



**INTERCITY TRANSIT CONSORTIUM
AGENDA**

10:00 a.m., Wednesday, August 29, 2012
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

ITEM

STAFF PERSON

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. OPPORTUNITY FOR PUBLIC COMMENT
(10:05 – 10:10 a.m.)

IV. REPORTS FROM STA STAFF AND OTHER AGENCIES
(10:10 – 10:15 a.m.)

V. CONSENT CALENDAR
Recommendation: Approve the following consent items in one motion.
(10:15 – 10:20 a.m.)

A. Minutes of the Consortium Meeting of June 27, 2012 Sheila Jones
Recommendation:
Approve Consortium Meeting Minutes of June 27, 2012.
Pg. 1

VI. ACTION FINANCIAL ITEMS

A. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – September 2012 Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to approve the FY 2012-13 Solano TDA Matrix – September 2012 for the Cities of Dixon and Rio Vista as shown in Attachment A.
(10:20 – 10:25 a.m.)
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CONSORTIUM MEMBERS

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

- B. 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.
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VII. ACTION NON-FINANCIAL

- A. 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.
(10:25 – 10:30 a.m.)
Pg. 15
- B. 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.
(10:30 – 10:35 a.m.)
Pg. 17
- C. Proposed SolanoExpress Route 78 Service Changes** Philip Kamhi,
SolTrans
Recommendation:
Forward a recommendation to the STA Board to approve the proposed changes by SolTrans to SolanoExpress Route 78 as shown in Attachment A.
(10:35 – 10:40 a.m.)
Pg. 23
- D. 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 Consortium member to represent the STA TAC at the STA Board OBAG funding workshop on September 12, 2012.
(10:40 – 10:45 a.m.)
Pg. 25

- E. Legislative Update** Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to adopt an oppose position for SB 878 (DeSaulnier).
(10:45 – 10:50 a.m.)
Pg. 41

VIII. INFORMATIONAL ITEMS

- A. OneBayArea Grant (OBAG) Priority Development Areas (PDAs)** Robert Guerrero
(10:50 – 10:55 a.m.)
Pg. 99
- B. Lifeline Transportation Program Cycle 3 Next Steps** Liz Niedziela
(10:55 – 11:00 a.m.)
Pg. 105
- C. Countywide Paratransit Services Memorandum of Understanding (MOU)** Liz Niedziela
(11:00 – 11:05 a.m.)
Pg. 143
- D. Transit Studies Update** Liz Niedziela
(11:05 – 11:00 a.m.)
Pg. 145
- E. Moving Ahead for Progress in the 21st Century (MAP 21) Update** Liz Niedziela
(11:00 – 11:05 a.m.)
Pg. 151
- F. 2012 Solano Employer Commute Challenge** Sorel Klein
(11:05 – 11:10 a.m.)
Pg. 207
- G. SNCI Monthly Issues** Judy Leaks
(11:10 – 11:15 a.m.)
Pg. 209

NO DISCUSSION

- H. Funding Opportunities Summary** Sara Woo
Pg. 211
- I. SolanoExpress Ridership Numbers**

IX. TRANSIT OPERATOR ISSUES

Group

X. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, September 26, 2012.**



**SolanoExpress Intercity Transit Consortium
Minutes for the meeting of
June 27, 2012**

I. CALL TO ORDER

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

Consortium Present:

(In Alphabetical Order by Last Name)

John Andoh (By phone)	Delta Breeze
Mona Babauta	SolTrans
Janet Koster	Dixon Rendi-Ride
Judy Leaks	SNCI
Lori Tagorda	Fairfield and Suisun Transit
Matt Tuggle	County of Solano
Debbie Whitbeck	Fairfield and Suisun Transit

Also Present:

(In Alphabetical Order by Last Name)

Jayne Bauer	STA
Daryl Halls	STA
Robert Guerrero	STA
Sheila Jones	STA
Nathan Newell	County of Solano
Liz Niedziela	STA
Derek Wong	PMC

Others Present:

(In Alphabetical Order by Last Name)

Teliyah Bush	STA Intern
Michael Silva	STA Intern
Hannah Vincent	STA Intern

II. APPROVAL OF AGENDA

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

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Jayne Bauer introduced the STA interns and addressed new funding opportunities listed on the federal funding matrix on page 54.

Robert Guerrero announced the first Alternative Fuels Infrastructure Working Group will be held on July 11, 2012.

Liz Niedziela provided an overview of the Solano Express Intercity Ridership Comparison handout.

Other: County of Solano: Matt Tuggle announced that he received feedback on the Paratransit/Intercity Taxi Script MOU Draft and hopes to organize a meeting to discuss in more detail.

SolTrans: Mona Babauta discussed a handout of a draft eligibility form pertaining to Coordinating Countywide ADA Eligibility assessments.

V. CONSENT CALENDAR

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

A. Minutes of the Consortium Meeting of May 30, 2012

Recommendation:

Approve Consortium Meeting Minutes of May 30, 2012.

VI. ACTION – FINANCIAL ITEMS

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

Liz Niedziela provided an overview of the TDA Matrix. She discussed how it differs from the previous matrix. She stated that the City of Dixon's claim that was submitted was pulled because their application was incomplete and that was the reasoning for bringing it back to the Consortium. She stated that SolTrans and Vacaville was approved and submitted their claims. She noted that she was able to separated the paratransit costs from the fixed route costs. The committee also discussed New Freedom funds and intercity and paratransit costs.

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.

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

VII. ACTION – NON-FINANCIAL

A. Solano County Intercity Ridership Study

Liz Niedziela provided an overview of the Solano County Intercity Ridership Study. She discussed the intercity ridership appendixes. She stated that the on and off appendix was summarized and the on time performance data was completed by route.

Lori Tagorda and Debbie Whitbeck discussed their new account with twitter and provided feedback to the group. Matt Tuggle commented that he would like to see extended data for on and off time performance.

Daryl Halls stated that this study was an informational tool and explained that the Coordinated Short Range Transit Plan would provide on and off-time performance data in more detail.

Recommendation:

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

On a motion by Judy Leaks, and a second by John Andoh, the Solano Express Intercity Transit Consortium approved the recommendation.

VIII. INFORMATIONAL ITEMS

A. Transit Sustainability Study Update

Liz Niedziela provided an update on Transit Sustainability. She stated that MTC's study focused on the seven largest operators. She added that STA's Transit Sustainability will mirror MTC's study focusing on Solano County Transit Operators.

Derek Wong discussed the financial assessment and trends that will be studied. He explained that the study will focus in on the financial conditions of all the operators. He plans on contacting necessary transit personnel to set up interviews to further discuss and assess their current conditions.

B. Coordinated Short Range Transit Plan (SRTP) and Transit Studies Timeline

Liz Niedziela stated that Solano County will also be included in this Coordinated SRTP study, but was not listed in the staff report. She stated that MTC has requested that we include establishing a regional schedule when we change routes and communicate this information to the neighboring agencies. She stated that Rio Vista requested the study include potential consolidation with SolTrans and SolTrans requested the potential cross eligibility with the urbanized areas for funding. She concluded that the interviews for the SRTP consultants have been scheduled to take place on July 30, 2012 here at the STA.

C. State Route (SR) 12 Jameson Canyon Shuttle Service

Robert Guerrero discussed the status of the grant obtained by NCTPA through CalTrans for \$415,000. He provided an overview of the draft schedule (pg. 19 -24). He stated that the agency responsible for running the shuttle service is still in negotiation with the Napa County Transportation and Planning Agency (NCTPA).

D. SNCI Monthly Issues

Judy Leaks provided an overview on the Transit Matrix handout. She explained the importance for updating this matrix as being beneficial to the Solano Napa Commuter Information (SNCI) staff when providing information to the public. She stated that the SNCI staff has dedicated time riding the routes to get ridership experience and better knowledge of each route. She stated that SNCI staff is preparing for the 6th Annual Solano Employer Commute Challenge which encourages participants to use a commute alternative up to 30 work days during a three month period. She concluded that she is welcoming check off lists to monitor the routes as the SNCI staff continues to ride the routes.

NO DISCUSSION

E. Legislative Update

F. Funding Opportunities Summary

IX. TRANSIT OPERATOR ISSUES

- **Clipper**

The transit operators providers stated that they are looking forward to activating their Clipper cards.

X. ADJOURNMENT

The meeting adjourned at 11:16. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled **10:00 a.m. on Wednesday, August 29, 2012.**



DATE: August 8, 2012
TO: SolanoExpress Intercity Transit Consortium
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					FY 2012-13 TDA Apportionment By Article							
4. MTC Administration (0.5% of Line 3)					\$6,241					15. County Administration (0.5% of Line 13)		\$72,308
5. County Administration (0.5% of Line 3)					\$6,241					16. MTC Planning (3.0% of Line 13)		\$433,846
6. MTC Planning (3.0% of Line 3)					\$37,445					17. Total Charges (Lines 14+15+16)		\$578,462
7. Total Charges (Lines 4+5+6)					\$49,927					18. TDA Generations Less Charges (Lines 13-17)		\$13,883,081
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												
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C=Sum(A:B)</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(C:G)</i>	<i>I</i>	<i>J=Sum(H:I)</i>		
	6/30/2011	FY 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		

1. Balance as of 6/30/11 is from MTC FY 2010-11 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. Reported interest is FY 2011-12 interest accrued through the 3rd Quarter.

3. The outstanding commitments figure includes all unpaid allocations as of June 30, 2011, and FY 2011-12 allocations as of June 30, 2012.

