation Fund for Clean Air, and the Caltrans Overhead Rate process. Staff recommends an oppose position on SB 878 in order to prevent limited federal transportation funds from being diverted from transportation projects in order to fund another layer of administrative oversight.

Recommendation:

Forward a recommendation to the STA Board to adopt an oppose position for SB 878 (DeSaulnier).

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update (Shaw/Yoder/Antwih)
- C. Federal Legislative Update (Akin Gump)
- D. STA Federal Funding Matrix
- E. MAP-21 Memo
- F. AB 2200 Amended 8-6-12
- G. AB 2200 Amendments
- H. SB 878 Amended 8-9-12
- I. SB 878 Assembly Appropriations Committee Analysis 8-16-12

**STA Matrix
as of 8/15/2012**

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</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. Last Amended on 4/30/2012</p>	
<p>AB 57 Beall D</p> <p>Metropolitan Transportation Commission.</p>	<p>ASSEMBLY CHAPTERED 7/13/2012 - Chaptered by the Secretary of State, Chapter Number 88, Statutes of 2012</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 MTC, ABAG support</p>
<p>AB 441 Monning D</p> <p>Transportation planning.</p>	<p>SENATE 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
<p>AB 492 Galgiani D</p> <p>Public transportation agencies: administrative penalties.</p>	<p>SENATE THIRD READING</p>	<p>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 extend the application of these provisions to all public transportation agencies, as defined. The bill would require the penalties collected by a public transportation agency to be deposited in the general fund of the county in which the citation is administered. The bill would make conforming changes. Last Amended on 8/13/2012</p>	
<p>AB 819 Wieckowski D</p> <p>Bikeways.</p>	<p>SENATE THIRD READING</p>	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to specified provisions of existing law. This bill would require the department to establish, by June 30 , 2013, 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. The bill would require the department, by November 1, 2014, to report to the transportation policy committees of both houses of the Legislature the steps that the department has taken to implement those requirements, including, but not limited to, information regarding requests received and granted by the department from July 1, 2013, to June 30, 2014, inclusive, for those exceptions, and the reasons the department rejected any requests for those exceptions. Last Amended on 8/14/2012</p>	
<p>AB 890 Olsen R</p> <p>Environment: CEQA exemption: roadway improvement.</p>	<p>SENATE THIRD READING</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would, until January 1, 2016 , exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of existing use. Last Amended on 8/7/2012</p>	
<p>AB 1126 Calderon, Charles D</p> <p>Transaction and use tax: rate.</p>	<p>SENATE THIRD READING</p>	<p>The Transaction and Use Tax Law authorizes a district to impose a transactions tax for the privilege of selling tangible personal property at retail upon every retailer in the district at a rate of 1/4 of 1%, or a multiple thereof, of the gross receipts of the retailer from the sale of all tangible personal property sold by that person at retail in the district. That law also requires that a use tax portion of a transaction and use tax ordinance be adopted to impose a complementary tax upon the storage, use, or other consumption in the district of tangible personal property purchased from any retailer for storage, use, or other consumption in the district at a rate of 1/4 of 1%, or a multiple thereof, of the sales price of the property whose storage, use, or other consumption is subject to the tax, as prescribed. This bill would decrease those rates to 1/8 of 1%. Last Amended on 1/4/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1191 Huber D</p> <p>Local government finance.</p>	<p>SENATE 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 APPR. SUSPENSE FILE</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act. This bill would create the Greenhouse Gas Reduction Account within the Greenhouse Gas Reduction 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, 3 investment plans that include specified analysis and information, 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 submit a report no later than December 1 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 8/6/2012</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>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 APPR. SUSPENSE FILE</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require, until January 1, 2016, the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. Last Amended on 8/6/2012</p>	
<p>AB 1665 Galgiani D</p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>SENATE THIRD READING</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would , until January 1, 2016, 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 8/6/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1706 Eng D</p> <p>Vehicles: transit bus weight.</p>	<p>SENATE APPR. 8/13/2012 - Do pass as amended.</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 , until January 1, 2015, 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 transit bus whose weight on any axle exceeds 20,500 pounds , with specified exceptions . The bill would impose a state-mandated local program by imposing new requirements upon transit buses. Last Amended on 8/6/2012</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 THIRD READING</p>	<p>Existing law creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law defines "project" for these purposes to include, among other things, a rail project. This bill would provide that a rail project may consist of, or include, rolling stock.</p>	
<p>AB 1779 Galgiani D</p> <p>Intercity rail agreements.</p>	<p>SENATE APPR. SUSPENSE FILE</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. Last Amended on 8/6/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1780 Bonilla D</p> <p>Department of Transportation: project studies reports.</p>	<p>SENATE APPR. SUSPENSE FILE</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. Last Amended on 3/29/2012</p>	
<p>AB 1783 Perea D</p> <p>Public contracts: small business preferences.</p>	<p>ASSEMBLY CHAPTERED 7/13/2012 - Chaptered by the Secretary of State, Chapter Number 114, Statutes of 2012</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. SUSPENSE FILE</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 school bus stops located outside of the vicinity of schools. Last Amended on 6/26/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1916 Buchanan D</p> <p>State parks: operating agreements: Mount Diablo State Park.</p>	<p>ASSEMBLY CHAPTERED 7/17/2012 - Chaptered by the Secretary of State, Chapter Number 141, Statutes of 2012</p>	<p>Existing law vests with the Department of Parks and Recreation control of the state park system. Existing law authorizes the department to enter into an agreement with an agency of the United States, including a city, county, district, or other public agency, or any combination thereof, for the care, maintenance, administration, and control of lands of the state park system. This bill would authorize the department to enter into a restoration agreement with Save Mount Diablo, a nonprofit organization, for the purpose of restoring the beacon on top of the Summit Building in Mount Diablo State Park, and would require that the agreement comply with specified requirements. Last Amended on 5/3/2012</p>	
<p>AB 2200 Ma D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE THIRD READING</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 morning reverse commute direction , as defined . Because the commission would be required to post signage of the above requirements along the Interstate 80 corridor, the bill would impose a state-mandated local program. Last Amended on 8/6/2012</p>	<p>Oppose 6/13/12 Alameda CTC, CCTA oppose</p>
<p>AB 2245 Smyth R</p> <p>Environmental quality: California Environmental Quality Act: exemption: bicycle lanes.</p>	<p>SENATE THIRD READING</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, 2018 , exempt from CEQA the restriping of streets and highways for bicycle lanes in an urbanized area that is consistent with a prepared bicycle transportation plan. A lead agency would be required to take specified actions with regard to making an assessment of traffic and safety impact and holding hearings before determining a project is exempt. The bill would require a state agency, that determines that a project is exempt under this provision, and approves or determines to carry out that project, to file a notice of the determination with OPR. The bill would require a local agency, that determines that a project is exempt under this provision, and approves or determines to carry out that project, to file a notice of determination with OPR and the county clerk in the county in which the project is located. Last Amended on 8/7/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 2247 Lowenthal, Bonnie D</p> <p>Public transportation: offenses.</p>	ASSEMBLY CONCURRENCE	<p>Existing law provides that eating, drinking, or smoking in or on a system facility or vehicle in areas where those activities are prohibited, disturbing another person by loud or unreasonable noise, expectorating upon a system facility or vehicle, or skateboarding, roller skating, bicycle riding, roller blading, or operating a motorized scooter or other device in a system facility, vehicle, or parking structure is an infraction for the first or 2nd violation, punishable by a fine not to exceed \$250 and by community service for a total time not to exceed 48 hours over a period not to exceed 30 days, during a time other than during the violator's hours of school attendance or employment. Specified public transportation agencies, including, but not limited to, the City and County of San Francisco and the Los Angeles County Metropolitan Transportation Authority are authorized to enact and enforce ordinances providing that a person who is the subject of a citation for any of the acts described, such as fare evasion, on or in a facility or vehicle of the system for which the public transportation system has jurisdiction shall, under the circumstances set forth by the ordinance, be afforded an opportunity to complete an administrative process that imposes only an administrative penalty enforced in a civil proceeding. This bill would make the above penalties and administrative process applicable to the sale or peddling of any goods, merchandise, property, or services of any kind on the facilities, vehicles, or property of the public transportation system, if the public transportation system has prohibited those acts and neither the public transportation system or its duly authorized representative has granted written consent to engage in those acts. Because this bill would create a new crime, the bill would impose a state-mandated local program. Last Amended on 8/6/2012</p>	
<p>AB 2405 Blumenfeld D</p> <p>Vehicles: high-occupancy toll lanes.</p>	SENATE THIRD READING	<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 or toll highway, that is not an HOT lane , a toll imposed for crossing a state-owned bridge, or, until March 1, 2014, a toll imposed for passage in HOT lanes designated for State Highway Route 10 or 110, from this exemption. The bill would provide that these changes shall be known as the Choose Clean Cars Act of 2012. Last Amended on 6/27/2012</p>	
<p>AB 2489 Hall D</p> <p>Vehicles: license plates: obstruction or alteration.</p>	SENATE THIRD READING	<p>Existing law prohibits a person from displaying upon a vehicle a license plate altered from its original markings. Existing law also prohibits a person from selling a product or device that obscures, or is intended to obscure, the reading or recognition of a license plate, as specified. A violation of these provisions is an infraction and the penalty for the first conviction of an infraction under the Vehicle Code is a fine not exceeding \$100. This bill would additionally prohibit a person from selling a product or device that obscures, or is intended to obscure, the reading or recognition of a license plate by visual means . The bill would also prohibit a person from operating a vehicle with such a product or device and would make it a crime for a person to erase the reflective coating of, paint over the reflective coating of, or alter a license plate to avoid visual or electronic capture of the license plate or its characters by state or local law enforcement. Last Amended on 6/15/2012</p>	

Bill ID/Topic	Location	Summary	Position
AB 2498 Gordon D Department of Transportation: Construction Manager/General Contractor project method.	SENATE THIRD READING	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. Last Amended on 8/14/2012	
AB 2679 Committee on Transportation Transportation: omnibus bill.	SENATE APPR. SUSPENSE FILE	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. Last Amended on 8/6/2012	Support 4/11/12
ACA 23 Perea D Local government transportation projects: special taxes: voter approval.	ASSEMBLY APPR. SUSPENSE FILE	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.	Support 4/11/12 MTC, CSAC, LCC support
SB 46 Correa D Public officials: compensation disclosure.	ASSEMBLY DESK	Existing provisions of the Political Reform Act of 1974 require certain persons employed by agencies to file annually a written statement of the economic interests they possess during specified periods. The act requires that state agencies promulgate a conflict of interest code that must contain, among other topics, provisions that require designated employees to file statements disclosing reportable investments, business positions, interests in real property, and income. The act requires that every report and statement filed pursuant to the act is a public record and is open to public inspection. This bill would, commencing on January 1, 2013, and continuing until January 1, 2019, require every designated employee and other person, except a candidate for public office, who is required to file a statement of economic interests to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year, as specified. Last Amended on 6/2/2011	
SB 829 Rubio D Public contracts: public entities: project labor agreements.	SENATE CHAPTERED 4/26/2012 - Chaptered by the Secretary of State, Chapter Number 11, Statutes of 2012	Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, state funding or financial assistance may not be used to support that project, as specified. This bill would additionally provide that if a charter provision, initiative, or ordinance of a charter city prohibits, limits, or constrains in any way the governing board's authority or discretion to adopt, require, or utilize a project labor agreement that includes specified taxpayer protection provisions for some or all of the construction projects to be awarded by the city, state funding or financial assistance may not be used to support any construction projects awarded by the city, as specified. Last Amended on 4/9/2012	

Bill ID/Topic	Location	Summary	Position
<p>SB 878 DeSaulnier D</p> <p>Office of the Transportation Inspector General.</p>	<p>ASSEMBLY APPR.</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds, including fuel tax revenues allocated from the Highway Users Tax Account, to various transportation purposes. Existing law provides funding for transportation capital improvement projects undertaken by the department or regional or local transportation agencies. This bill would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state, regional, and local agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Inspector General may not be removed from office during the term except for good cause. The bill would specify certain duties and responsibilities of the Inspector General, would require an annual report to the Legislature and Governor, and would provide for funding the office, to the extent possible, from federal transportation funds, with other necessary funding to be made available in proportion to the activities of the office from the Highway Users' Tax Account and an account from which high-speed rail activities may be funded. Last Amended on 8/9/2012</p>	
<p>SB 984 Simitian D</p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require, until January 1, 2016, the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs or other environmental documents for specified projects. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. Last Amended on 4/9/2012</p>	
<p>SB 1076 Emmerson R</p> <p>California Global Warming Solutions Act of 2006: tire inflation regulation.</p>	<p>ASSEMBLY CONSENT CALENDAR</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>	

Bill ID/Topic	Location	Summary	Position
<p>SB 1102 DeSaulnier D</p> <p>State transportation improvement program.</p>	<p>ASSEMBLY CONSENT CALENDAR</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>Passenger rail: planning.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE</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, and authorizes the commission to develop guidelines for preparation of regional transportation plans. 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, with both passenger and freight rail elements. 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 include in its guidelines for regional transportation plans policy direction regarding the integration of all passenger rail services into a coordinated system with emphasis on intermodal facilities and cost-effective rail services, as specified. The bill would revise the requirements for the 10-year state rail plan prepared by the department to require the plan to be consistent with the federal Passenger Rail Investment and Improvement Act of 2008 and to contain various passenger rail elements, including, among other things, plans for a comprehensive and integrated statewide rail system, a statement of the state's passenger rail service objectives, and identification of improvements that have utility both for freight and passenger rail services. The bill would delete the requirement for the state rail plan to have a freight rail element and would delete the requirement that it be prepared on a biennial basis . The bill would require the department to submit a draft plan under these new requirements for review and comment to the commission and authority by December 1 , 2015, and would require public hearings on the plan . The bill would require the final plan to be approved by the Secretary of Business, Transportation and Housing by March 1, 2016, and then to be submitted to the Legislature , Governor, and various state agencies . The bill would require the plan to be updated at least every 5 years. Last Amended on 7/5/2012</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
SB 1160 Padilla D Communications: service interruptions.	SENATE ENROLLMENT	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. Last Amended on 7/5/2012	Support 5/9/12
SB 1257 Hernandez D Utility user tax: exemption: public transit vehicles.	SENATE ENROLLMENT	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	
SB 1269 Fuller R Income taxes: credit: highway maintenance and enhancement.	SENATE G. & F.	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.	
SB 1339 Yee D Commute benefit policies.	SENATE ENROLLMENT	Existing law creates the Metropolitan Transportation Commission, with various transportation planning and programming responsibilities in the 9-county San Francisco Bay Area. Existing law creates the Bay Area Air Quality Management District, with various responsibilities relative to the reduction of air pollution in the area of its jurisdiction, which incorporates a specified portion of the jurisdiction of the Metropolitan Transportation Commission. This bill would authorize the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would make its provisions inoperative on January 1, 2017.	

Bill ID/Topic	Location	Summary	Position
<p>SB 1380 Rubio D</p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>ASSEMBLY 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 requires the lead agencies to make specified findings in an EIR. This bill, until January 1, 2018, would exempt from CEQA a bicycle transportation plan for an urbanized area, as specified, and would also require a local agency or person, who determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with the OPR. This bill would require OPR to post specified information on its Internet Web site, as prescribed. Last Amended on 8/7/2012</p>	
<p>SB 1396 Dutton R</p> <p>Sales and use taxes: excise taxes: fuel.</p>	<p>SENATE T. & H.</p>	<p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or a tax, measured by the sales price, on the storage, use, or other consumption of tangible personal property in this state." That law defines the terms "gross receipts" and "sales price." This bill would exclude from the terms "gross receipts" and "sales price" the amount charged at retail for gasoline and diesel fuels in excess of \$3.88 or \$3.52 per gallon, respectively, as provided. Last Amended on 4/11/2012</p>	<p>Oppose 4/11/12 MTC, CSAC, LCC oppose</p>
<p>SB 1464 Lowenthal D</p> <p>Vehicles: bicycles: passing distance.</p>	<p>ASSEMBLY THIRD READING</p>	<p>Under existing law, a driver of a vehicle overtaking another vehicle or a bicycle proceeding in the same direction is required to pass to the left at a safe distance without interfering with the safe operation of the overtaken vehicle or bicycle, subject to certain limitations and exceptions. A violation of this provision is an infraction punishable by a fine not exceeding \$100 for a first conviction, and up to a \$250 fine for a 3rd and subsequent conviction occurring within one year of 2 or more prior infractions. This bill would recast this provision as to overtaking and passing a bicycle by requiring, with specified exceptions, the driver of a motor vehicle overtaking and passing a bicycle that is proceeding in the same direction on a highway to pass in compliance with specified requirements applicable to overtaking and passing a vehicle, and to do so at a safe distance that does not interfere with the safe operation of the overtaken bicycle, having due regard for the size and speed of the motor vehicle and the bicycle, traffic conditions, weather, and the surface and width of the highway. The bill would prohibit, with specified exceptions, the driver of the motor vehicle that is overtaking or passing a bicycle proceeding in the same direction on a highway from passing at a distance of less than 3 feet between any part of the motor vehicle and any part of the bicycle or its operator. The bill would make a violation of these provisions an infraction punishable by a \$35 fine. The bill would also require the imposition of a \$220 fine on a driver if a collision occurs between a motor vehicle and a bicyclist causing bodily harm to the bicyclist, and the driver is found to be in violation of the above provisions. Last Amended on 8/6/2012</p>	

Bill ID/Topic	Location	Summary	Position
SB 1533 Padilla D Electricity: energy crisis litigation.	ASSEMBLY CONSENT CALENDAR	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.	SENATE T. & H.	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. Existing law establishes procedures for a public agency to bring an action in superior court for the judicial validation of specified matters. This bill would provide that, unless the State Auditor finds that the Metropolitan Transportation Commission and the Bay Area Toll Authority, acting through the Bay Area Headquarters Authority, a joint powers agency, clearly had the authority to purchase an office building at 390 Main Street, San Francisco, and clearly had the authority to use toll revenues for that purchase, the Metropolitan Transportation Commission and the Bay Area Toll Authority, acting through the Bay Area Headquarters Authority, are required to bring an action to determine the validity of those matters, subject to specified procedures. The bill would prohibit toll moneys from being used for the validation action and would prohibit additional contracts from being entered into with respect to the office building until the validation action is complete. The bill would thereby impose a state-mandated local program. Last Amended on 6/26/2012	
SB 1549 Vargas D Transportation projects: alternative project delivery methods.	ASSEMBLY APPR.	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, 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. The bill would also, except as provided, require the San Diego Association of Governments to pay fees related to these projects into the State Public Works Enforcement Fund, a continuously appropriated fund, thereby making an appropriation. Because this bill would subject these projects to certain prevailing wage enforcement requirements, the violation of which is a crime, it would impose a state-mandated local program by expanding the scope of an existing crime. The bill would provide that its provisions are severable. Last Amended on 8/13/2012	

Bill ID/Topic	Location	Summary	Position
SB 1572 Pavley D California Global Warming Solutions Act of 2006: AB 32 Investment Fund.	ASSEMBLY APPR. SUSPENSE FILE	<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 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</p>	
SCA 7 Yee D Public bodies: meetings.	ASSEMBLY APPR. SUSPENSE FILE	<p>The California Constitution requires meetings of public bodies to be open to public scrutiny. This measure would also include in the California Constitution the requirement that each public body provide public notice of its meetings and disclose any action taken. Last Amended on 4/13/2011</p>	



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.

This page intentionally left blank.

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.

Solano Transportation Authority
June 26, 2012
Page 2

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

Solano Transportation Authority
June 26, 2012
Page 3

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>.

This page intentionally left blank.

STA Federal Funding Matrix

7/31/12

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
TIFIA - Transportation Infrastructure Finance and Innovation Act (TIFIA)	Duane Callender (202-366-1059) Submit letter of interest via e-mail at: TIFIAcredit@dot.gov	State and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities.	\$1.75 billion (\$750 million in Federal Fiscal Year (FY) 2013 funds and \$1 billion in FY 2014 funds)	Letter of Interest required. Deadline for Applications has not been announced.	Eligible projects include highway projects, passenger rail projects, transit and intermodal projects, private rail facilities providing public benefit to highway users, surface transportation infrastructure modifications necessary to facilitate direct intermodal transfer and access into and out of a port terminal, intelligent transportation systems, surface transportation projects eligible for Federal assistance under title 23 or title 49 of the U.S. Code, international bridges and tunnels, and intercity passenger bus or rail facilities and vehicles. Additionally, MAP-21 expands eligibility to include related improvement projects grouped together, so long as the individual components are eligible and the related projects are secured by a common pledge. The minimum size for TIFIA projects are those having at least \$50 million in total eligible project costs; however, the minimum size for TIFIA projects principally involving the installation of an intelligent transportation system is \$15 million. MAP-21 requires a minimum of \$25 million in total eligible project costs for rural infrastructure projects		
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

8/21/2012 9:21 AM

STA Federal Funding Matrix

7/31/12

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
TCSF	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. <i>(awarded \$1.15M)</i>	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.	\$1.86M FAST for replacement buses <i>(not awarded)</i>	Mona Babauta
Innovative Transit Workforce Development Program	Betty Jackson, FTA Office of Research and Innovation (202) 366-1730 Betty.Jackson@dot.gov	Public transit agencies; state departments of transportation (DOTs) providing public transportation services; and Indian tribes, non-profit institutions and institutions of higher education or a consortium of eligible applicants.	\$5 million	7/6/2012	Funding will be provided to transit agencies and other entities with innovative solutions to pressing workforce development issues. Proposals should target one or more the following areas in the lifecycle of the transit workforce: (1) Pre-employment training/preparation; (2) Recruitment and hiring; (3) Incumbent worker training and retention; and (4) Succession planning/phased retirement. Proposal minimum \$100,000 and maximum \$1,000,000.		

8/21/2012 9:21 AM

STA Federal Funding Matrix

7/31/12

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
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.		

8/21/2012 9:21 AM

STA Federal Funding Matrix

7/31/12

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

8/21/2012 9:21 AM

STA Federal Funding Matrix

7/31/12

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.		

8/21/2012 9:21 AM

STA Federal Funding Matrix

7/31/12

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."		

8/21/2012 9:21 AM

STA Federal Funding Matrix

7/31/12

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.		

8/21/2012 9:21 AM

STA Federal Funding Matrix

7/31/12

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.		

8/21/2012 9:21 AM



M E M O R A N D U M

August 3, 2012

To: Solano Transportation Authority
 From: Akin Gump Strauss Hauer & Feld LLP
 Re: Moving Ahead for Progress in the 21st Century: Changes in Law and Approach for Achieving STA's Objectives

I. Introduction

Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21) on June 29, 2012 and the President signed the bill into law on July 8. MAP-21 authorizes \$105 billion in funding for highway and transit programs through fiscal year 2014, eliminates earmarks and most discretionary programs and consolidates formula programs. The law adds new planning and reporting requirements and requires states, Metropolitan Planning Organizations (MPOs) and transit agencies to advance projects that meet specific performance measures. We have summarized the relevant provisions of MAP-21 and discuss how STA can maximize its opportunity for securing federal funds. We also discuss the new requirements that STA or its member transit agencies must meet.

II. MAP-21 Funding and Programmatic Changes

A. Highway Program

MAP-21 consolidates formula funding into four core programs: (1) the National Highway Performance Program; (2) the Surface Transportation Program; (3) the Highway Safety Program; and (4) the Congestion Mitigation and Air Quality (CMAQ) Program.