4. Beginning in FY 2012-13, the Suisun City TDA apportionment is combined with Fairfield.

5. Beginning in FY 2012-13, the Benicia TDA apportionment is combined with Vallejo.

6. 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	FAST	FAST	SoITrans	SoITrans	SoITrans	FAST	FAST	SoITrans	FAST	FAST	SoITrans									
								Rt 20	Rt 30	Rt 40	Rt. 78	Rt. 80	Rt 85	Rt. 90	Intercity Subtotal	FAST	FAST	SoITrans	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		\$ 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: SolanoExpress Intercity Transit Consortium
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.

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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: SolanoExpress Intercity Transit Consortium
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: SolanoExpress Intercity Transit Consortium
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.

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DATE: August 17, 2012
TO: SolanoExpress Intercity Transit Consortium
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 initialed 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.)



DATE: August 21, 2012
TO: SolanoExpress Intercity Transit Consortium
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 SSCI 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 Consortium 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: SolanoExpress Intercity Transit Consortium
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
<p>AB 2498 Gordon D</p> <p>Department of Transportation: Construction Manager/General Contractor project method.</p>	<p>SENATE THIRD READING</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. This bill would authorize the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for projects for the construction of a highway, bridge, or tunnel. Last Amended on 8/14/2012</p>	
<p>AB 2679 Committee on Transportation</p> <p>Transportation: omnibus bill.</p>	<p>SENATE APPR. SUSPENSE FILE</p>	<p>Existing law authorizes the Department of Transportation (department) to pay claims or damages up to a maximum of \$5,000 without the approval of the California Victim Compensation and Government Claims Board. This bill would adjust the claim limit that may be paid by the department under these provisions to equal the maximum amount of a claim that can be brought in small claims court. Last Amended on 8/6/2012</p>	<p>Support 4/11/12</p>
<p>ACA 23 Perea D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.</p>	<p>Support 4/11/12 MTC, CSAC, LCC support</p>
<p>SB 46 Correa D</p> <p>Public officials: compensation disclosure.</p>	<p>ASSEMBLY DESK</p>	<p>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</p>	
<p>SB 829 Rubio D</p> <p>Public contracts: public entities: project labor agreements.</p>	<p>SENATE CHAPTERED 4/26/2012 - Chaptered by the Secretary of State, Chapter Number 11, Statutes of 2012</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, state funding or financial assistance may not be used to support that project, as specified. This bill would additionally provide that if a charter provision, initiative, or ordinance of a charter city prohibits, limits, or constrains in any way the governing board's authority or discretion to adopt, require, or utilize a project labor agreement that includes specified taxpayer protection provisions for some or all of the construction projects to be awarded by the city, state funding or financial assistance may not be used to support any construction projects awarded by the city, as specified. Last Amended on 4/9/2012</p>	

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.

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M E M O R A N D U M

June 26, 2012

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

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

Surface Transportation Reauthorization

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

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

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

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

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

Transportation Fiscal Year 2013 Appropriations

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

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

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

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

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

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

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

Fiscal Year 2012 TIGER Grant Awards

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

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

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
TCSP	Federal Highway Administration; Wesley Blount Office of Human Environment 202-366-0799 wesley.blount@dot.gov	States, metropolitan planning organizations, local governments, and tribal governments	\$29 million	1/6/2012	To plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals. Grants may support planning, implementation, research and investigation and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. Requires 20% local match.	\$3M Vallejo Downtown Streetscape Project. <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.		

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.		

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."		

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.mcnitt@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	\$125 million	(Due to MTC 2/22/2012) 3/29/2012	Purchase or rehabilitation of buses and vans, bus- related equipment (including ITS, fare equipment, communication devices), construction and rehabilitation of bus- related facilities (including administrative, maintenance, transfer, and intermodal facilities).FTA will prioritize the replacement and rehabilitation of intermodal facilities that support the connection of bus service with multiple modes of transportation, including but not limited to: Rail, ferry, intercity bus and private transportation providers. In order to be eligible for funding, intermodal facilities must have adjacent connectivity with bus service. In addition, FTA will prioritize funding for the development and implementation of new, or improvement of existing, transit asset management systems.		

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

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

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

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.

- 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.

- 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

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

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

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)

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.

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.

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

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.

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SubstantiveAMENDMENTS 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.

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RN1221964

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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.~~

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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

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DATE: August 21, 2012
TO: SolanoExpress Intercity Transit Consortium
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)

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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

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DATE: August 14, 2012
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Lifeline Transportation Program Cycle 3 Next Steps

Background/Discussion:

Metropolitan Transportation Commission (MTC) staff held a meeting with the Lifeline Program Administrators (LPA) for the nine Bay Area counties to discuss next steps related to the Third Cycle of the Lifeline Transportation Program. The LPA for Solano County is Solano Transportation Authority (STA). This meeting was to clarify and distinguish the roles and responsibilities for the LPA and MTC, provide fund source update and answer frequently asked questions on Lifeline funding (Attachment A).

Here is a brief update to the status of the Lifeline Program. More detail information will follow in the next few weeks and will be distributed to Project Sponsors.

STA as the LPA's Role and Responsibilities

- LPAs will serve as first line of communication with Project Sponsors. STA is to provide and disseminate information to project sponsors and respond to projects sponsors' questions. If you have any questions about Lifeline funding or program, please contact Liz Niedziela at eniedziela@sta-snci.com or (707) 399-3217.
- Monitor project progress including meeting goals and delivering scope
- Ensure projects meet MTC obligation deadlines and project delivery requirements

Lifeline Funding

1. State Transit Assistance Funding (STAF)
 - FY12 funds are available now
 - FY13 funds will be received quarterly when actual tax revenues come in
 - Annual Report to MTC and STA (Attachment B)
2. Prop1B
 - FY 2011 funds - waiting for bond sale
 - Semi-Annual Report to Caltrans, MTC and STA
3. Surface Transportation Program (STP)
 - Process is on hold until fall 2012 due to 2013 Transportation Improvement Program (TIP) development
 - Some sponsors already added projects to the 2013 TIP and are awaiting TIP approval (anticipated mid-December)

- All other sponsors can add projects to the TIP when it opens for amendments (anticipated 9/26/12)
- Once project is entered into TIP, the funding *must* be spent the year entered
- Project sponsor has choice of going through Caltrans (FHWA) or transferring the funds to Federal Transit Administration (FTA)
- FTA - Quarterly Report through FTA Financial Status Reports and Milestones
- FHWA – To be Determined

As MTC Lifeline staff provides more information, STA will forward to potential Lifeline Project Sponsors.

Recommendation:

Informational.

Attachment:

- A. MTC Lifeline Transportation Program Cycle 3 Next Steps Powerpoint
- B. Annual Reporting for STA Lifeline Projects

Lifeline Transportation Program Cycle 3 Next Steps

Meeting with County LPAs
August 15, 2012
10:00 – 11:30 am

Kristen Mazur, MTC Staff
(510) 817-5789 or kmazur@mtc.ca.gov

Drennen Shelton, MTC Staff
(510) 817-5909 or dshelton@mtc.ca.gov



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda

- Introductions
- MTC Lifeline Contacts
- LPA and MTC Roles and Responsibilities
- Fund Source Updates and FAQ
 - STA
 - Prop 1B
 - STP
 - JARC
- Communication with Project Sponsors



MTC Lifeline Contacts

- Cycles 1 & 2 – Drennen Shelton
- Cycle 3 General Questions – Kristen Mazur
- Cycle 3 JARC – Drennen Shelton
- Cycle 3 STA/Prop 1B/STP – Kristen Mazur
- CBTPs – Drennen Shelton



LPA and MTC Roles and Responsibilities

○ **CMA/LPA responsibilities:**

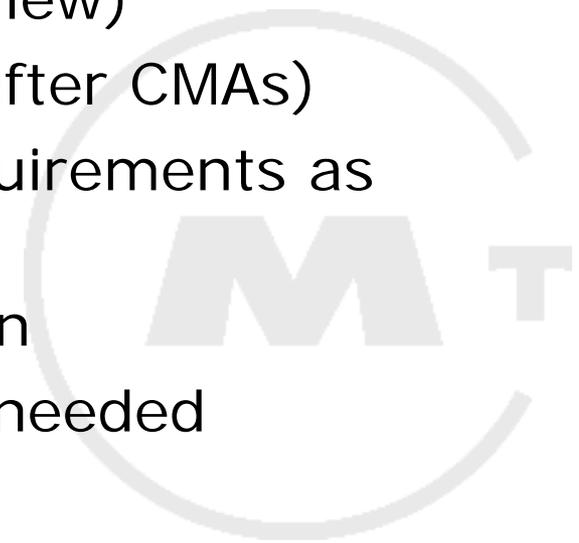
- Provide/disseminate information to Project Sponsors
- Respond to Project Sponsors' questions
- Review JARC quarterly invoices & progress reports
- Monitor project progress including meeting goals and delivering scope*
- Ensure projects meet MTC obligation deadlines and project delivery requirements*
- Review and approve budget/scope changes
- Assist with federal/state reporting as needed
- Retain copies of all LTP reports for future reference
- Complete/update CBTPs

* = Required for STA, JARC, STP₁₀ optional for Prop 1B

LPA and MTC Roles and Responsibilities

○ **MTC responsibilities:**

- Prepare and update fund estimates
- JARC grant and agreements for non-FTA grantees
- STA allocations
- Title VI monitoring of JARC subrecipients
- Invoice payments (after CMA review)
- Review budget/scope changes (after CMAs)
- Fulfill state/federal reporting requirements as appropriate
- Maintain/update Coordinated Plan
- Technical assistance to CMAs as needed



Fund Source Updates & FAQ

- What is the current status?
- When can the project sponsor start spending money?
- How does sponsor request/receive payment?
What is LPA's role in this process?
- How long does sponsor have to spend the funds?
- What are monitoring and reporting requirements? ***What is LPA's role?***

State Transit Assistance (STA)

- **What is the current status?**
 - FY12 funds are available now
 - FY13 funds will be received quarterly when actual tax revenues come in
 - FY12 actual revenues are slightly higher than FY12 95% programming target
 - No LTP3 program revisions are needed at this time
 - Extra FY12 funds will be used to backfill FY13 shortfall if needed
 - If no FY13 shortfall, extra FY12 funds will go toward 5% contingency projects
 - FY13 revised estimates from State Controller's Office (SCO) are higher than FY13 95% programming target

STA (continued)

- **When can sponsor start spending money?**
 - Expenses are eligible as of the start of the fiscal year in which the funds are claimed.
 - Example:
 - Claim submitted in FY13 (even midway through FY13) can be used to reimburse for expenses incurred as of July 1, 2012.

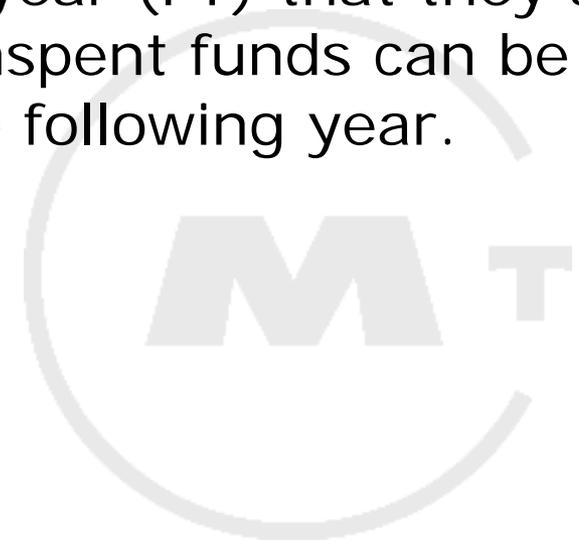


STA (continued)

- **How does sponsor request/receive payment?**
 - Eligible STA claimants submit claims to MTC anytime after MTC programs the funds (6/27/12 for most counties)
 - Claims should not exceed the **95% programming target** amounts in the LTP3 program (MTC Res. 4053)
 - Project sponsors should not claim the amounts in the Fund Estimate (MTC Res. 4051)
 - The State allocates funds to MTC quarterly after the tax revenues come in. Once a sponsor has submitted their claim forms, MTC will automatically pay them quarterly for their share of the available funds.
 - ***LPAs do not review STA claims. At the request of LPAs, MTC can provide info on amounts claimed and paid.***

STA (continued)

- **How long does sponsor have to spend the funds?**
 - Lifeline project delivery requirement: all sponsors must expend funds within three years of fund availability
 - STA requirement: for operations projects, sponsors should spend funds in the fiscal year (FY) that they are claimed. At the end of the FY, unspent funds can be returned to MTC and claimed the following year.



STA (continued)

○ **Monitoring and Reporting**

- MTC created an annual report that we collect from the LTP STA claimants (excel file). The claimants must provide project data on an annual basis prior to the allocation of the following year's STA funding by MTC.
 - *MTC may ask the LPAs for assistance collecting annual report data*
 - *MTC will forward the STA annual reports to the LPAs for project monitoring/evaluation purposes*
 - *MTC will be requesting reports in the early fall*

○ **Resources**

- MTC's TDA/STA Web Page:
<http://www.mtc.ca.gov/funding/STA-TDA/>

Prop 1B Transit (PTMISEA)

- **What is the current status?**
 - FY 2011 funds - waiting for bond sale
- **When can sponsor start spending money?**
 - Project costs incurred after October 8, 2010 will be eligible for reimbursement after the bond sale¹

¹ Per the PTMISEA Guidelines, Section 14, page 9, "project costs incurred before the passage of the following fiscal year Budget Acts are not eligible for PTMISEA funds." For FY11, this date is Oct. 8, 2010.

Prop 1B (continued)

- **How does sponsor request/receive payment?**
 - Project sponsors have already submitted Allocation Requests to Caltrans (*LPAs do not review Allocation Requests*)
 - When a bond sale occurs, the state will distribute funds directly to the project sponsor
- **How long does sponsor have to spend the funds?**
 - Lifeline project delivery requirement: all sponsors must expend funds within three years of fund availability
 - Prop 1B deadline: FY11 funds are available for encumbrance or liquidation until June 30, 2017¹

¹ Per the Budget Act of 2012. In past fiscal years, the delay of bond sales led to an extension of this deadline.

Prop 1B (continued)

○ **Monitoring and Reporting**

- Semi-annual reports due to Caltrans February 15 and August 15 each year
- Final reports due to Caltrans when sponsors complete their projects
- Annual TDA audit required that is due by December 31
- All reporting forms available at:
<http://www.dot.ca.gov/hq/MassTrans/Proposition-1B.html>
- ***LPA role: the LPAs do not need to monitor the Prop 1B projects unless they feel that it would be beneficial toward meeting the Lifeline goals***

Prop 1B (continued)

○ Resources

- PTMISEA Guidelines: http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Prop_1B/PTMISEA-Guidelines.pdf
- Caltrans' Prop 1B PTMISEA Website: <http://www.dot.ca.gov/hq/MassTrans/Proposition-1B.html>



Surface Transportation Program (STP)

- **What is the current status?**

- Process is on hold until fall 2012 due to 2013 TIP development
- Initial step: Project Sponsors must add projects to the Transportation Improvement Program (TIP) to access funds
 - Some sponsors already added projects to the 2013 TIP and are awaiting TIP approval (anticipated mid-December)
 - All other sponsors can add projects to the TIP when it opens for amendments (anticipated 9/26/12)

STP (continued)

- **When can sponsor start spending money?**
 - Depends on program year
 - Depending on the project schedule, project sponsors can program the funds in the following fiscal years:

Program Year	Deadline for sponsor to deliver funding obligation/FTA Transfer request package to Caltrans Local Assistance	Deadline for funds to be obligated by FHWA or transferred to FTA
FY 2013	Feb. 1, 2013	April 30, 2013
FY 2014	Feb. 1, 2014	April 30, 2014
FY 2015	Feb. 1, 2015	March 31, 2015

Note: Once sponsor adds project to the TIP, they cannot change the program year to a *later* year; however, sponsors may be able to advance projects to an earlier year.

STP (continued)

- **When can FHWA sponsor start spending money?**
 - City/County/CMA can begin when they receive Authorization to Proceed from Caltrans
- **When can FTA sponsor start spending money?**
 - Transit operators can begin spending when their FTA grants have been awarded
 - Pre-award spending authority may be available, MTC will evaluate requests on a case-by-case basis

STP (continued)

- **How does sponsor request/receive payment through FHWA?**
 - City/County/CMA receives reimbursement directly from Caltrans through Local Assistance Process
- **How does sponsor request/receive payment through FTA?**
 - Transit operators receive reimbursement directly from FTA
- *LPAs are not involved in reviewing/approving STP payments*

STP (continued)

- **How long does sponsor have to spend the funds?**
 - Lifeline project delivery requirement: all sponsors must expend funds (project closeout) within three years of obligation or FTA grant execution, whichever is applicable
 - ***This includes CMAs with CBTP updates***
 - STP requirements: Projects must meet all of the delivery requirements in MTC Resolution 3606 (located on MTC's Website at: <http://www.mtc.ca.gov/funding/delivery/>)

STP (continued)

○ Monitoring and Reporting

- **FHWA**: Lifeline STP Reporting process to be finalized with input from LPAs
 - *MTC may ask the LPAs for assistance collecting report data*
- **FTA**: FTA collects quarterly progress reports and financial status reports, which can be viewed in FTA TEAM-Web

○ Resource

- MTC's STP/CMAQ web page:
<http://www.mtc.ca.gov/funding/STPCMAQ/>

Job Access and Reverse Commute (JARC)

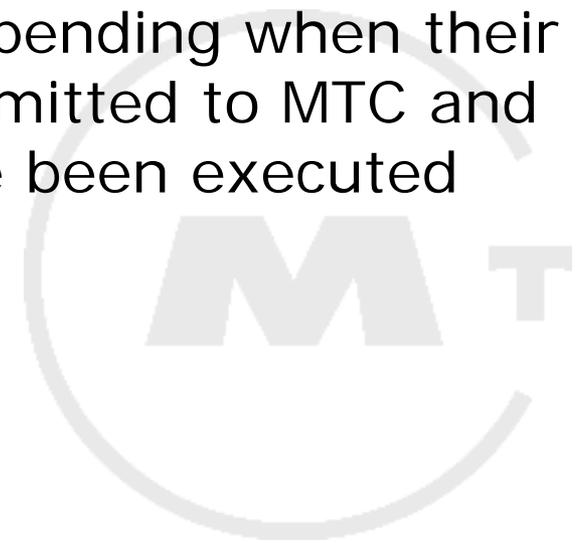
- **What is the current status?**

- Transit operators and MTC can submit FY11 & FY12 JARC grants to FTA after the 2013 TIP is adopted (mid-December)
- Subrecipient funding agreements: MTC staff will finalize project scopes and budgets in December/January



JARC (continued)

- **When can sponsors start spending money?**
 - Transit operators can begin spending when their JARC grants have been awarded, or they can use pre-award spending authority once the project is programmed in the TIP and has an environmental clearance
 - MTC subrecipients can begin spending when their Title VI reports have been submitted to MTC and their funding agreements have been executed (expected March/April 2013)