- National Highway Performance Program: (\$22.25 billion in fiscal year 2013 and \$22.4 billion in fiscal year 2013). Eligible projects must improve the condition and performance of the National Highway System (NHS). Projects must be on the NHS or on adjacent roads that will reduce congestion on the NHS.
- Surface Transportation Program: (\$10.2 billion in fiscal year 2013 and \$10.3 billion in 2014). The law reduces the sub-allocation to urbanized areas from 62.56 percent to 50 percent; however, there is no longer a set-aside from this program for Transportation Enhancements. Safe Routes to Schools and Recreational Trails programs, which are no longer separately-funded, are eligible under the STP program.
- Highway Safety Improvement Program (HSIP): (\$2.44 billion in fiscal year 2013 and \$2.46 billion in fiscal year 2014). The HSIP program funds road safety projects. There is a \$225 million set aside annually for highway railway grade crossings.

Solano Transportation Authority
August 3, 2012
Page 2

- Congestion Mitigation and Air Quality program (CMAQ): (\$2.26 billion in fiscal year 2013 and \$2.28 billion in fiscal year 2014). The program has changed from needs-based to a hold-harmless program apportioning funds based on the proportionate share of funding each state received in 2009. MAP-21 broadens eligibility to include turning lanes, real time traffic, transit and multimodal traveler information, incident and emergency response, electric vehicle charging stations and natural gas refueling stations. The new law allows construction of single-occupancy vehicle lanes under certain circumstances.

MAP-21 eliminates the Transportation Enhancements set-aside, Safe Routes to Schools and Recreational Trails programs and combines elements of the programs into a new Transportation Alternatives program. Two percent of funds apportioned to states must be set aside for Transportation Alternatives (TA). Eligible activities include activities formerly eligible as Transportation Enhancements and activities eligible under the Safe Routes to Schools and Recreational Trails programs. MAP-21 also provides new eligibilities, including environmental mitigation and ADA compliance. The law further requires that states fund recreational trails at 2009 levels unless the governor decides to opt out. State's must sub-allocate 50 percent to localities based on population and can use the remaining funds at their discretion. Large metropolitan areas like the MTC region have project selection authority, but must consult with the state. States can choose to transfer up to 50 percent of their TA funds to other programs in fiscal year 2014 if the state has a backlog of funds exceeding 100 percent of its annual set-aside.

MAP-21 authorizes \$500 million from the General Fund in fiscal year 2013 for Projects of National and Regional Significance, which are high-cost surface transportation projects that provide significant national and regional economic benefits and increase global competitiveness. Since the program is only authorized for one year with general funds and is similar to the TIGER program it is unclear whether Congress will fund one or both of the PNRS and TIGER programs. If Congress does fund either program, then DOT will make awards through a competitive selection process. Highway and transit projects are eligible for funding.

B. Transit Program

The new law requires the Federal Transit Administration (FTA) to distribute all funds by formula with the exception of the New Starts (rail and bus rapid transit) and Workforce Training programs. The six formula programs are Urbanized Area, Elderly and Disabled, Rural, Bus and Bus Facilities, State of Good Repair and High Density.

- Urbanized Area (\$4.398 billion in fiscal year 2013 and \$4.459 billion in fiscal year 2014). The program is largely unchanged from prior law.
- Elderly and Disabled (\$254.8 million in fiscal year 2013 and \$258.3 billion in fiscal year 2014). Subsumes the former New Freedom Program.

Solano Transportation Authority
August 3, 2012
Page 3

- Rural Area (\$599.5 million in fiscal year 2013 and \$607.8 million in fiscal year 2014). The program is largely unchanged.
- Bus and Bus Facilities (\$422 million in fiscal year 2013 and \$427.8 million in fiscal year 2014). Congress previously earmarked funds under this program and DOT distributed the funding through competitive grants after Congress eliminated earmarks. Under the new program, FTA will distribute \$65 million evenly among the states and the remainder by needs-based formula.
- State of Good Repair (\$2.136 billion in fiscal year 2013 and \$2.166 billion in fiscal year 2014). This program replaces the former Rail Modernization program. Funds are distributed to transit systems with rail or bus rapid transit systems.
- High Density Formula (\$518.7 million in fiscal year 2013 and \$525.9 million in fiscal year 2014). The program remains largely unchanged. Funds are distributed to small cities that have large bus operations.

MAP-21 eliminates the stand alone Job Access and Reverse Commute program, but activities eligible under the program are eligible under the urban and rural formula programs.

MAP-21 authorizes a competitive grant program for transit agencies to provide Human Resources and Training. There is \$5 million in general funds authorized for the program in each of fiscal years 2013 and 2014. Congress funded this program in the past two fiscal years.

New Obligations on Transit Systems: MAP-21 imposes certain obligations on transit agencies that may be burdensome, particularly for smaller systems.

- Transit Asset Management Requirements: MAP-21 requires transit agencies to develop transit asset management plans that assess the condition and performance of their systems, establish performance metrics and measure their performance over time. Transit agencies must then report on their progress annually. While there is no penalty associated with failure to meet targets, this reporting requirement imposes an obligation on transit agencies and may have negative ramifications from a public and political perspective if a transit agency does not meet its targets. FTA will publish rules regarding compliance with this requirement.
- Safety Oversight: The law requires transit agencies to establish safety plans and gives FTA enforcement powers over transit agencies. The bill retains the existing State Safety Oversight structure.

C. Planning and Performance Measures

MAP-21 requires states and MPOs to develop performance measures related to highway condition and performance, safety, congestion, air quality and freight movement in transportation planning and programming. This process is critical since, to a large extent, only projects that meet performance objectives should receive funding. MPOs must develop plans and

Solano Transportation Authority
August 3, 2012
Page 4

transportation improvement programs (TIPs) through a performance driven, outcome-based approach and must establish targets to track performance toward attainment of outcomes for the region in coordination with the state and providers of public transportation. MPOs must integrate their goals, objectives, performance measures and targets of state and transit plans into the regional transportation plan (RTP). The RTP must include a description of performance measures and targets and system performance reports. The TIP must include projects that are consistent with the current RTP, reflect investment priorities in the plan and be designed to make progress toward achieving outcomes. TIPs must include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to performance targets.

D. Environmental Streamlining

Among the hardest fought provisions in MAP-21 were those related to streamlining of the environmental review process. The House bill included bolder reforms, but the ultimate compromise does include provisions that have the potential to expedite project delivery. Below is a summary of the more relevant provisions:

- **Advance Acquisition of Real Property Interests:** Project sponsors can acquire real property interests before completion of NEPA and be reimbursed with federal funds if the project advances.
- **Letting of Contracts:** Project sponsors may award two-phase contracts to a construction manager or general contractor for preconstruction and construction services, but cannot proceed with award of a contract for final design or construction until after completion of NEPA. The project sponsor may proceed with design activities at its own expense and risk, but can receive federal reimbursement after conclusion of NEPA.
- **Innovative Project Delivery Methods:** A project can receive up to a 100 percent federal cost share if it uses innovative technologies that increase the efficiency of construction and improve the safety and extends the life of highways and bridges.
- **Efficient Environmental Reviews for Project Decisionmaking:** DOT must undertake a rulemaking to allow for the use of programmatic approaches to environmental reviews that eliminate repetitive discussion of the same issues, focus on issues ripe for analysis at each level of review and are consistent with NEPA and other applicable laws. This rulemaking could have a significant effect on the ability to expedite projects and we will follow it closely.
- **Accelerated Decisionmaking:** MAP-21 sets deadlines for decisions by lead and participating federal agencies and elevates dispute resolution to agency heads, governors, the Council on

Solano Transportation Authority
August 3, 2012
Page 5

Environmental Quality and ultimately the President. The law imposes financial penalties on federal agencies that do not complete environmental reviews by the stated deadlines.

- **Limitations on Claims:** The law shortens the statute of limitations for filing a challenge to a project from 180 days to 150 after the Record of Decision.
- **Accelerating Completion of Complex Projects Within 4 Years:** DOT must establish a schedule for completion of EIS' within four years of the date it issues a Notice of Intent.
- **State assumption of responsibility for categorical exclusions:** States may assume responsibility for determining if a project is eligible for a categorical exclusion.
- **Surface Transportation Project Delivery Program:** All states may participate in a program where the state acts as lead agency for NEPA review and the program is now applicable to rail, public transit and multimodal projects.
- **Application of Categorical Exclusions for Multimodal Projects:** Lead agencies may grant CEs to multimodal projects under certain circumstances.
- **Categorical Exclusions for Projects Within Rights of Way (1316):** The Secretary of Transportation shall designate projects within an existing operational right of way as CEs. Operational right of way are real property interests acquired for the construction, operation, or mitigation of a project, including the location of the roadway, bridges, interchanges, culverts, drainage, traffic control, landscaping and signage, and any rest areas with direct access to a controlled access highway.
- **Categorical Exclusions for Projects with Limited Federal Assistance:** Projects with less than \$5 million in federal funds or with a total estimated cost of less than \$30 million with not more than 15 percent of federal funds shall be eligible for a CE.
- **Accelerated Decisionmaking of Environmental Reviews:** Errata sheets may be used to modify a final EIS and combined final EISs and Records of Decision are encouraged.
- **Review of State Environmental Reviews and Approvals for the Purpose of Eliminating Duplication of Environmental Reviews:** The House bill would have allowed project sponsors to use the state environmental review process in place of NEPA where state laws are as stringent as NEPA. The compromise provision requires GAO to undertake a study to identify states that have environmental laws that are as stringent as NEPA, determine the frequency and cost of duplication between federal and state environmental reviews and submit its findings to Congress.

E. Innovative Financing/TIFIA

MAP-21 significantly increases funding for low interest loans and loan guarantees under the program known as TIFIA (Transportation Infrastructure Finance and Innovation Act). MAP-21

Solano Transportation Authority
August 3, 2012
Page 6

authorizes \$750 million in 2013 and \$1 billion in 2014, which can leverage loans of about \$7.5 billion and \$10 billion in the respective fiscal years. With the significant increase in funding, projects can now pursue financing from DOT on a first come first served basis. Projects must have at least \$50 million in total costs and have a dedicated revenue stream for repayment, including toll revenues, special purpose taxes and payments to private sector partners. Projects must complete NEPA and be creditworthy for DOT to offer financing.

F. Freight Policy

Despite efforts by a broad coalition of stakeholders, MAP-21 does not include funding for freight infrastructure. The law does include a freight planning process, in which STA should engage. The process hopefully will form the basis of a future freight program. The Secretary of Transportation is required to designate a primary freight network of 30,000 miles within one year. Within three years, the Secretary shall, in consultation with transportation stakeholders, develop a national freight strategic plan that (1) includes an assessment of the condition and performance of the national freight network; (2) identifies highway bottlenecks that create significant freight congestion, forecasts freight volumes for a 20 year period; (3) identifies major trade gateways and freight corridors that connect major population centers, trade gateways and other major freight generators; (4) identifies barriers to improved performance; (5) identifies routes that provide access to energy, exploration, development, installation or production areas; (6) identifies best practices for improving performance of the freight network and best practices for mitigating the impact of freight movement on communities; (7) establishes a process for addressing multi state projects; and (8) identifies strategies for improving freight intermodal connectivity. The Secretary must update the plan every five years. The law further requires the Secretary to develop tools to support a performance-based approach to evaluating freight projects within one year. The Secretary must consult with transportation stakeholders in developing the data and planning tools. The law also allows the Secretary to increase the federal share to 95 percent for high priority projects on the interstate and 90 percent for projects elsewhere.

III. Approach for Securing funding for STA Priorities and Complying with Requirements of New Law

In light of the changes in transportation law resulting from the enactment of MAP-21, STA must consider how best to pursue federal funding for its priorities moving forward as well as what new obligations it has under the law. At the outset it is important to recognize that MAP-21 is a short-term reauthorization and Congress will begin developing a new law in the next Congress. At that time Congress must address how it will fund transportation investment and what new policy changes it will make. The outcome of the Presidential and Congressional elections will have a significant impact on future transportation policy.