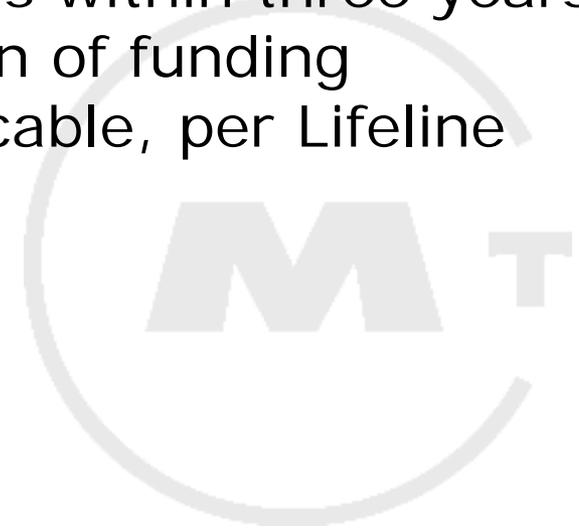


JARC (continued)

- How do MTC subrecipients request/receive payment?
 - Sponsors submit quarterly invoices and progress reports to the county LPAs; *LPAs must approve invoices and authorize MTC to make payments*
- How do transit operators request/receive payment?
 - Transit operators receive reimbursement directly from FTA

JARC (continued)

- **How long does sponsor have to spend the funds?**
 - MTC reserves the right to reprogram funds if transit operators fail to obligate their funds within 12 months of program approval
 - All sponsors must expend funds within three years of the grant award or execution of funding agreement, whichever is applicable, per Lifeline program guidelines



JARC (continued)

○ **Monitoring and Reporting**

- Quarterly progress reports to MTC (MTC subrecipients)
 - *LPAs must review/approve reports with quarterly invoices.*
- Quarterly progress reports and Financial Status Reports to FTA, which can be viewed in FTA TEAM-Web (transit operators)
- Annual Title VI Report (MTC subrecipients)
- Annual FTA Certifications and Assurances (all)
- Annual FTA JARC Reporting (all)
- *MTC may ask the LPAs for assistance collecting Annual Title VI Reports, FTA Certs & Assurances, and FTA JARC Reports*

JARC (continued)

- **Resource**

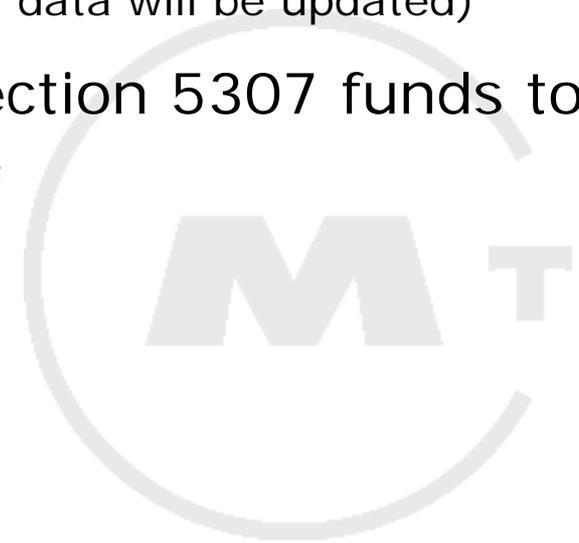
- FTA JARC Circular 9050.1
(http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC.pdf)



FY12 & FY13 JARC Amounts/MAP-21

○ **FY12 & FY13 STA Amounts in LTP3**

- FY12 actuals slightly lower than anticipated (*~7%*)
- FY13 estimates lower than anticipated (*approx. 7% to 18% depending on UA*)
 - FY13 Actuals will likely be different than estimates (low-income data will be updated with new ACS data; NTD data will be updated)
- MTC staff proposal: use FY13 Section 5307 funds to make LTP3 JARC program whole



FY12 & FY13 JARC Amounts/MAP-21

○ **MAP-21 (FY13 & FY14)**

- JARC is no longer a separate grant program
- JARC projects are an eligible expense of 5307
- Section 5307 (including JARC) does not need to be competitively selected
- MTC will likely be Designated Recipient of Large UA and Small UA Section 5307 funds
 - Under SAFETEA, Small UA JARC funds were administered by Caltrans



FY12 & FY13 JARC Amounts/MAP-21

- **MAP-21 (FY13 & FY14)** (continued)
 - Can non-profits and cities/counties be subrecipients of JARC? If so, who will be pass-through agency?
 - MTC staff proposal for future LTP cycles: Take the Section 5307 share distributed by JARC low-income formula (3.07%) and include it in LTP
 - FY13 Small UA funds not yet programmed



Communication with Project Sponsors

- **MTC will prepare information for LPAs to disseminate**
 - Frequently Asked Questions
 - Timeline
- **LPAs will serve as first line of communication with Project Sponsors**



Questions?

Kristen Mazur, MTC Staff

(510) 817-5789 or kmazur@mtc.ca.gov

Drennen Shelton, MTC Staff

(510) 817-5909 or dshelton@mtc.ca.gov



**LIFELINE TRANSPORTATION PROGRAM
ANNUAL REPORTING FOR
STATE TRANSIT ASSISTANCE (STA) FUNDED PROJECTS**

The purpose of this reporting form is to provide project data on an annual basis to Lifeline Program Administrators and MTC. Annual progress/performance data is to be reported prior to allocation of the following year's STA funding by MTC. Please fill in the highlighted portions.

Project Name:		Lifeline Cycle:	
Sponsor:			
Contact name:		Phone:	
Email:			

1. Service Milestones

A. This project provides (CHOOSE ONE AND DELETE OTHERS):

New Service

Expanded Service

Continued Service

B. List changes to service (if any) or other critical milestones:

2. Improved Access to Jobs and Support Services

For New or Expanded Service ONLY:

A. Number of new stops (if any) within 1/4 mile of or directly reaching employment sites not previously accessible by transit

- New stops connecting employers previously not geographically reachable by transit:

- New stops connecting employers during times not previously serviced, e.g. late night or weekend service:

B. For each stop, number of

- Employers reached:

- Jobs reached:

C. Number of new transportation service stops (if any) within 1/4 mile of or directly reaching childcare facilities and training or other employment support services:

D. Service Effectiveness and Efficiency

- Annual ridership on each new transportation service provided since service initiation:

- Cost per rider (use total cost of service):

- Additional vehicle hours during traditional hours (weekday 5:00am - 8:00pm):

- Additional vehicle hours during off-peak (weekday 8:00pm - 5:00am):

- Additional weekend vehicle service hours:

For Continued Service ONLY:

A. For each stop, number of

- Employers reached:

- Jobs reached:

B. Number of transportation service stops (if any) within 1/4 mile of or directly reaching childcare facilities and training or other employment support services:

C. Service Effectiveness and Efficiency

- Annual ridership on transportation service:

- Cost per rider (use total cost of service):

- Vehicle hours during traditional hours (weekday 5:00am - 8:00pm):

- Vehicle hours during off-peak (weekday 8:00pm - 5:00am):

- Weekend vehicle service hours:

4. Coordination Information

A. Financial Partnerships - Identify funding partners, the amount of sources of matching funds contributed to this project from the following:

- Human Service Agencies:

- Transit Agencies:

- Employers:

- Non-profit Organizations:

- Other:

B. Operating Partnerships - Identify partners in providing service:

- Transit Agencies:

- Private bus contractors:

- Taxis:

- Private paratransit contractors:

- School buses:

- Non-profit human service providers:

- Community or faith-based organizations:

- Other:

C. Administration

- Describe actions taken to coordinate and integrate new service within existing transportation services:

- Describe any ongoing coordination oversight mechanism:

- Describe other coordination activities not covered elsewhere (i.e. non-financial community partnerships, schedule coordination with other transit providers, etc.):

8/15/2011



DATE: August 14, 2012
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Countywide Paratransit Services Memorandum of Understanding (MOU)

Background:

An important transit service provided in Solano County is mobility services for people with disabilities. For an estimated 15 years, Solano Paratransit was a transportation program that provided transit services between the Cities of Dixon, Fairfield, Suisun City, Vacaville, Rio Vista, and the County of Solano for Americans with Disabilities Act (ADA) certified individuals. In July 2009, based on the City of Fairfield's request to no longer operate Solano Paratransit service, Solano Paratransit service was dissolved by the Solano Transportation Authority (STA) Board and the individual transit agencies took on this responsibility separately.

Two Seniors and People with Disabilities Transportation Summits were held in 2009 to discuss service and people with disabilities mobility issues and challenges. One of the recommendations developed based on issues raised at these summits was the establishment of the Intercity Taxi Scrip Program.

The Intercity Taxi Scrip program was formed through the coordinated efforts of the transit operators and Solano County. On February 1, 2010, the Intercity Taxi Scrip program was launched across the County providing a flexible option for qualified ambulatory ADA Paratransit certified riders. Scrip books may be purchased for \$15 and each book contains \$100 worth of scrip. The Intercity Taxi Scrip may be used for taxi trips between cities and rural areas within Solano County.

Discussion:

Based on the success of the first two years of operation, the transit partners propose to continue the Intercity Taxi Scrip Program while research and planning continues for the proposed move to the much more complex Phase Two which could provide accessible taxis for non-ambulatory ADA certified passengers. The County of Solano has prepared the draft MOU (Attachment A) and is asking for edits, comments, feedback, and discussion at the meeting.

Recommendation:

Informational.

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DATE: August 14, 2012
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Transit Studies Update

Background/Discussion:

The STA has several transit studies included with the STA Board's adopted Overall Work Plan for FY 2012-13 and 2013-14. These plans and studies are intertwined with each other and also will provide relevant information to the Alternative Fuel Study and the Public Private Partnerships (P3) at Transit Facilities Study.

Below is a brief description of each of the plans and their status.

1. Intercity and Local Ridership Survey and Analysis

Description: The Intercity Ridership survey and Analysis is used to help calculate the Intercity Funding Agreement formula and the ridership survey data and analysis will be available prior to the Coordinated SRTP and Transit Corridor Study. The ridership survey and analysis conducted on/off counts, on-time performance, demographic ridership information and comments from the passengers. This data in this study will assist in service planning.

Status: The SolanoExpress Intercity Ridership Study is complete. The Local Ridership Studies are also complete and will be forwarded to the STA Board in September 2012.

2. Transit Sustainability Study

Description: The purpose of this study is to focus on the financial condition of the Solano County transit operators in a similar manner to MTC's TSP financial assessment. The outcome of this effort is intended to provide a clear understanding of the present and future financial condition and needs of the five Solano County Transit operators: Dixon Redit-Ride, Vacaville City Coach, Fairfield and Suisun Transit (FAST), Rio Vista Delta Breeze, and SolTrans.

Status: Pacific Municipal Consultants (PMC) has been evaluating the data submitted by each operator to date. The data has included financial audits, TDA claims, National Transit Database reports, and SRTPs. Select data remains outstanding and will be collected. Financial and operations data are being input into a data table to begin developing performance trends and causal factors. Recent activities by the operators to improve efficiencies are also being reviewed. The selection of peer transit systems to conduct a comparison of performance indicators is underway using criteria including service area square miles, population and fleet size. Site visits are being coordinated with STA.

3. Coordinated Short Range Transit Plan (SRTP)

Description: Metropolitan Transportation Commission (MTC) awarded Solano Transportation Authority \$140,000 to prepare a Coordinated Short Range Transit Plan for Solano County. The transit operators that will be included in this Plan are Solano County Transit (SolTrans), Fairfield and Suisun Transit (FAST), Vacaville City Coach, Dixon Redit-Ride, Rio Vista Delta Breeze, and the County of Solano. The Plan will include a dedicated subsection for each transit operator covering their requirements of the SRTP.

Enhanced Coordination

MTC staff has requested the Coordinated SRTP address five specific areas of coordination:

- a. Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
- b. Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit; (to be conducted in the Mobility Management Plan)
- c. Enhanced Transit Coordination of Capitol Planning;
- d. Enhanced Coordination of Transit Service Planning; and
- e. Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.

Transit Operators Recommendation Areas

Fairfield

- a. Growth and no growth scenarios with regards to service planning
- b. Title VI analysis of current transit system at the time of the SRTP
- c. Public Participation Plan

SolTrans

- a. Review the recent service changes implemented July 2012
- b. Assess the potential for claiming for capital replacement for SolanoExpress in various Solano UZAs.

Rio Vista

- a. Analyze the potential consolidation of Rio Vista Delta Breeze with SolTrans

Status: Consultant interviews were held on July 30 and STA staff is in the process of developing a contract with the selected firm, ARUS.

4. I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study

Description: Updating the Transit Corridor Plans will provide guidance and coordination for future investments. Specifically, SolanoExpress bus and integration into the planned Express Lanes and Freeway Performance Initiative on I-80 and I-680. The Transit Corridor Study will not only address transit services, but also update the facilities and connections needed to support these services into the future.

Status: This study is a component of the Coordinated SRTP.

5. Mobility Management Plan

Description: The Mobility Management Plan will analyze how to address Mobility Needs for People with Disabilities in Solano County in a cost effective manner. Some of the areas of analysis will include the Intercity Taxi Scrip Program, non-profit partnerships, a program that assists paratransit users that are able to transfer to fixed route, and older driver workshops. The specific analysis will be consistent with the recommendations contained in the Solano Transportation Study for Seniors and People with Disabilities adopted by the STA Board in December. This plan will include analyzing separate and joint contracts for Countywide Eligibility Determination of ADA Paratransit as recommended by Metropolitan Transportation Commission.

Status: The development of Solano's first Mobility Management (MM) Plan is underway. After a Request for Proposals (RFP) process, a consultant team lead by Innovative Paradigms was selected and work began in late July. The Mobility Management Plan was identified as a high priority in the 2011 Solano Senior and People with Disabilities Study. The Mobility Management Plan will also address the transportation needs of the low-income population which have been identified through the multiple Community Based Transportation Plans completed in Solano County. The Plan will create implementation plans and complete tasks for four other high priority projects: 1) Call Center and gather information for website from public, private and non-profit transportation resources for seniors, people with disabilities and the low-income population; 2) Travel Training Program Options; 3) Countywide ADA Eligibility Process; 4) Older Driver Safety Programs and Mobility Workshops. During this effort, there will also be a review of Mobility Management plans in comparable locations and at least two examples included in the plan. Coordination with transit operators throughout the process will be key. Multiple committees will be involved with the plan development including the PCC, Solano Seniors and People with Disabilities Committee, Senior Coalition, and Consortium. A final report is scheduled to be completed by December 2012.

Recommendation:

Informational.

Attachment:

- A. Transit Studies and Plans Timeline for 2012 and 2013

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Transit Studies and Plans Timeline for 2012 and 2013

Studies/Plans	2012			2013			
	Apr-Jun	Jul - Sept	Oct - Dec	Jan - Mar	Apr - June	July - Sept	Oct - Dec
East Fairfield Community Based Transportation Plan	Draft	Final					
Mobility Management Plan	RFP Released		Draft	Final (Dec/Jan)			
Mobility Management Programs				Program begins		and continues	
Ridership Survey and Analysis	Draft	Final (September)					
Financial Sustainability Study	Consultant on Board		Presentations to Board and Committees				
Update (6) Six Local SRTP	RFP Released	Consultant on Board		Draft	Final		
I-80/I-680/I-780/SR 12 Transit Corridor Study	RFP Released	Consultant on Board			Draft	Final	
Coordinated SRTP	RFP Released	Consultant on Board				Draft	Final

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DATE: August 14, 2012
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Moving Ahead for Progress in the 21st Century (MAP 21) Update

Background:

In June 2012, Congress passed, the Federal Authorization bill Moving Ahead for Progress in the 21st Century (MAP 21). This bill consolidates funding programs and eliminates earmarks. As a result, a larger share of MAP 21 funding is distributed by formula 93% compared to 83% under SAFETA. With respect to public transit, the bill provides \$8.5 billion in FY2013 and FY 2013 a slight increase of 1.3 % from the last couple of year. MAP 21 goes into effect October 1, 2012 and authorizes the program for only two years until September 31, 2014.

Discussion:

MAP 21 was discussed at the Transit Financial Working Group (TFWG) meeting on August 1, 2012 (Attachment A). Metropolitan Transportation Commission (MTC) staff is working on getting further clarification and details on this new authorization and how some of the funding will be administered. Federal Transit Administration (FTA) provided a PowerPoint of MAP 21(Attachment B) and a fact sheet of each of the FTA programs that briefly explains who purpose, eligibility, what's new, and funding (Attachment C). SolTrans provided a brief summary of MAP 21 to the SolTrans Board on August16 that has highlights of this new authorization (Attachment D).

According to FTA some of the main changes are as follows:

- Steady and predictable funding
- Consolidates certain transit programs to improve efficiency
- Targeted funding increases particularly for improving the state of good repair (SGR)
- New reporting requirements
- Requires performance measures for SGR, planning, and safety

STA staff will continue to provide updates to the Consortium as more information becomes available.

Recommendation:

Informational.

Attachment:

- A. MTC Agenda Item 4A – Overview & Analysis of MAP 21
- B. FTA Map 21 PowerPoint
- C. FTA Fact Sheets
- D. SolTrans Agenda item A – MAP 21

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METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4a

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Memorandum

TO: Legislation Committee

DATE: July 12, 2012

FR: Executive Director

RE: Overview & Analysis of Moving Ahead for Progress in the 21st Century (MAP 21)

Overview

On June 29, 2012 Congress passed H.R. 4348 (Mica), *Moving Ahead for Progress in the 21st Century* (MAP 21). Signed by President Obama the following week, Public Law 112-141 authorizes \$105 billion for federal highway and transit programs through FY 2014.

The bill consolidates almost 100 separate funding programs and eliminates earmarks, a dramatic change from SAFETEA, which included over 5,600 individual earmarks totaling almost \$22 billion. As a result, a much larger share of MAP 21 funding is distributed by formula: 93% compared to 83% under SAFETEA. The bill also eliminates the Equity Bonus program established under SAFETEA, replacing it with a guarantee that each state receives 95% back in federal highway funds relative to gasoline tax payments to the Highway Trust Fund. Overall, California is estimated to receive approximately \$3.5 billion and \$3.6 billion in FY 2013 and FY 2014, respectively, in comparison to \$3.4 billion in FY 2011.

Nationally, the bill provides \$39.7 billion and \$40.3 billion in highway funding obligation authority in FY 2013 and FY 2014, respectively, as shown in Attachment A. This represents a 1.4% annual increase over FY 2012 levels, but this increase masks reductions in certain highway programs that affect MTC, including the Congestion Mitigation & Air Quality (CMAQ) program, as noted below.

With respect to public transit, the bill provides \$8.5 billion and \$8.6 billion in FY 2013 and FY 2014 respectively, a 1.3% increase over the \$8.3 billion and \$8.4 billion provided in FY 2011 and FY 2012, respectively, as shown in Attachment B. The bill largely retains the historic 80/20 split between highway and transit funding.

Unfinished Business

Highway Trust Fund Crisis Unresolved

Unfortunately, MAP 21 punts on the long-term structural problem facing federal transportation funding — the fact that current funding levels substantially exceed dedicated revenues generated by the federal gas tax and placed into the Highway Trust Fund (HTF). To keep the HTF solvent, the bill makes a one-time transfer of \$2.4 billion of gasoline and diesel taxes already collected but deposited to a different fund, as well as a \$19 billion transfer from the General Fund to the Highway Trust Fund, offset by unrelated changes to pension law and other tax loopholes.