STA has identified first and second tier highway and transit priorities as well as programs for which it wants to secure funding. Critical components of STA's strategy should be: (1)

Solano Transportation Authority
August 3, 2012
Page 7

identifying specific programs for which STA projects are eligible; (2) establishing the need for and benefits of each of the projects based on the objective of the particular program; (2) actively participating in the metropolitan planning process to ensure that MTC understands the performance objectives that each project meets; (3) developing a transit asset management plan for the transit operators and working closely with MTC to ensure that they understand the performance objectives of the transit centers and Job Access and Reverse Commute programs and include them in the TIP; (4) developing safety oversight plans for the transit agencies; (5) applying for discretionary funds in the event Congress funds the Projects of National and Regional Significance and Workforce Training Programs; (6) applying for grants from other agencies, including the Environmental Protection Agency and the Department of Housing and Urban Development; (6) identifying opportunities to streamline program delivery; and (7) establishing the link between Solano County infrastructure and critical freight movement objectives.

Working with Congress and the Department of Transportation continues to be critical. We should meet with the Federal Transit Administration to discuss the Asset Management Planning process and Safety Oversight obligations. We also should meet with DOT regarding funding for Projects of National and Regional Significance if Congress funds the program. Likewise, we should begin to develop STA's platform for the reauthorization of MAP-21 and discuss our recommendations with members of STA's congressional delegation, the House and Senate transportation committees and members of Congress. In the event STA decides to pursue joint developments around its transit centers with private partners we should discuss joint development program eligibilities with FTA.

Solano Transportation Authority
August 3, 2012
Page 8

Below is a matrix of STA's priorities. We have identified funding opportunities and strategies for pursuing funding:

Project or Program	Tier	Funding	Strategy
ROADWAY/HIGHWAY			
I-80/680/SR 12 Interchange	1	NHPP, STP, HSIP or Project of National or Regional Significance; Potential for larger federal share because of freight movement objective	Communicate need to MTC and CalTrans; Advocate for funding as Project of National or Regional Significance with DOT, Congressional Delegation, MTC and CalTrans
I-80 Express Lanes	1	NHPP, STP; Possible TIFIA low interest loan candidate	Advocate with MTC. Pursue TIFIA loan with DOT.
I-80 Westbound Truck Scales	2	NHPP, STP. Potential for larger share because of freight movement purpose..	Advocate with MTC and CalTrans.
SR 12 East Improvements	2	NHPP, STP, HSIP	See above.

Solano Transportation Authority
August 3, 2012
Page 9

Project or Program	Tier	Funding	Strategy
TRANSIT CENTERS			
Fairfield/Vacaville Transit Center Phase 1	1	Transit formula funds; CMAQ; Transportation Alternatives	Tie to asset management plan. Consider joint development opportunities. Identify potential grants from HUD and EPA.
Vallejo Transit Center at Curtola and Lemon Phase 1	1	Same	Same
Vallejo USPS relocation	1	N/A	Provide support for Postal Service relocation efforts.
Fairfield Transit Center Expansion	2	Transit formula funds; CMAQ; Transportation Alternatives	Tie to asset management plan. Consider joint development opportunities. Identify potential grants from HUD and EPA.
Vallejo Transit Center Phase 2	2	Same	Same
Parkway Blvd. Overcrossing Dixon Intermodal	2	Same. Also could pursue STP or Highway Safety Improvement program funds.	Same.
Vacaville Transit Center Phase 2	2	Same	Same

Solano Transportation Authority
August 3, 2012
Page 10

Project or Program	Tier	Funding	Strategy
PROGRAMS			
Safe Routes to School		Eligible under Transportation Alternatives and STP programs	Advocate with MTC. Tie to safety and livability outcome
Mobility Management		Eligible under urban and rural formula programs.	Transit agencies can fund at discretion.
Climate Change/Alternative Fuels		Eligible under urban and rural formula programs and Bus and Bus Facilities Programs	Transit agencies can fund at discretion. Also consider applying for EPA Diesel Emission Reduction Grants

AMENDED IN SENATE AUGUST 6, 2012

AMENDED IN ASSEMBLY MAY 1, 2012

AMENDED IN ASSEMBLY APRIL 18, 2012

AMENDED IN ASSEMBLY MARCH 29, 2012

CALIFORNIA LEGISLATURE—2011–12 REGULAR SESSION

ASSEMBLY BILL

No. 2200

Introduced by Assembly Member Ma

February 23, 2012

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

LEGISLATIVE COUNSEL'S DIGEST

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

Existing law authorizes the Department of Transportation and local agencies, with respect to highways under their respective jurisdictions, to designate certain lanes for preferential or exclusive use by high-occupancy vehicles.

This bill would, until January 1, 2020, consistent with the state implementation plan for the San Francisco Bay area adopted pursuant to the federal Clean Air Act and other federal requirements, suspend the hours of operation for highway lanes designated for high-occupancy vehicles, in the Interstate 80 corridor within the Metropolitan Transportation Commission's jurisdiction, in the *morning* reverse commute direction, *as defined*. Because the commission would be required to post signage of the above requirements along the Interstate 80 corridor, the bill would impose a state-mandated local program.

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

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

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

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

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

1 SECTION 1. Section 21655.10 is added to the Vehicle Code,
2 to read:
3 21655.10. (a) To the extent consistent with the state
4 implementation plan for the San Francisco Bay area adopted
5 pursuant to the federal Clean Air Act (42 U.S.C. Sec. 7401 et seq.)
6 and other requirements pursuant to federal law, the hours of
7 operation for highway lanes designated for high-occupancy
8 vehicles, pursuant to Section 21655.55 or 21655.8, in the Interstate
9 80 corridor within the Metropolitan Transportation Commission’s
10 jurisdiction, shall be suspended during the *morning* reverse
11 commute direction.
12 (b) For purposes of this section, ~~“reverse “morning reverse~~
13 ~~commute direction”~~ means eastbound on Interstate 80 between the
14 hours of 5 a.m. ~~to and 10 a.m., inclusive, and westbound on~~
15 ~~Interstate 80 between the hours of 3 p.m. to 7 p.m., inclusive~~
16 *inclusive.*
17 (c) This section shall remain in effect only until January 1, 2020,
18 and as of that date is repealed, unless a later enacted statute, that
19 is enacted before January 1, 2020, deletes or extends that date.
20 SEC. 2. The Legislature finds and declares that a special law
21 is necessary and that a general law cannot be made applicable
22 within the meaning of Section 16 of Article IV of the California
23 Constitution because of the unique nature of the Interstate 80
24 corridor in the San Francisco Bay area.

1 SEC. 3. If the Commission on State Mandates determines that
2 this act contains costs mandated by the state, reimbursement to
3 local agencies and school districts for those costs shall be made
4 pursuant to Part 7 (commencing with Section 17500) of Division
5 4 of Title 2 of the Government Code.

O

This page intentionally left blank.

37339

08/16/12 07:02 PM
RN 12 21964 PAGE 1
Substantive

AMENDMENTS TO ASSEMBLY BILL NO. 2200
AS AMENDED IN SENATE AUGUST 6, 2012

Amendment 1

In the heading, below line 1, insert:

(Coauthor: Senator LaMalfa)

Amendment 2

On page 2, strike out line 18, in line 19, strike out "is enacted before January 1, 2020, deletes or extends that date" and insert:

or until the Director of Transportation determines that the lanes designated for high-occupancy vehicles subject to this section have been converted to high-occupancy toll lanes, whichever comes first

Amendment 3

On page 2, between lines 19 and 20, insert:

(d) The director shall submit a notice of the determination under subdivision (c) to the Secretary of State, and this section shall be repealed upon the receipt of that notice by the Secretary of State.

- 0 -



RN1221964

This page intentionally left blank.

AMENDED IN ASSEMBLY AUGUST 9, 2012
 AMENDED IN ASSEMBLY AUGUST 6, 2012
 AMENDED IN ASSEMBLY JUNE 25, 2012
 AMENDED IN ASSEMBLY JUNE 4, 2012
 AMENDED IN SENATE JUNE 9, 2011

SENATE BILL

No. 878

Introduced by Senator DeSaulnier
 (Coauthor: Assembly Member Bonnie Lowenthal)

February 18, 2011

An act to add Part 5.1 (commencing with Section 14460) to Division 3 of Title 2 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 878, as amended, DeSaulnier. ~~California Transportation Commission. Office of the Transportation Inspector General.~~

Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds, including fuel tax revenues allocated from the Highway Users Tax Account, to various transportation purposes. Existing law provides funding for transportation capital improvement projects undertaken by the department or regional or local transportation agencies.

This bill would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state, regional, and local agencies expending state transportation funds are

operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Inspector General may not be removed from office during the term except for good cause. The bill would specify certain duties and responsibilities of the Inspector General, would require an annual report to the Legislature and Governor, and would provide for funding the office, to the extent possible, from federal transportation funds, with other necessary funding to be made available in proportion to the activities of the office from the Highway Users' Tax Account and an account from which high-speed rail activities may be funded.

~~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.~~

~~Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes.~~

~~This bill would require the commission to undertake a study to assess the appropriateness of establishing an office of inspector general to ensure that the department, the authority, and transportation agencies with projects funded completely or in part from funds in the state transportation improvement program or state bonds 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.

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

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

1 SECTION 1. Part 5.1 (commencing with Section 14460) is
2 added to Division 3 of Title 2 of the Government Code, to read:

3
4 PART 5.1. OFFICE OF THE TRANSPORTATION INSPECTOR
5 GENERAL
6

7 14460. (a) There is hereby created in state government the
8 independent Office of the Transportation Inspector General, which
9 shall not be a subdivision of any other governmental entity, to
10 ensure that the Department of Transportation, the High-Speed
11 Rail Authority, and all other state, regional, and local agencies
12 expending state transportation funds are operating efficiently,
13 effectively, and in compliance with applicable federal and state
14 laws.

15 (b) The Governor shall appoint, subject to confirmation by the
16 Senate, the Transportation Inspector General to a six-year term.
17 The Transportation Inspector General may not be removed from
18 office during that term, except for good cause.

19 (c) The Transportation Inspector General shall review policies,
20 practices, and procedures, and conduct audits and investigations
21 of all activities involving state transportation funds in consultation
22 with all affected agencies. Specifically, the Transportation
23 Inspector General’s duties and responsibilities shall include, but
24 not be limited to, all of the following:

25 (1) To identify best practices in the delivery of transportation
26 projects and develop policies or recommend proposed legislation
27 enabling the state and local agencies to adopt these practices when
28 practicable.

29 (2) To provide objective analysis of, and when possible, offer
30 solutions to, concerns raised by the public or generated within

1 agencies involving the state's transportation infrastructure and
2 project delivery methods.

3 (3) To conduct, supervise, and coordinate audits and
4 investigations relating to the programs and operations of all state,
5 regional, and local transportation agencies with state-funded
6 transportation projects.

7 (4) To recommend policies promoting economy and efficiency
8 in the administration of programs and operations of all state,
9 regional, and local transportation agencies with state-funded
10 transportation projects.

11 (d) The Transportation Inspector General shall report annually
12 to the Governor and Legislature with a summary of his or her
13 findings, investigations, and audits. The summary shall be posted
14 on the Transportation Inspector General's Internet Web site and
15 shall otherwise be made available to the public upon its release
16 to the Governor and Legislature. The summary shall include, but
17 need not be limited to, significant problems discovered by the
18 Transportation Inspector General and whether recommendations
19 of the Inspector General relative to investigations and audits have
20 been implemented by the affected agencies. The report shall be
21 submitted to the Legislature pursuant to Section 9795.

22 (e) The Transportation Inspector General shall, in consultation
23 with the Department of Finance, develop a methodology for
24 producing a workload budget to be used for annually adjusting
25 the budget of the Office of the Transportation Inspector General,
26 beginning with the budget for the 2013–14 fiscal year. To the extent
27 possible, the office shall be funded with federal transportation
28 funds. Should federal funding not be available to fully fund this
29 office, funding shall be made available, in proportion to the
30 activities of the office, from the Highway Users Tax Account and
31 an account from which high-speed rail activities may be funded.