Additional bailouts of the Highway Trust Fund will be necessary after FY 2014 if fuel tax rates remain unchanged. As *The New York Times* put it in a recent editorial, “At some point, Congress must summon the courage to increase the tax. Until then, it’s all patchwork.”

Because of the challenge of finding revenue to simply maintain existing programs at current levels, the bill creates no significant new programs, other than those that replace similar programs that are eliminated. Instead, following the recommendations of the Surface Transportation Revenue and Policy Study Commission, the bill consolidates nearly 100 funding programs into several core highway and transit programs and broadens project eligibility to include projects that were previously only eligible under discrete funding pots.

Metro Mobility

With respect to metro mobility, the bill falls short. Rather than creating a new stand-alone program dedicated to metro mobility, MAP 21 unfortunately reduces the share of Surface Transportation Program (STP) funds that are distributed to urbanized areas of 200,000 or greater on the basis of population from 62.5% to 50%, although the smaller percentage applies to a larger, consolidated STP program. This issue is one that MTC will seek to address through legislation at the state level, as discussed in greater detail under “next steps.”

Goods Movement

There is also no new program for goods movement, as was proposed in the Senate bill, though freight is given a higher profile than ever before. The bill establishes a national freight policy, including core national goals, requires the U.S. Department of Transportation (DOT) Secretary to designate a primary freight network of up to 300,000 miles, and requires development of a National Freight Strategic Plan. It also lowers the local/state match requirement from 20% (standard match) to 10 percent for *any* freight project and 5% for freight projects on the interstate system as a way to encourage states to pursue goods movement projects.

Pre-Tax Parity between Parking & Transit Not Restored

Another disappointment is the absence of a provision to provide parity between parking and transit/vanpooling benefits in the transportation fringe benefit program. The Senate bill had raised the allowable withholding amount for public transit and vanpooling from \$125 per month to the same level allowed for parking (\$240 per month) but this was dropped from the conference report bill. MTC will continue to urge our Congressional delegation to address this disparity in the future.

Bay Area Funding Estimates

Highway Programs

The bill provides the San Francisco Bay Area with approximately \$346 million in combined CMAQ/STP/Transportation Alternatives (formerly Enhancements) funding over the next two years, as shown in Attachment C. This compares with \$378 million assumed in our fund estimate for the One Bay Area Grant program — a cut of 8 percent. We estimate the Bay Area will receive approximately \$175 million in STP funding over the two years (\$16 million less than estimated) and \$156 million in CMAQ (\$22 million less than estimated). The lower-than-forecast funding levels in STP are attributable to optimistic revenue assumptions that ultimately

did not materialize. For instance, funding levels for the CMAQ program were cut by one-third relative to the Senate version of MAP 21, and a \$200 million cut relative to SAFETEA. Similarly, STP funding levels in the final bill were approximately \$400 million lower than in the Senate bill. The reduction is partly offset by a higher-than-forecast degree of funding from the Transportation Alternatives program (\$15 million vs. \$9 million over the two-year period). The net change for the MTC fund estimate is a \$32 million hit over two years.

Transit Formula Funding

In total, we estimate the region will receive approximately \$399 million and \$405 million in FY 2013 and FY 2014, respectively, from the various FTA formula grants, compared to \$353 million in FY 2012, as shown in Attachment D. When the former Bus and Bus Facilities discretionary program is included in our FY 2012 share, the increase from MAP 21 drops to just \$3 million in FY 2012 and about \$8 million in FY 2013-14. In sum, the region's share of FTA funding largely stays largely the same despite a number of programmatic changes.

Highway Program: Key Funding & Policy Changes

America Fast Forward Proposal Adopted: TIFIA Funds Expanded & Made More Accessible

The most notable funding change to MAP 21 is in the TIFIA (Transportation Infrastructure Finance and Innovation Act) loan program. The bill includes most of the recommendations included in "America Fast Forward" — a policy platform advanced by the Los Angeles Metropolitan Transportation Authority. Specifically, TIFIA funding grows from \$120 million per year in FY 2012 to \$750 million in FY 2013 and \$1 billion in FY 2014. This translates into lending capacity of approximately \$7.5 billion and \$10 billion in each of these fiscal years, compared to about \$1.2 billion in FY 2012.

In addition to raising the amount of TIFIA funding available, the bill also increases the maximum share of a project's cost that can be financed through TIFIA from 33% to 49%. With regard to project eligibility, the bill allows projects to be grouped together to help more project sponsors meet the minimum cost threshold. It also standardizes the selection process and adds deadlines so that applicants must be notified about the status of their application within 90 days. The bill permits a public agency to line up TIFIA credit assistance to support a public-private partnership in advance of completing the procurement. Access to TIFIA funding is also simplified by moving to a rolling application process.

MAP 21 Broadens States' Ability to Toll Bridges and Highways, Including Interstates

While the Senate version of MAP 21 contained very few provisions related to tolling, the final bill includes a number of important tolling-related changes. Specifically, MAP 21:

- Relaxes the general prohibition against tolling on the national highway system. New toll lanes may be constructed on existing highways, bridges and tunnels as long as the number of toll-free lanes remains the same before and after construction
- Makes it explicit that federal funds may be used to convert an HOV lane to a high-occupancy toll (HOT) lane
- Imposes sanctions for failure to maintain minimum speeds in an HOV lane within 180 days of being notified, thereby facilitating the conversion from HOV lane to HOT lane

- Removes the requirement for an agreement between a tolling facility and FHWA, permitting the tolling agreement to be self-executing
- Allows toll revenue to be used to provide a reasonable rate of return on investment, opening the door to public-private partnerships
- Permits the DOT Secretary to discontinue the authority for a public agency to impose tolls in the event that the agency is not complying with limitations on the use of toll revenue

CMAQ Revisions

Overall, MAP 21 provides \$2.2 billion for CMAQ, a cut of almost \$300 million relative to the original FY 2010-11 apportionment. For California, this translates into approximately \$445 million in CMAQ in FY 2012-13, a cut of 9 percent relative to FY 2010-11. The bill also revises the distribution of CMAQ funds from a needs-based formula, with funds distributed on the basis of air quality considerations (population size and exposure to levels of carbon monoxide and ozone in areas designated by the United States Environmental Protection Agency (EPA) as “nonattainment”) to one based on the funding levels each state received in 2009.

New Emphasis on Fine Particulate Matter (PM 2.5)

The final bill eliminated a set-aside that would have required 15 percent of the region’s CMAQ funds to be spent on the retrofit of diesel engines. MTC and other California transportation agencies had strongly opposed this provision. Instead, the bill requires that regions that are nonattainment for fine particulate matter (PM 2.5) prioritize projects that reduce PM 2.5. In addition, the bill contains a provision requiring that each state dedicate 25 percent of the share of their CMAQ funds attributable to PM 2.5 to nonattainment areas for projects that reduce PM 2.5. Caltrans is currently seeking guidance from FHWA to determine what this means for California, both in terms of how funds will be distributed as well as the types of projects that will be eligible.

Broader Eligibility

The bill significantly broadens the types of projects eligible for CMAQ funds, adding:

- Turning lanes
- Real-time traffic, transit, and multimodal traveler information (i.e. 511)
- Incident and emergency response
- Electric vehicle charging stations and natural gas fueling stations
- Clarifies that highway capacity expansion for single-occupant vehicles is permissible as long as the capacity is not accessible during peak-hours.

MPOs Permitted Broader CMAQ Flexibility if “Program of Projects” Reduces Emissions

Notably, the bill broadens CMAQ eligibility significantly for MPOs that chose to conduct a “technical assessment” of a program of projects that demonstrates an overall reduction in emissions. In that event, *any* project within the program is eligible to use CMAQ funds without a requirement that each individual project reduce emissions.

Surface Transportation Program Changes

As noted previously, the bill retains the Surface Transportation Program, but reduces the share of funds distributed to urbanized areas on the basis of population from 62.56% to 50%. While this is consistent with the provisions that were included in the original version of MAP 21, the funding level provided for STP in the conference bill is about 4% lower than the amount included in the Senate bill. The bill broadens STP eligibility to include a number of projects that were formerly provided their own separate funding categories, such as Safe Routes to Schools and Recreational Trails. Notably, the bill expands STP eligibility to include “installation of safety barriers and nets on bridges,” a change clearly made to allow the Golden Gate Bridge’s suicide barrier to be eligible for STP funds.

Transportation Alternatives

A major point of conflict in the SAFETEA reauthorization debate was how to treat the former Transportation Enhancements (TE) program. While a significant number of House Republicans sought its wholesale elimination, the final bill strikes a compromise through the creation of a new “Transportation Alternatives” (TA) program. The TA program receives about 2% of formula-based funding, the same share that TE received in SAFETEA. However, considering that MAP 21 eliminated the stand-alone Safe Routes to Schools and consolidated the Recreational Trails program in with TA — the bill actually cuts funding by 34 percent when compared to FY 2011 funding for all three prior programs. In addition, MAP 21 significantly broadens TA eligibility to allow work that would otherwise be funded as part of an overall project’s costs (such as environmental mitigation or ADA compliance) to qualify for TA funding. Attachment E provides a list of changes to eligibility within the TA program, as well as provisions that allow a state to partially opt-out of the program.

In terms of funding distribution, MAP 21 requires states to fund Recreational Trails at 2009 levels unless a Governor chooses to opt out. After this initial take-down, 50% of TA is suballocated to localities based on population, while the other half is left to state discretion. Funds distributed to the state and MPOs must be awarded competitively. With respect to MPO funds, the bill also requires consultation with the state prior to the award of funding. This is similar to the approach we have followed for TE funds under California state law for many years, except that the state has retained 25%, while regions have had programming responsibility for the remaining 75%.

Intelligent Transportation System

MAP 21 includes a number of changes to current law that broaden eligibility of various programs to allow funds to be used for intelligent transportation system technology improvements. According to ITS America, the leading advocacy organization on the subject, H.R. 4348:

- Ensures that ITS technologies are eligible for funding within *every* major formula program
- Restores the ITS research program from \$50 million to \$100 million per year
- Creates a new \$62.5 million per year Technology and Innovation Deployment program to accelerate the adoption of innovative technologies.

Public Transit Program

New State of Good Repair Program

The public transit section of MAP 21 includes some significant changes. The Fixed Guideway Modernization Program (Section 5309) has been replaced by a new, larger State of Good Repair program (Section 5337). Both programs provide funding for replacement and rehabilitation of rail, ferry and bus rapid transit capital assets. The SGR program apportions funds using a new formula based on system age and service levels that provides the region roughly the same share we received under the Fixed Guideway Program (7.9 % vs. 8.0%).

New Bus & Bus Facilities Formula Program

The Bus and Bus Facilities program (Section 5309), a discretionary program managed by FTA and previously earmarked by Congress, is replaced by a Bus and Bus Facilities formula program (Section 5339) that will be managed by designated recipients of FTA funds, such as MTC. As with the former program, eligible projects include expansion, enhancement, replacement and rehabilitation of buses and bus facilities. While the formula program provides roughly half the level of funding under the former, discretionary program, the Bay Area will be guaranteed almost 4% of the federal program in comparison to no predictable funding levels under the discretionary program.

Changes to Human Services Programs

The Section 5316 Jobs Access and Reverse Commute (JARC) program has been combined with the Section 5307 Urbanized Area Formula program, FTA's primary capital and operating support program. Three percent of Section 5307 funds will be apportioned based on low-income population shares, and JARC projects will be eligible for 5307 funding. MTC has been using JARC funds to support the Lifeline program.

The Section 5317 New Freedom Program, which provided funding for projects to serve disabled persons above and beyond Americans for Disabilities Act (ADA) requirements, has been combined with Section 5310 Elderly and Disabled Program, with increased funding and revised project eligibility.

New Starts Program Reforms

The bill broadens eligibility in the Capital Investment Grant program to include "core capacity" projects whereby a renovation of an existing system would be eligible for the first time. Considering the age of the Bay Area's rail systems, this provides a significant new opportunity for the Bay Area's rail operators. A core capacity improvement project is defined as a substantial corridor-based capital investment in an existing fixed guideway system that increases capacity by at least 10 percent. The term does not include project elements designed to maintain a state of good repair of the existing fixed guideway system. It also includes changes to the new starts application and review process that staff will be reviewing in further detail over the next few weeks.

Performance Measures & Metropolitan Planning

MAP 21 requires the use of performance measures related to highway condition and performance, safety, congestion and air quality, and freight movement in transportation planning and programming. These requirements apply to both states and MPOs. With respect to the metropolitan planning, current law is largely retained, including the much-disputed population threshold for MPOs, which is left at 50,000. Key changes include:

- Board Structure – within two years of enactment, each MPO is required to include representation by providers of public transportation
- An MPO may restructure to meet the new structure requirements without going through a re-designation
- Plans and transportation improvement programs (TIPs) must be developed through a performance-driven, outcome-based approach as detailed below:
 - MPOs establish targets to track progress towards attainment of outcomes for the region
 - Targets established in coordination with the state and providers of public transportation to ensure consistency
 - Establish target not later than 180-days after the state or the public transportation establish performance targets
 - MPOs integrate goals, objectives, performance measures, and targets of state and transit plans into the regional transportation plan (RTP).
- The RTP shall include: a description of performance measures and targets; system performance report (evaluation of condition and performance with respect to targets).
- The TIP is required to contain projects consistent with current RTP, reflect investment priorities in the plan, and be designed to make progress toward achieving targets.
- TIP is required to include, to the maximum extent practicable, anticipated effect of the TIP toward achieving targets linking investments to targets
- The DOT Secretary must report to Congress in five years on the effectiveness of performance based planning of each MPO.

Project Delivery

MAP 21 includes an entire section on “Acceleration of Project Delivery,” an issue championed in the California Consensus Principles given that federally-funded transportation projects often take 15 years or longer to obtain all the necessary project approvals. While the bill does not impose firm deadlines on the environmental review process or curtail the ability of project opponents to use the National Environmental Policy Act (NEPA) to challenge a project, it does:

- Establish a process for DOT and environmental agencies to establish deadlines for issuance of project approvals and elevation of disputes among agencies. Imposes monetary penalties on agencies that miss the deadlines
- Expand the NEPA delegation program to include transit projects.
- Direct DOT to adopt rules regarding programmatic approaches to environmental reviews (rather than on a project-by-project basis)
- Broaden the types of projects that are categorically exempt to include projects that are:

- In the operational right-of-way (could apply to many HOV and HOT lane projects)
- Receive less than \$5 million in federal funds
- Have a total estimated cost less than or equal to \$30,000,000 receiving Federal funds comprising less than 15 percent of the total.

Next Steps

MTC staff has already begun consulting with our partner MPOs from the other major metro areas in California to discuss options for state legislation to address both technical implementation issues, as well as substantive concerns related to how funds are distributed within the state. In particular, we believe there may be an opportunity to significantly increase the Bay Area's share of STP and TA funds, as noted below.

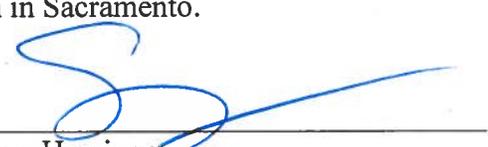
Surface Transportation Program

MTC, along with MPOs across California, are discussing the merits of pursuing a statutory change to raise the share of STP funding that is suballocated on the basis of population from 50% in MAP 21 to 62.5% — the level provided for in SAFETEA and prior acts. Staff believes this approach has merit, not simply to maintain the status quo, but rather to ensure that this highly flexible source of federal funds is spent where it will have the most benefit, in metro areas where the vast majority of the population lives, works and gets stuck in traffic. This approach is also consistent with California's 15-year old policy that dedicates 75 percent of State Transportation Improvement Program funds to regions for the selection of projects consistent with RTPs, established by Senate Bill 45 (Kopp, 1997).

Transportation Alternatives

In addition, preliminary discussions also indicate support for a statutory change that would distribute the new Transportation Alternatives funding to regions on the basis of population. Considering its emphasis on non-motorized transportation, this program could be a useful source of funding to help implement the sustainable communities strategies required by SB 375 (Steinberg, 2008).

Ideally, any implementing legislation will be enacted in August when the Legislature returns from its summer recess in order to ensure that it goes into effect as soon as possible. Staff will continue to analyze the details of MAP 21 over the next month and keep you apprised of any legislative developments to shape the bill's implementation in Sacramento.



Steve Heminger

Comparison of MAP 21 Highway & Transit Funding with FY 2011 and FY 2012

	FY 2010-11 Actual	FY 2011-12 Estimated	FY 2013	FY 2014	Percent Change FY 2011-2013
Office of the Secretary (DOT)					
National Infrastructure Investments - (TIGER Program.) ¹	\$ 528,000	\$ 500,000	\$ 500,000	\$ -	0.00%
Federal Highway Administration (FHWA)					
Federal Aid Highways Obligation Limitation	\$ 41,024,786	\$ 39,143,583	\$ 39,699,000	\$ 40,256,000	-1.87%
Emergency Relief (not subject to obligation limitation)	\$	\$ 1,662,000			
Transportation Enhancements	\$ 726,891	Info not available			
Safe Routes to Schools	\$ 202,440	\$ 21,751,779			
Recreational Trails	\$ 96,571	Info not available			
<i>Subtotal</i>	\$ 1,025,902				
Transportation Alternatives	(compare to subtotal above)	\$ 808,760	\$ 819,900	\$ 819,900	21.17%
Surface Transportation Program (STP)	\$ 7,268,691	\$ 8,791,317	\$ 10,005,135	\$ 10,089,729	38.81%
National Highway Performance Program	---	---	\$ 21,751,779	\$ 21,935,692	
Congestion Mitigation & Air Quality (CMAQ)	\$ 1,977,277	\$ 2,320,919	\$ 2,209,173	\$ 2,227,860	12.67%
Transportation Innovations Financing (TIFIA)	\$	\$ 120,000	\$ 750,000	\$ 1,000,000	
Metropolitan Planning	\$ 341,837	\$ 283,769	\$ 311,667	\$ 314,303	-8.05%
Ferry Boats & Terminal Facilities	\$ 67,000	\$ 67,000	\$ 67,000	\$ 67,000	0.00%
Federal Transit Administration (FTA)					
Formula & Bus Grants	\$ 8,633,366	\$ 8,360,565	\$ 8,343,000	\$ 8,361,000	-3.15%
Urbanized Area Formula	\$ 4,529,825	\$ 4,160,365	\$ 4,397,950	\$ 4,458,650	-1.57%
<i>Job Access and Reverse Commute Set-Aside</i>	\$ 164,157	\$ 164,500	\$ 131,939	\$ 133,760	-18.52%
Non Urbanized Area Formula Program	\$ 439,783	\$ 465,000	\$ 599,500	\$ 607,800	38.20%
Fixed Guide way Modernization	\$ 1,663,033	\$ 1,666,500			
State of Good Repair Formula Program	---	---	\$ 2,136,300	\$ 2,165,900	
Growing & High Density States	\$ 232,500	\$ 465,000	\$ 518,700	\$ 525,900	126.19%
Alternative Analysis Program	\$ 26,844	\$ 25,000			
Alternative Transportation in Parks and Park Land	\$ 24,947	\$ 26,900			
Bus & Bus Facilities Formula	---	---	\$ 422,000	\$ 427,800	
Bus and Bus Facility Discretionary Program	\$ 981,953	\$ 984,000			
Clean Fuels	\$ 51,392	\$ 51,500			
Elderly and Disabled	\$ 133,232	\$ 133,500	\$ 254,800	\$ 258,300	93.87%
Job Access and Reverse Commute (JARC)	\$ 164,157	\$ 164,500			
New Freedom	\$ 99,499	\$ 92,500			
Over the Road Bus	\$ 8,782	\$ 8,800			
Planning and Research	\$ 113,262	\$ 113,500	\$ 126,900		-100.00%
Major Capital Investment Program (New & Small Starts)	\$ 1,600,000	\$ 1,955,000	\$ 1,907,000	\$ 1,907,000	19.19%
<i>Federal Transit Administration Total²</i>	\$ 10,278,484	\$ 10,458,278	\$ 10,578,000	\$ 10,701,000	2.91%
Grand Total	\$ 51,831,270	\$ 50,101,861	\$ 50,777,000	\$ 50,957,000	-2.03%