32 ~~SECTION 1. (a) The California Transportation Commission~~
33 ~~shall undertake a study to assess the appropriateness of establishing~~
34 ~~an office of inspector general within state government to ensure~~
35 ~~the Department of Transportation, the High-Speed Rail Authority,~~
36 ~~and transportation agencies with projects funded completely or in~~
37 ~~part from funds in the state transportation improvement program~~
38 ~~or state bonds are operating efficiently, effectively, and in~~
39 ~~compliance with federal and state laws governing the performance~~
40 ~~of transportation agencies.~~

1 ~~(b) In carrying out this study, the commission shall review the~~
2 ~~federal Inspector General Act of 1978 (5 U.S.C. App. 3), the~~
3 ~~experience of other states that have an office of inspector general,~~
4 ~~and the experience of local transportation agencies that have an~~
5 ~~office of inspector general, and shall consult with the Bureau of~~
6 ~~State Audits, the Inspector General of the United States Department~~
7 ~~of Transportation, and other individuals and organizations that~~
8 ~~may have relevant information related to an office of inspector~~
9 ~~general.~~

10 ~~(e) The commission shall prepare a written report regarding the~~
11 ~~advisability of creating an office of inspector general and shall~~
12 ~~submit the written report to the Governor and the Legislature by~~
13 ~~January 31, 2014.~~

14 ~~(d) A report to the Legislature pursuant to this section shall be~~
15 ~~submitted in compliance with Section 9795 of the Government~~
16 ~~Code.~~

O

This page intentionally left blank.

Date of Hearing: August 16, 2012

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Mike Gatto, Chair

SB 878 (DeSaulnier) – As Amended: August 9, 2012

Policy Committee: Transportation

Vote: 9-3

Urgency: No State Mandated Local Program: No

Reimbursable:

SUMMARY

This bill:

- 1) Establishes an independent Office of Transportation Inspector General (OTIG) to ensure that transportation funds are operating efficiently, effectively, and in compliance with applicable federal and state laws. The OTIG is to review policies, practices, and procedures, and conduct audits and investigations of all activities involving state transportation funds, in consultation with all affected agencies.
- 2) Stipulates that funding for OTIG shall come from federal transportation funds to the extent possible, with any shortfall in federal funding to come proportionately from the Highway Users Tax Account and an account funding high-speed rail.

FISCAL EFFECT

Annual federal fund and special fund costs would initially be in the range of \$1 million, but over time would likely increase to several million dollars. (For 2012-13, the Office of Inspector General for Corrections consists of 86 positions at a cost of \$14.5 million.)

COMMENTS

Purpose. According to the author, as the state's transportation resources diminish, efficient and effective use of every dollar becomes increasingly critical. The author believes an office of inspector general will help encourage improved use of state resources. Further, in light of recent findings raising concerns about Caltrans' bridge inspection program, the author believes an independent office such as the one proposed would improve the safety of the state's transportation system.

This bill was a gut and amend in the Assembly, and thus was never heard in the Senate.

Analysis Prepared by: Chuck Nicol / APPR. / (916) 319-2081

This page intentionally left blank.



DATE: August 21, 2012
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: OneBayArea Grant (OBAG) Priority Development Area (PDAs)

Background:

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 to 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. One of the major policy initiatives of the RTP is to focus future housing development in higher density, mixed use areas served by frequent transit. These areas are known as Priority Development Areas (PDAs).

Association of Bay Area Governments (ABAG) initiated its PDA program in parallel with the designation of regional Priority Conservation Areas (PCAs) in 2007. Initially, this was a request for PDAs to be submitted by the region's local jurisdictions without much guidance. Subsequently, the process and criteria for PDA designation has become more defined.

In December 2011, MTC released 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. STA is expected to receive \$18.8 million over the next four year funding cycle. A key policy component of the OBAG program is to allocate 70% of OBAG funds with the region's PDAs that have been approved by ABAG. The four North Bay counties, including Solano, have had this requirement modified to 50% of OBAG funds being allocated with the PDA boundaries located within these four more suburban counties.

Discussion:

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, funding STA Planning and SNCI activities. With the addition of a 4th year to the OBAG funding cycle and additional funding being provided using the same formula, the existing commitments total \$6.2 million.

At its meeting of July 11th, the STA Board adopted resolutions designed to satisfy MTC's requirements for documenting public outreach and participation in the allocation of OBAG funds. These resolutions covered the approximately \$6 million of existing commitments, and issued a Call for Projects for Local Streets and Roads (STP funded) projects and for other programs and projects (CMAQ eligible).

MTC is requiring the development of a PDA Growth and Investment Strategy as a part of OBAG. STA has developed a 4-year schedule showing the tasks by year needed to effectively implement PDAs (Attachment A). STA and the other Bay Area Congestion Management Agencies (CMAs) are requesting funding from MTC for PDA implementation, including updating of specific plans and zoning ordinances, PDA implementation, and project financial support. Recently, both ABAG and MTC staff indicated being more receptive to working with the nine CMAs and local agencies to provide resources and assist in the assessment and implementation of PDAs.

Currently, Solano County has 12 PDAs that have been approved by ABAG. This includes Priority Development Areas, Employment Investment Centers (Benicia Industrial Park area), and Rural Community Investment Centers (Dixon and Rio Vista). Each of these PDAs are in various stages of implementation.

STA staff is developing a process and schedule for the assessment of Solano's 12 PDAs in Fiscal Year (FY) 2012-13. Solano's PDAs are also one of the project types eligible for OBAG fund investment by the STA Board that will occur later this fiscal year. If PDA implementation funds specifically are made available to the CMAs by MTC, then STA will need to work with the local jurisdictions to develop a method for utilizing these funds to work with and assist local jurisdictions in the implementation of their respective PDAs.

Recommendation:
Informational.

Attachments:

- A. STA Proposed PDA Implementation Schedule
- B. Listing of ABAG Approved PDAs for Solano County

Priority Development Area (PDA) Draft Overall Implementation Process

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)

This page intentionally left blank.

Attachment B
List of Solano PDAs

Jurisdiction	PDA Name
Vallejo	Downtown/Waterfront
Benicia	Northern Industrial Area Employment Investment Center
	Downtown
Suisun City	Downtown Waterfront District
Fairfield	Downtown South, Jefferson Street/Union Avenue
	Fairfield-Vacaville Train Station Area
	West Texas Street Gateway
	North Texas Street Core
Vacaville	Allison Policy Plan Area
	Downtown
Dixon	Downtown Dixon Rural Community Investment Center
Rio Vista	Downtown Rio Vista Rural Community Investment Center

This page intentionally left blank.



DATE: August 21, 2012
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: OneBayArea Grant (OBAG) Priority Conservation Area (PCA)
Pilot Program

Background:

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. One of the requirements of SB 375 is that funding be considered for the preservation or resource lands (a.k.a. agriculture) and open space.

In 2007, Association of Bay Area Governments (ABAG) issued a call for submittals for Priority Conservation Areas (PCAs) in parallel to the call for submittals of Priority Development Areas (PDAs). Five PCAs were subsequently submitted for Solano County.

In March of 2011, the Napa County Transportation Planning Agency (NCTPA), County of Solano, and the Solano Transportation Authority (STA) requested MTC address provisions of SB 375 pertaining to financial incentives for the preservation of resource areas and farmlands as part of their development of the RTP/SCS for the Bay Area.

Discussion:

In December 2011, MTC released guidelines for the OneBayArea Grant (OBAG) program. OBAG is a new program developed by MTC and ABAG to bring multiple funding sources and expenditure categories into a single block grant. As a part of OBAG and in response to the request from Napa and Solano counties, MTC proposed a \$5 million PCA pilot program for the 4 North Bay counties – Marin, Napa, Solano and Sonoma. Subsequently, the pilot program was increased to \$10 million with the additional \$5 million to be dedicated to a competitive PCA pilot program for the other five Bay Area counties (Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara) with the original \$5 million to remain with the four North Bay Counties.

The MTC Commissioners representing the four North Bay CMAs have conveyed to MTC staff that this pilot program should be a locally driven process that involves development of a planning document, identification of priority projects, and delivery of one or more of those projects. Attachment A is the draft 4-year PCA implementation schedule developed by STA.

Solano County with its lengthy history of quality land use stewardship is well positioned to participate proactively in this PCA pilot program. The County of Solano updated its County General Plan in 2008 which included approval by Solano County voters amending and extending by 25 years the Solano County Orderly Growth Initiative that was originally approved in 1985.

In order to identify and deliver a PCA pilot project in the next 4 years, STA has begun working initially with the County of Solano planning and public works staff. With the recent adoption of the Solano County General Plan and some specific plans for open space and agricultural areas such as Suisun Valley, the Tri-City Open Space Planning Area and the Agricultural Clusters Study, STA anticipates working, in partnership with the County of Solano and the City County Coordinating Council, to identify a few priority areas of initial focus and to develop an overall initial Solano PCA implementation plan that would include open space and farm to market activities.

Recommendation:

Informational.

Attachments:

- A. STA Proposed PCA Implementation Schedule

**4-year work plan for PCA/ Transportation for Agricultural
and Open Space Preservation Pilot Program Funds**

Assumptions:

Entire \$5 million available in 4 years of the cycle

Funds to be split equally amongst 4 North Bay counties

Projects to be selected by sub-committee of 4 North Bay Commissioners

Funds can be used for planning and project delivery, subject to Federal fund source restrictions

Year 1 (FY 12-13). Each county develops their own Transportation for Agricultural and Open Space Preservation (a.k.a. PCA) planning document. The TAOSP plan must be approved by the CMA Board and submitted to MTC on the same timeline as the PDA Investment and Growth Strategy, and must meet the same public outreach requirements. Each county prioritizes projects identified in its Plan, selects one or more projects for implementation.

Years 2, 3, and 4 (FY 13-14, FY 14-15 and FY 15-16). CMAs and/or local government project sponsors deliver projects.

Year 4 (FY 15-16). MTC and North Bay CMAs assess effectiveness of pilot program in implementing requirements of SB 375, and determine if the Program should be extended and expanded in the next RTP/SCS.

This page intentionally left blank.



DATE: August 13, 2012
TO: STA TAC
FROM: Jessica McCabe, Project Assistant
RE: 2013 Transportation Improvement Program (TIP)

Background:

The Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for Air Quality Conformity purposes, during the four-year TIP period. The Metropolitan Transportation Commission (MTC) is required to prepare and adopt an updated TIP every four years.

MTC released the Draft 2013 Transportation Improvement Program (TIP) and draft Transportation-Air Quality Conformity Analysis for public comment on June 29, 2012. The comment period ended on August 6, 2012. The Draft 2013 TIP includes projects programmed in four fiscal years: FY 2012-13, FY 2013-14, FY 2014-15, and FY 2015-16. Transit, highway, local roadway, bicycle and pedestrian projects are included in the TIP.

Discussion:

The Final 2013 TIP and Final Transportation-Air Quality Conformity Analysis are scheduled for adoption by MTC on September 26, 2012. Once approved by MTC's Commission, the 2013 TIP will be forwarded to Caltrans, FHWA, and the FTA for approval and inclusion into the Federal State Transportation Improvement Program (FSTIP). Federal approval of the FSTIP is currently scheduled for December 17, 2012.

The Solano Transportation Authority (STA) developed Solano County's 2013 TIP (Attachment A) in coordination with the seven cities and County of Solano. Additional projects will be amended into the 2013 TIP, once selected for funding through STA's OBAG Call for Projects process. The attached 2013 TIP Preparation Schedule (Attachment B) shows the STA's project programming and delivery schedule, along with each of MTC's expected TIP programming milestones. The Schedule includes the programming of OBAG Fiscal Year (FY) 2012-13 Local Streets and Roads projects, which are on an accelerated schedule, and OBAG CMAQ projects.

Fiscal Impact:

No direct impact to the STA budget.

Recommendation:

Informational.

Attachments:

- A. Solano County Draft 2013 TIP- Roadway Projects, 06-13-2012
- B. 2013 TIP Preparation Schedule, 08-12-2012

This page intentionally left blank.