Notes:
 1) H.R. 4348 authorizes \$500 million for a Projects of National and Regional Significance from the General Fund, but the funds must be subsequently appropriated by Congress.
 2) Figures may not sum due to exclusion of certain programs & administration costs.
 Source: Text of H.R. 4348, FHWA web site (<http://www.fhwa.dot.gov/map21/funding.cfm>) and 6/29/12 issue of Transportation Weekly.

MAP-21 FY 2013 - FY 2014 FTA Formula & Bus Grants Authorizations

Program	Dollars in millions							Annual % Change	
	FY11	FY12	FY13	FY14	FY13	FY14	FY13	FY14	
Section 5307 Urbanized Area Formula Program	4,542.6	4,551.9	4,707.1	4,772.1			3.4%	1.4%	
Section 5316 Job Access and Reverse Commute	164.2	164.5	135.0	136.9			-17.9%	1.4%	
Subtotal 5307 + 5316	4,706.7	4,716.4	4,842.1	4,908.9			2.7%	1.4%	
Section 5309 Bus and Bus Facilities Program	982.0	984.0					-100.0%	N/A	
Section 5309 Fixed Guideway Modernization	1,663.0	1,666.5					-100.0%	N/A	
Section 5337 State of Good Repair			2,136.3	2,165.9			N/A	1.4%	
Section 5339 Bus and Bus Facilities Program			422.0	427.8			N/A	1.4%	
Subtotal SGR Programs	2,645.0	2,650.5	2,558.3	2,593.7			-3.5%	1.4%	
Section 5310 Elderly and Disabled	133.2	133.5	254.8	258.3			90.9%	1.4%	
Section 5317 New Freedom Program	92.3	92.5					-100.0%	N/A	
Subtotal 5310 + 5317	225.5	226.0	254.8	258.3			12.7%	1.4%	
Section 5305 Planning Programs	113.3	113.5	136.9	138.8			20.6%	1.4%	
Section 5308 Clean Fuels Grant Program	51.4	51.5					-100.0%	N/A	
Section 5311 Nonurbanized Area Formula Program	537.2	538.5	674.1	683.4			25.2%	1.4%	
Section 5320 Paul S. Sarbanes Transit in Parks	26.8	26.9					-100.0%	N/A	
Section 5339 Alternative Analysis Program	24.9	25.0					-100.0%	N/A	
Over-the-Road Bus Accessibility Program	8.8	8.8					-100.0%	N/A	
Research and University Research Centers	3.5	3.5					-100.0%	N/A	
Section 5318 Bus Testing Facility			3.0	3.0			N/A	0.0%	
Section 5322(d) National Transit Institute			5.0	5.0			N/A	0.0%	
Section 5335 National Transit Database			3.9	3.9			N/A	0.0%	
Total Formula & Bus Grants	8,343.2	8,360.6	8,478.0	8,595.0			1.4%	1.4%	

Notes:
Sections 5307 and 5311 include Section 5340 Growing & High Density States.

Comparison of MAP 21 Funding Levels With Assumed STP/CMAQ Funding Levels for FY 2012-13 and FY 2013-14

MAP 21 Funding Category	MAP 21 Estimate FY 2012-13	MAP 21 Estimate FY 2013-14	MAP 21 Two-Year Total
STP - Assumed for Programming	95	95	191
STP - Estimated Apportionments	87	88	175
STP - Difference	(8)	(7)	(16)
CMAQ - Assumed for Programming	89	89	178
CMAQ - Estimated Apportionments	78	78	156
CMAQ - Difference	(11)	(11)	(22)
TA - Assumed for Programming	5	5	9
TA - Estimated Apportionments	7	7	15
TA - Difference	3	3	6
TOTAL Assumed for Programming	189	189	378
TOTAL Estimated Apportionments	172	174	346
TOTAL Difference	(17)	(15)	(32)

Acronyms:

STP: Surface Transportation Program

CMAQ: Congestion Mitigation & Air Quality Program

TA: Transportation Alternatives (formerly known as Transportation Enhancements)

MAP-21 - FTA Formula Programs - MTC Apportionment Estimates Summary

Dollars in millions

Program	SAFETEA FY 2012		MAP-21 FY 2013		MAP-21 FY14		Percent Change FY 2012 - FY 2012	
	MTC Share	Share of total	MTC Share	Share of total	MTC Share	Share of total	MTC Share	% Change
5307 Urbanized Area	212.0	4.67%	207.5	4.49%	210.5	4.49%	(4.6)	-2.1%
5316 JARC	3.6	2.02%	2.9	2.11%	2.9	2.11%	(0.7)	-20.1%
Subtotal 5307/JARC	215.6	4.57%	210.3	4.42%	213.3	4.42%	(5.3)	-2.4%
5309 Fixed Guideway	132.7	8.01%					(132.7)	-100.0%
5309 Bus & Bus Facilities	42.9	4.40%					(42.9)	-100.0%
5337 State of Good Repair			168.1	7.93%	170.4	7.93%	168.1	N/A
5339 Bus & Bus Facilities			13.0	3.64%	13.2	3.64%	13.0	N/A
Subtotal SGR Programs	175.6	6.67%	181.1	7.31%	183.6	7.31%	5.5	3.1%
5310 Elderly & Disabled	2.6	1.91%	7.6	3.00%	7.7	3.00%	5.1	198.4%
5317 New Freedom	2.3	2.26%					(2.3)	-100.0%
Subtotal 5310/5317	4.8	2.06%	7.6	3.00%	7.7	3.00%	2.8	57.6%
Total	396.1	5.22%	399.0	5.33%	404.7	5.33%	3.0	0.8%
Total excluding 5309 Bus	353.1	5.34%	399.0	5.33%	404.7	5.33%	45.9	13.0%

Notes:

Total apportionments reflect admin, safety oversight and ferry discretionary takedowns, and reapportioned prior-year funds, which is why they are different than authorized 5307 includes portion of 5340 Growing/High-Density states that is apportioned through 5307; remainder is apportioned through 5311 Non-Urban. JARC combined with 5307 in MAP-21; FY13 & FY14 JARC shown separately for comparison with FY12. 3.07% of 5307 apportioned by JARC low-income formula. JARC % of 5307/JARC total is only 2.84% because JARC set-aside not applied to 5340 funds included in 5307. Est. MTC FY12 apportionments for 5307, 5316 (large UAs) and 5317 (large UAs) based on FY12 partial-year apportionments. Est. MTC FY12 apportionments for 5309 FG based on FY11 apportionments. Est. MTC FY12 apportionments for 5309 Bus, 5310, 5316 (small UAs) and 5317 (small UAs) based on historical averages. Used SGR and Livability discretionary grants for 5307. Est. MTC FY13 apportionments for 5307, JARC, 5337 SGR and 5339 Bus from House T&I formula run. Est. MTC FY13 apportionments for 5310 extrapolated from Senate Banking table (for Senate version of bill).

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MAP 21's "Transportation Alternatives" Program:
Changes to Project Eligibility from SAFETEA's "Transportation Enhancement" Program

Removed or Modified	Additions or Modifications
<ul style="list-style-type: none"> • Transportation museums • Landscaping and scenic beautification • Archeological planning and research <p><u>Opt-Out Provisions</u></p> <ul style="list-style-type: none"> • While the bill does not allow a state to opt out of the Transportation Alternatives program entirely, beginning in August 2013, a state opt out of an entire year's worth of its TA funding and transfer it to any CMAQ-eligible project. This could encourage states that would prefer to spend the money on other types of projects to sit on the funds until they accumulate a backlog of funding. 	<ul style="list-style-type: none"> • Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. • Construction of new turnouts, overlooks and viewing areas. • Construction, planning and design of infrastructure-related projects that will achieve compliance with the Americans with Disabilities Act. • Archeological activities related to impacts from a transportation project eligible under Title 23 (narrowed) • Vegetation management to improve roadway safety, prevent invasive species and provide erosion control (similar to landscaping & beautification, though more specific). • Any environmental mitigation activity, including pollution prevention and pollution abatement activities related to stormwater management, control and water pollution prevention and reduction of wildlife mortality and restoration and maintenance of natural habitat (emphasis added).

FTA

FEDERAL TRANSIT ADMINISTRATION



MAP-21

Moving Ahead for Progress in the 21st Century

Transforming the Way we Build, Manage, and Maintain our Nation's Transit Systems



U.S. Department of Transportation
Federal Transit Administration

Overview of Presentation