Solano County



Solano County

Solano Comprehensive Transportation Plan Consistency

The STA developed Solano County's 2013 TIP in coordination with the seven cities and the County of Solano. The projects included in the 2013 TIP collectively provide mobility, reduces congestion, and ensures travel safety and economic vitality to Solano County. This is consistent with the STA's Solano County Transportation Plan's goals and objectives, including:

- Identify a transportation system that supports the existing and planned land uses of Solano County's seven cities and the County of Solano.
- Maintain regional mobility while improving local mobility.
- Assess projects and programs based on their ability to balance the goals of economy, environment and equity.
- Encourage projects and programs that maintain and use existing systems more efficiently before expanding infrastructure.

Solano County 2013 TIP Narrative

Roadway Projects

The Solano County TIP includes major improvement projects along the I-80 and State Route (SR) 12 Corridors. The projects identified on the I-80 corridor include large capital projects related to the I-80/I-680/SR 12 Interchange and the East Bound Cordelia Truck Scales Relocation project. In addition, the I-80 corridor includes Express Lane conversion in Fairfield and construction in Vacaville. The SR 12 corridor includes another major capital investment project related to the SR 12 Jameson Canyon Widening in the west between I-80 in Solano County and Napa County.

The Jepson Parkway Project with its three unique phases is also included in the 2013 TIP. The Jepson Parkway Project is a multimodal route to allow a route for local traffic to avoid traveling on I-80. Jepson Parkway travels through the cities of Fairfield, Suisun City, Vacaville and portions of unincorporated Solano County adjacent to Travis Air Force Base. The Jepson Parkway Project continues to be a priority project for the STA and its member agencies. STA anticipates to have the first phase constructed by 2015.

The Solano County TIP also consists of a number projects related to maintenance, safety improvements and rehabilitation of local streets and roads. This includes roadway improvement projects that provide better and safer access to Travis Air Force Base.

Transit

Solano County currently has six transit operators, which includes the County of Solano's intercity paratransit service. The 2013 TIP includes intermodal transit centers, transfer facilities and bus shelter infrastructure improvements as well as construction of a rail station in Fairfield and a maintenance facility for ferry service in Vallejo.

The Fairfield Transportation Center (FTC) Phase 3 and the Vacaville Intermodal Station Phase 2 were originally added to the 2011 TIP and remain in the 2013 TIP. The new FTC Phase 3 project involves preliminary engineering and environmental documents for an expansion to the

transportation center's park and ride lot to a parking structure. The current FTC lots are operating at capacity with patrons accessing Express Bus service on I-80, I-680 or carpooling and vanpooling. Vacaville's Intermodal Station was completed in 2011 and future parking lot expansion preliminary engineering is underway.

Alternative Modes

Alternative modes projects consist of bicycle, pedestrian and carpool/vanpool incentive programs. The STA continues to support the Solano Safe Routes to School Program (SR2S) and Solano Napa Commuter Information Rideshare Program. The SR2S program promotes walking and bicycling through education, incentives, and capital improvements. The Rideshare Program promotes transit and commuter incentives such as vanpools and carpools.

The 2013 TIP also includes the following countywide significant bicycle and pedestrian projects:

- The City of Dixon's West B Street Bicycle and Pedestrian Undercrossing Project
- The City of Suisun City's Grizzly Island Trail
- The City of Vacaville's Ulatis Creek Bike Path
- Phase 5 of the County of Solano's Vacaville Dixon Bike Route
- The City of Vallejo's Priority Development Area (PDA) project, "Vallejo Downtown Streetscape"

The City of Dixon's West B Street Bicycle and Pedestrian Undercrossing Project is a safety project adjacent to the future City of Dixon Capitol Corridor train station site. Currently, pedestrians and bicyclists traverse a Class I at-grade rail crossing. The City of Suisun City's Grizzly Island Trail is a planned Class I facility adjacent to SR 12 in Suisun City. The project closes a gap of approximately 1 mile on the south side of SR 12 for pedestrians and bicyclists. The City of Vacaville's Ulatis Creek Bike Path extends an existing path from their Allison and Ulatis PDA to the planned Jepson Parkway at Leisure Town Road. Phase 5 of the County of Solano's Vacaville Dixon Bike Route addresses the final segment of a Class 2 bike route network connecting the City of Vacaville to Dixon and on to Yolo County. The City of Vallejo's PDA project is the first Solano County PDA project to be originally funded with Transportation for Livable Communities (TLC) County capital funds. The PDA project will enhance pedestrian connections from the future intermodal transit facility to Downtown Vallejo.

Final Summary

The STA's 2013 TIP is a balanced mix of roadway projects, transit projects, and alternative modes projects. The projects included in the 2013 TIP will help address the current and future transportation needs in Solano County. These projects are consistent with the Solano CTP and have been identified as part of the STA's Routes of Regional Significance, Transit Centers of Regional Significance and or included in a CTP subsidiary plan (e.g., Countywide Bicycle Plan and Countywide Pedestrian Plan).

[Narrative summary provided by the Solano Transportation Authority]

Roadway Projects

Solano County

(all dollars are in thousands)

State Highway Projects

TIP ID: **SOL050006** County: Solano System: STATE HWY RTP ID: 230714 CTIPS ID: 20600002955
 Sponsor: Caltrans Implementing Agency: Caltrans
 Project Name: Suisun Valley Rd Bridge Replacement
 Description: Suisun City: Suisun Valley Rd at Bridge over Suisun Creek .4 miles West of June Williams Rd; Replace one lane bridge with 2 lane bridge.

Air Quality Exempt Code: 1.02 - EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature

Route: 12 Post Mile From: .035 Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	HBP		\$ 280						\$ 280
PE	HBRR		\$ 264						\$ 264
PE	OTHER LOCAL		\$ 136						\$ 136
ROW	HBP		\$ 89						\$ 89
ROW	OTHER LOCAL		\$ 11						\$ 11
CON	HBP		\$ 3,037						\$ 3,037
CON	OTHER LOCAL		\$ 393						\$ 393
Total Programmed Funding:			\$ 4,210						\$ 4,210

TIP ID: **SOL050003** County: Solano System: STATE HWY RTP ID: 230713 CTIPS ID: 20600002947
 Sponsor: Caltrans Implementing Agency: Caltrans
 Project Name: I-80/I-680 Aux Lanes Improvement Landscaping
 Description: Fairfield: I-80/I-680 Connector improvements and auxiliary lanes landscaping.

Air Quality Exempt Code: 4.09 - EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc

Route: 80 Post Mile From: 12.8 Post Mile To: 14.2 Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PSE	IIP		\$ 700						\$ 700
ROW-CT	IIP		\$ 50						\$ 50
ROW	IIP		\$ 10						\$ 10
CON-CT	IIP			\$ 708					\$ 708
CON	IIP			\$ 1,076					\$ 1,076
Total Programmed Funding:			\$ 760	\$ 1,784					\$ 2,544

TIP ID: **SOL050007** County: Solano System: STATE HWY RTP ID: 230708 CTIPS ID: 20600003346
 Sponsor: Dixon Implementing Agency: Dixon
 Project Name: I-80 / Pedrick Road Interchange Modification
 Description: Dixon: I-80/Pedrick Road Interchange; Modify/realign existing on/off ramp no new travel lanes.

Air Quality Exempt Code: 5.04 - EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment

Route: 80 Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 350						\$ 350
ROW	OTHER LOCAL		\$ 500						\$ 500
CON	OTHER LOCAL				\$ 1,100				\$ 1,100
Total Programmed Funding:			\$ 850		\$ 1,100				\$ 1,950



Roadway Projects

Solano County

(all dollars are in thousands)

State Highway Projects

TIP ID: **SOL070002** County: Solano System: STATE HWY RTP ID: 230713 CTIPS ID: 20600003949

Sponsor: Caltrans Implementing Agency: Caltrans

Project Name: I-80 Alamo Creek On-Ramp and Bridge Widening

Description: Route 80: In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp; Lengthen on-ramp and widen bridge.

Air Quality Exempt Code: NON-EXEMPT

Route: 80 Post Mile From: 24.9 Post Mile To: 25.1 Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
ENV	SHA	\$ 950							\$ 950
ENV	ST-CASH	\$ 123							\$ 123
ROW	SHA	\$ 4							\$ 4
ROW	ST-CASH	\$ 1							\$ 1
CON	SHA	\$ 2,520							\$ 2,520
CON	ST-CASH	\$ 326							\$ 326
Total Programmed Funding:		\$ 3,924							\$ 3,924

TIP ID: **SOL070020** County: Solano System: STATE HWY RTP ID: 230326 CTIPS ID: 20600004066

Sponsor: Solano Transportation Authority Implementing Agency: Solano Transportation Authority

Project Name: I-80/I-680/SR 12 Interchange Project

Description: Fairfield: Improve I-80/I-680/Route 12 I/C(Ph 1), including connecting I-80 to SR 12 W, I-680 NB to SR 12W (Jameson Canyon), I-80 to I-680 (+ Express Lane Direct connectors), build local I/C and build new connecting local roads to SR 12/Red Top I/C.Phased

Air Quality Exempt Code: NON-EXEMPT

Route: 80 Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
ENV	BT	\$ 21,000							\$ 21,000
ENV	TCRP	\$ 9,000							\$ 9,000
PSE	BT	\$ 21,036							\$ 21,036
ROW	BT	\$ 26,525							\$ 26,525
CON	BT	\$ 37,839							\$ 37,839
CON	OTHER LOCAL								\$ 0
CON	PROP		\$ 24,000						\$ 24,000
CON	RIP		\$ 11,412						\$ 11,412
Total Programmed Funding:		\$ 115,400	\$ 35,412						\$ 150,812



Roadway Projects

Solano County

(all dollars are in thousands)

State Highway Projects

TIP ID: **SOL090003** County: Solano System: STATE HWY RTP ID: 230322 CTIPS ID: 20600004416

Sponsor: Solano Transportation Authority Implementing Agency: Solano Transportation Authority

Project Name: EB I-80 Cordelia Truck Scales Relocation Project

Description: Solano County: rebuild and relocate the Eastbound Truck Scales Facility, build a 4-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps.

Air Quality Exempt Code: NON-EXEMPT

Route: 80 Post Mile From: 14.3 Post Mile To: 14.4 Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	BT	\$ 4,500							\$ 4,500
PE	TCRP	\$ 1,300							\$ 1,300
PSE	BT	\$ 17,700							\$ 17,700
ROW-CT	BT	\$ 400							\$ 400
ROW	BT	\$ 2,600							\$ 2,600
CON-CT	AB1171-AB144	\$ 9,700							\$ 9,700
CON	AB1171-AB144	\$ 12,883							\$ 12,883
CON	SHA	\$ 49,800							\$ 49,800
Total Programmed Funding:		\$ 98,883							\$ 98,883

TIP ID: **SOL090015** County: Solano System: STATE HWY RTP ID: 230708 CTIPS ID: 20600004556

Sponsor: Solano County Implementing Agency: Solano Transportation Authority

Project Name: Redwood-Fairgrounds Dr Interchange Imps (Study)

Description: Near Vallejo: Btw SR 37 & Carquinez Bridge; Conduct study to determine the feasibility of constructing expanded I-80 Redwood St./Fairgrounds Dr. Interchange and parkway improvements. PSE, PE and Env. Phase only.

Air Quality Exempt Code: 4.03 - EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C

Route: 80 Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	EARMARK	\$ 1,287							\$ 1,287
PE	OTHER LOCAL	\$ 322							\$ 322
Total Programmed Funding:		\$ 1,609							\$ 1,609

TIP ID: **SOL110001** County: Solano System: STATE HWY RTP ID: 230659 CTIPS ID: 20600004647

Sponsor: Metropolitan Transportation Commission Implementing Agency: Solano Transportation Authority

Project Name: I-80 Express Lanes (Vacaville)

Description: I-80 in Solano County from I-505 to Air Base Parkway (new lanes); widen to add an express lane in each direction from I-505 to Air Base Parkway.

Air Quality Exempt Code: NON-EXEMPT

Route: 80 Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	AB1171-AB144	\$ 600							\$ 600
ROW	OTHER LOCAL					\$ 10,000			\$ 10,000
CON	OTHER LOCAL						\$ 180,600		\$ 180,600
Total Programmed Funding:		\$ 600				\$ 10,000	\$ 180,600		\$ 191,200



Roadway Projects

Solano County

(all dollars are in thousands)

State Highway Projects

TIP ID: **SOL110002** County: Solano System: STATE HWY RTP ID: 230660 CTIPS ID: 20600004650
 Sponsor: Metropolitan Transportation Commission Implementing Agency: Solano Transportation Authority
 Project Name: I-80 HOV conversion to Express Lanes (Fairfield)
 Description: I-80 Red Top Road to Airbase Parkway: widen and convert existing HOV lane to HOT lane.

Air Quality Exempt Code: NON-EXEMPT

Route: 80 Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	AB1171-AB144	\$ 500							\$ 500
CON	OTHER LOCAL				\$ 17,300				\$ 17,300
Total Programmed Funding:		\$ 500			\$ 17,300				\$ 17,800

TIP ID: **SOL990018** County: Solano System: STATE HWY RTP ID: 22632 CTIPS ID: 20600001639
 Sponsor: Vallejo Implementing Agency: Vallejo
 Project Name: I-80 / American Canyon Rd overpass Improvements
 Description: Vallejo: American Canyon Road overpass at Hwy. 80; capacity and safety improvements.

Air Quality Exempt Code: NON-EXEMPT

Route: 80 Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 230						\$ 230
CON	OTHER LOCAL				\$ 5,000				\$ 5,000
Total Programmed Funding:			\$ 230		\$ 5,000				\$ 5,230

TIP ID: **SOL090001** County: Solano System: STATE HWY RTP ID: 230708 CTIPS ID: 20600004205
 Sponsor: Vacaville Implementing Agency: Vacaville
 Project Name: I-505/Vaca Valley Off-Ramp and Intersection Imprv.
 Description: Widen the southbound I-505 off-ramp at Vaca Valley Parkway to provide left turn storage and signalize the southbound ramps at the intersection of Vaca Valley Parkway.

Air Quality Exempt Code: NON-EXEMPT

Route: 505 Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	OTHER LOCAL	\$ 240							\$ 240
ROW	OTHER LOCAL								\$ 0
CON	OTHER LOCAL		\$ 1,300						\$ 1,300
Total Programmed Funding:		\$ 240	\$ 1,300						\$ 1,540



Roadway Projects

Solano County

(all dollars are in thousands)

State Highway Projects

TIP ID: **SOL070014** County: Solano System: STATE HWY RTP ID: 230713 CTIPS ID: 20600003961

Sponsor: Caltrans Implementing Agency: Caltrans

Project Name: I-80/I-680 Mitigation Landscaping

Description: Fairfield: On Route 80 between Green Valley Road and Cordelia Truck Weigh Station; Landscape Mitigation.

Air Quality Exempt Code: 4.09 - EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc

Route: Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PSE	IIP	\$ 50							\$ 50
ROW	IIP								\$ 0
CON	IIP								\$ 0
Total Programmed Funding:		\$ 50							\$ 50



Roadway Projects

Solano County

(all dollars are in thousands)

Local Road Projects

TIP ID: **SOL050009** County: Solano System: LOCAL RD RTP ID: 22630 CTIPS ID: 20600003348

Sponsor: Dixon Implementing Agency: Dixon

Project Name: Parkway Blvd/UPRR Grade Separation

Description: In Dixon: Parkway Blvd; New roadway Overcrossing of UPRR & Porter Rd (4 lanes); Improve grade crossings ISTEAD demo project.

Air Quality Exempt Code: 1.01 - EXEMPT (40 CFR 93.126) - Railroad/highway crossing

Route: Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
ENV	EARMARK	\$ 480							\$ 480
PE	EARMARK	\$ 580							\$ 580
PE	OTHER LOCAL	\$ 490							\$ 490
ROW	OTHER LOCAL	\$ 1,539							\$ 1,539
CON	OTHER LOCAL								\$ 0
Total Programmed Funding:		\$ 3,089							\$ 3,089

TIP ID: **SOL030015** County: Solano System: LOCAL RD RTP ID: 230699 CTIPS ID: 20600002615

Sponsor: Federal Highway Administration Implementing Agency: Federal Highway Administration

Project Name: San Pablo Bay Entrance Rehabilitation

Description: Solano County; San Pablo Bay: Rehabilitate entrance road 0.6 miles.

Air Quality Exempt Code: 1.10 - EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

Route: Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	FLHP	\$ 75							\$ 75
CON	FLHP	\$ 550							\$ 550
Total Programmed Funding:		\$ 625							\$ 625

TIP ID: **SOL090006** County: Solano System: LOCAL RD RTP ID: 22425 CTIPS ID: 20600004460

Sponsor: Metropolitan Transportation Commission Implementing Agency: Solano Transportation Authority

Project Name: Regional Planning Activities and PPM - Solano

Description: Solano: Regional Planning Activities and Planning, Programming and Monitoring (PPM)

Air Quality Exempt Code: 4.01 - EXEMPT (40 CFR 93.126) - Planning and technical studies

Route: Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
ENV	RIP	\$ 1,407	\$ 229	\$ 192	\$ 191				\$ 2,019
ENV	STP								\$ 0
PE	OTHER LOCAL	\$ 281	\$ 347						\$ 628
PE	STP	\$ 2,166	\$ 2,673						\$ 4,839
PSE	RIP					\$ 98	\$ 274		\$ 372
Total Programmed Funding:		\$ 3,854	\$ 3,249	\$ 192	\$ 191	\$ 98	\$ 274		\$ 7,858



Roadway Projects

Solano County

(all dollars are in thousands)

Local Road Projects

TIP ID: **SOL070021** County: Solano System: LOCAL RD RTP ID: 230311 CTIPS ID: 20600004067

Sponsor: Solano County Implementing Agency: Solano County

Project Name: Travis AFB: South Gate Improvement Project

Description: Fairfield: Petersen Road by Travis Air Force Base; Between Walters Road to Travis AFB. Widen roadway to standard lane width, including shoulder and other safety improvements (truck stacking). No new travel lanes (HPP earmark #3220)

Air Quality Exempt Code: 1.19 - EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)

Route: 80 Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	EARMARK	\$ 150							\$ 150
PE	OTHER LOCAL	\$ 37							\$ 37
ROW	EARMARK		\$ 128						\$ 128
ROW	OTHER LOCAL		\$ 32						\$ 32
CON	EARMARK			\$ 1,760					\$ 1,760
CON	OTHER LOCAL			\$ 440					\$ 440
CON	RTP-LRP								\$ 0
Total Programmed Funding:		\$ 187	\$ 160	\$ 2,200					\$ 2,547

TIP ID: **SOL090027** County: Solano System: LOCAL RD RTP ID: 230699 CTIPS ID: 20600004600

Sponsor: Solano County Implementing Agency: Solano County

Project Name: Solano County - 2011 Pavement Overlay Program

Description: In Solano County: Overlay various roads in the unincorporated area of Solano County.

Air Quality Exempt Code: 1.10 - EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

Route: Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
CON	OTHER LOCAL	\$ 235							\$ 235
CON	STP	\$ 1,807							\$ 1,807
Total Programmed Funding:		\$ 2,042							\$ 2,042

TIP ID: **SOL110003** County: Solano System: LOCAL RD RTP ID: 94151 CTIPS ID: 20600004761

Sponsor: Solano Transportation Authority Implementing Agency: Fairfield

Project Name: Jepson: Vanden Road from Peabody to Leisure Town

Description: Jepson Parkway segment: Vanden Road project from Peabody Road to Leisure Town Road.

Air Quality Exempt Code: NON-EXEMPT

Route: Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	EARMARK	\$ 530							\$ 530
PE	OTHER LOCAL	\$ 133							\$ 133
PE	PROP	\$ 1,837							\$ 1,837
PSE	RIP	\$ 2,400							\$ 2,400
ROW	RIP	\$ 3,800							\$ 3,800
CON	RIP					\$ 30,457			\$ 30,457
Total Programmed Funding:		\$ 8,700				\$ 30,457			\$ 39,157



Roadway Projects

Solano County

(all dollars are in thousands)

Local Road Projects

TIP ID: **SOL110004** County: Solano System: LOCAL RD RTP ID: 94151 CTIPS ID: 20600004762
 Sponsor: Solano Transportation Authority Implementing Agency: Solano Transportation Authority
 Project Name: Jepson: Walters Rd Ext - Peabody Rd Widening
 Description: Jepson Parkway segment: Walters Road Extension - Peabody Widening.

Air Quality Exempt Code: NON-EXEMPT

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
ENV	RIP	\$ 630							\$ 630
PE	OTHER LOCAL	\$ 824							\$ 824
ROW	RTP-LRP						\$ 1,304		\$ 1,304
CON	RTP-LRP							\$ 10,673	\$ 10,673
Total Programmed Funding:		\$ 1,454					\$ 1,304	\$ 10,673	\$ 13,431

TIP ID: **SOL110005** County: Solano System: LOCAL RD RTP ID: 94151 CTIPS ID: 20600004763
 Sponsor: Solano Transportation Authority Implementing Agency: Vacaville
 Project Name: Jepson: Leisure Town Road from Vanden to Elmira
 Description: Jepson Parkway segment: Leisure Town Road from Vanden Road to Elmira Road

Air Quality Exempt Code: NON-EXEMPT

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	EARMARK	\$ 793							\$ 793
PE	OTHER LOCAL	\$ 103							\$ 103
PE	RIP	\$ 491							\$ 491
PSE	OTHER LOCAL	\$ 539							\$ 539
ROW	OTHER LOCAL				\$ 1,016				\$ 1,016
CON	RIP					\$ 8,296			\$ 8,296
Total Programmed Funding:		\$ 1,926			\$ 1,016	\$ 8,296			\$ 11,238

TIP ID: **SOL110006** County: Solano System: LOCAL RD RTP ID: 94151 CTIPS ID: 20600004764
 Sponsor: Solano Transportation Authority Implementing Agency: Vacaville
 Project Name: Jepson: Leisure Town Road from Elmira to Orange
 Description: Jepson Parkway segment: Leisure Town Road from Elmira Road to Orange Road

Air Quality Exempt Code: NON-EXEMPT

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	EARMARK	\$ 185							\$ 185
PE	OTHER LOCAL	\$ 46							\$ 46
PE	RIP	\$ 200							\$ 200
PSE	OTHER LOCAL	\$ 564							\$ 564
ROW	RTP-LRP						\$ 893		\$ 893
CON	RTP-LRP							\$ 7,306	\$ 7,306
Total Programmed Funding:		\$ 995					\$ 893	\$ 7,306	\$ 9,194



Roadway Projects

Solano County

(all dollars are in thousands)

Bike/Ped Projects

TIP ID: **SOL070012** County: Solano System: LOCAL RD RTP ID: 22247 CTIPS ID: 2060003959

Sponsor: Solano County Implementing Agency: Solano County

Project Name: Cordelia Hills Sky Valley

Description: Cordelia Hill: Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road. Project is predominantly ROW acquisition

Air Quality Exempt Code: 3.02 - EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities

Route: 80 Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	EARMARK	\$ 140							\$ 140
PE	OTHER LOCAL	\$ 35							\$ 35
ROW	EARMARK		\$ 2,020						\$ 2,020
ROW	OTHER LOCAL		\$ 505						\$ 505
CON	EARMARK								\$ 0
CON	OTHER LOCAL		\$ 10						\$ 10
CON	RIP-TE								\$ 0
Total Programmed Funding:		\$ 175	\$ 2,535						\$ 2,710

TIP ID: **SOL090035** County: Solano System: LOCAL RD RTP ID: 22247 CTIPS ID: 2060004785

Sponsor: Solano County Implementing Agency: Solano County

Project Name: Vacaville-Dixon Bicycle Route (Phase 5)

Description: Vacaville and Dixon: On both sides of Hawkins Road from Leisure Town Road (western terminus) to Pitt School Road (eastern terminus); Class 2 bicycle lanes. Phase 1 from Pitt School to Fox Rd. Remaining phases from Fox to Leisure Town

Air Quality Exempt Code: 3.02 - EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities

Route: Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	CMAQ	\$ 88							\$ 88
PE	TDA								\$ 0
CON	CMAQ	\$ 467							\$ 467
CON	OTHER LOCAL	\$ 180							\$ 180
CON	TDA	\$ 112							\$ 112
Total Programmed Funding:		\$ 847							\$ 847

TIP ID: **SOL110019** County: Solano System: LOCAL RD RTP ID: 230550 CTIPS ID: 2060004970

Sponsor: Solano Transportation Authority Implementing Agency: Solano County

Project Name: Solano Safe Routes to School Program

Description: In Solano County, Countywide: Implement Countywide Solano Safe Routes to School Program, including Planning, Education, and Encouragement events and materials.

Air Quality Exempt Code: 4.12 - EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)

Route: Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
CON	CMAQ	\$ 976							\$ 976
CON	OTHER LOCAL	\$ 20							\$ 20
CON	STP	\$ 35							\$ 35
CON	TFCA								\$ 0
Total Programmed Funding:		\$ 1,031							\$ 1,031



Roadway Projects

Solano County

(all dollars are in thousands)

Bike/Ped Projects

TIP ID: **SOL110024** County: Solano System: LOCAL RD RTP ID: 22247 CTIPS ID: 20600005238

Sponsor: Solano Transportation Authority Implementing Agency: Solano Transportation Authority

Project Name: West B. Street Bike/Pedestrian Undercrossing

Description: Dixon: Under UPRR between SR-113 and West A Street: Build a grade-separated bicycle/pedestrian crossing - relocate utilities, build ADA compliant ramps and tunnel under railroad tracks connecting West B Street on both sides of the tracks

Air Quality Exempt Code: 3.02 - EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities

Route: Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	OTHER LOCAL	\$ 50							\$ 50
ROW	OTHER LOCAL	\$ 70							\$ 70
CON	EARMARK		\$ 668						\$ 668
CON	OTHER LOCAL		\$ 3,891						\$ 3,891
CON	RIP-TE		\$ 1,321						\$ 1,321
Total Programmed Funding:		\$ 120	\$ 5,880						\$ 6,000

TIP ID: **SOL110012** County: Solano System: LOCAL RD RTP ID: 22247 CTIPS ID: 20600004835

Sponsor: Suisun City Implementing Agency: Suisun City

Project Name: Grizzly Island Trail - Phase 1

Description: In Suisun City: On State Route (SR) 12 between Grizzly Island Road and Marina Boulevard; Design and construct a Class I Path, then south along Marina Boulevard to Driftwood Drive.

Air Quality Exempt Code: 3.02 - EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities

Route: 12 Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	OTHER LOCAL	\$ 30							\$ 30
PE	OTHER STATE	\$ 386							\$ 386
CON	CMAQ	\$ 1,114							\$ 1,114
CON	OTHER LOCAL	\$ 120							\$ 120
CON	OTHER STATE	\$ 514							\$ 514
Total Programmed Funding:		\$ 2,164							\$ 2,164

TIP ID: **SOL070026** County: Solano System: LOCAL RD RTP ID: 22247 CTIPS ID: 20600004186

Sponsor: Vacaville Implementing Agency: Vacaville

Project Name: Ulatis Creek Bike Path - Ulatis to Leisure Town

Description: In Vacaville: Ulatis Creek Bike Path from Ulatis Drive to Leisure Town Road; Construct Class I bike path.

Air Quality Exempt Code: 3.02 - EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities

Route: Post Mile From: Post Mile To: Toll Credits:

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	CMAQ	\$ 37							\$ 37
PE	OTHER LOCAL	\$ 29							\$ 29
PE	TDA	\$ 90							\$ 90
ROW	CMAQ	\$ 180							\$ 180
ROW	OTHER LOCAL	\$ 23							\$ 23
CON	CMAQ	\$ 630							\$ 630
CON	OTHER LOCAL	\$ 82							\$ 82
Total Programmed Funding:		\$ 1,071							\$ 1,071



Roadway Projects

Solano County

(all dollars are in thousands)

Bike/Ped Projects

TIP ID: **SOL050048** County: Solano System: LOCAL RD RTP ID: 98212 CTIPS ID: 20600003933

Sponsor: Vallejo Implementing Agency: Vallejo

Project Name: Vallejo: Downtown Streetscape

Description: Vallejo: Sacramento Street (Georgia - Maine), Virginia Street (Sonoma - Sacramento), Marin Street (Virginia - Georgia);
Pedestrian enhancements including traffic calming, restriping, parking, signs, lighting, brick pavers, street furniture, art

Air Quality Exempt Code: 4.12 - EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)

Route: Post Mile From: Post Mile To: Toll Credits: \$ 141,768

Phase	Fund Source	Prior Years	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	Future Years	Total Programmed
PE	RIP-TE	\$ 664							\$ 664
CON	CMAQ	\$ 2,257							\$ 2,257
CON	OTHER LOCAL	\$ 419							\$ 419
CON	RIP-TE	\$ 412							\$ 412
CON	ST-STP	\$ 539							\$ 539
CON	STP	\$ 1,669							\$ 1,669
Total Programmed Funding:		\$ 5,960							\$ 5,960



	MTC TIP Schedule	STA Process	Local Project Sponsors
August			2012-13 OBAG LS&R - submitted Aug 10** OBAG CMAQ - Submittals due Aug 22
September	MTC Commission approves 2013 TIP FMS Open - MTC accepting 2013 TIP submittals	TAC Review of LS&R Projects - Aug 29 STA Board Approval of LS&R Projects - Sept 12 STA Submits LS&R TIP Amendments to MTC	Submit 2012-13 LS&R TIP Amendments (FMS) **Draft TIP Listing - Begin project review & schedule field reviews with Caltrans**
October	2012-13 OBAG - TIP Amendment #1 due MTC releases draft TIP listings	STA staff to work with project sponsors to draft TIP listings & schedule field reviews	
November			
December	FHWA adopts 2013 TIP - Dec 17 Commission approves TIP Amendment #1	STA TAC Review of Final OBAG Projects List	
January		STA Board Approval of Final OBAG Projects List	
February	FHWA approves TIP Amendment #1		Request E-76 2012-13 LS&R projects - due Feb 1
March			Potential March 31 deadline to obligate
April			Obligate 2012-13 LS&R Funding - by April 30

This page intentionally left blank.



DATE: August 10, 2012
TO: STA TAC
FROM: Sorel Klein, SNCI Assistant Program Manager
RE: 2012 Solano Employer Commute Challenge

Background:

The Sixth Annual Solano Employer Commute Challenge (Challenge) is a targeted outreach campaign for large employers in Solano County. The overall goal for this campaign is to increase and sustain the use of alternative transportation in Solano County. The Challenge for employees is to “Use transit, carpool, vanpool, bike, or walk to work at least 30 workdays from August through October.” Incentives are provided through the Solano Transportation Authority (STA)’s Solano Napa Commuter Information (S

Campaign materials were sent to the targeted employers in July with follow-up by telephone and email one week later. Information about the Challenge is posted on the STA’s SNCI webpage, www.commuterinfo.net, along with a registration form for targeted employers and their employees. Status updates about the Challenge are posted on SNCI’s Facebook page.

Discussion:

The Solano Commute Challenge began August 1st, and after 10 days, **37** Solano County based employers and **299** of their employees have already registered. Based on previous years’ experience, this number is expected to continue to increase substantially in August and September.

The Challenge will end on October 31, 2012 and the results will be announced in November. Successful participants will be recognized in November, and recognition events at several top worksites will be scheduled for December.

Fiscal Impact:

The Solano Commute Challenge (Challenge) campaign is included in the STA’s Solano Napa Commuter Information program budget and is funded by a combination of Bay Area Transportation for Clean Air (TFCA) and Eastern Solano Congestion Management Air Quality (CMAQ) funds.

Recommendation:

Informational.

This page intentionally left blank.



DATE: August 7, 2012
TO: STA TAC
FROM: Sara Woo, Associate Planner
RE: Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
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.	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.

This page intentionally left blank.

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/moyererp/index.shtml
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB (916) 322-6370 mmiles@arb.ca.gov	Application Due On First-Come, First-Served Basis	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/

*New Funding Opportunity

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

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

State Grants						
N/A						
Federal Grants						
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-TRI_RFP.pdf</p>



**STA Board Meeting Highlights
6:00 p.m., Regular Meeting
Wednesday, July 11, 2012**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masielat, STA Clerk of the Board
RE: Summary of Actions of the July 11, 2012 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of July 11, 2012. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

Jack Batchelor, Jr., Chair	City of Dixon
Elizabeth Patterson	City of Benicia
Harry Price	City of Fairfield
Jan Vick	City of Rio Vista
Pete Sanchez	City of Suisun City
Steve Hardy	City of Vacaville
Osby Davis	City of Vallejo
John Vasquez	County of Solano

BOARD MEMBERS ABSENT:

Jim Sperring County of Solano

ACTION – FINANCIAL ITEMS

- A. **STA's Five (5) Year Estimated Operating Budget FY 2012-13 through FY 2016-17**
Recommendation:
Receive and file.

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

ACTION – NON-FINANCIAL ITEMS

A. SolanoExpress Intercity Ridership Study

Recommendation:

Approve the 2012 Intercity Transit Ridership Survey Reports as shown in Attachment A *with the revised Appendix II.*

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

B. Amended - OneBayArea Grant (OBAG) Project Selection

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;
5. Approve issuance of a Local Streets and Roads Call for Projects for Solano OBAG funds as provided in Attachment G; and
6. *Approve transmittal of the comments specified in Attachment H to MTC in response to the RTP Notice of Preparation.*

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

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

Recommendation:

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

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

CONSENT CALENDARS

On a motion by Board Member Price, and a second by Alternate Board Member Vasquez, the STA Board approved Consent Calendar Items A through F to include modifications to Item C, STA Purchasing System Policies and Manual (Protest and Appeals Procedure). At the request of Bernadette Curry, STA Legal Counsel, Section 800 of the Protest and Appeals Procedure was modified as shown below in *bold italics*.

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

Recommendation:

Approve STA Board Meeting Minutes of June 13, 2012.

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

Recommendation:

Approve Draft TAC Meeting Minutes of June 27, 2012.

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

Recommendation:

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

STA's Legal Counsel, Bernadette Curry requested to modify (shown in *bold italics*) Section 800. Appeal of Decision to read as follows:

800. Appeal of Decision

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

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

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.

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

Recommendation:

Approve the FY 2012-13 Solano TDA Matrix – July 2012 as shown in Attachment A.

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

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.

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

A. MTC Report

B. Caltrans Report

C. STA Reports:

1. Draft State Route 12 Economic Study presented by Dale Pfeiffer
2. Directors Report:
 1. Planning
 2. Projects
 3. Transit/Rideshare

INFORMATIONAL

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

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. Draft State Route (SR) 12 Economic Study

D. Legislative Update

E. Mapping of Local Streets and Roads Submitted Projects

F. Funding Opportunities Summary

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

BOARD MEMBER COMMENTS

ADJOURNMENT

The meeting was adjourned at 7:40 p.m.



DATE: August 20, 2012
TO: STA TAC
FROM: Johanna Masielat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012

Background:

Attached are the STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2012



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
MAY - DECEMBER 2012**

SUMMARY:

STA Board:
Consortium/TAC:
BAC:
PAC:
PCC:
SR2S-AC

Meets 2nd Wednesday of Every Month
Meets *Last* Wednesday of Every Month
Meets 1st Thursday of every *Odd* Month
Meets 3rd Thursday of every *Even* Month
Meets 3rd Thursday of every *Odd* Month
Meets Quarterly (Begins Feb.) on the 3rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., August 29	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 5, 2012	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., September 6, 2012	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., September 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	Confirmed
Wed., September 26	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Thurs., October 25	9:30 a.m.	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., October 31	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., November 14	6:00 p.m.	STA's 15 th Annual Awards	TBD - Dixon	Confirmed
Thurs., November 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Confirmed
Thurs., November 15	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 21	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Wed., November 28	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., December 19	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative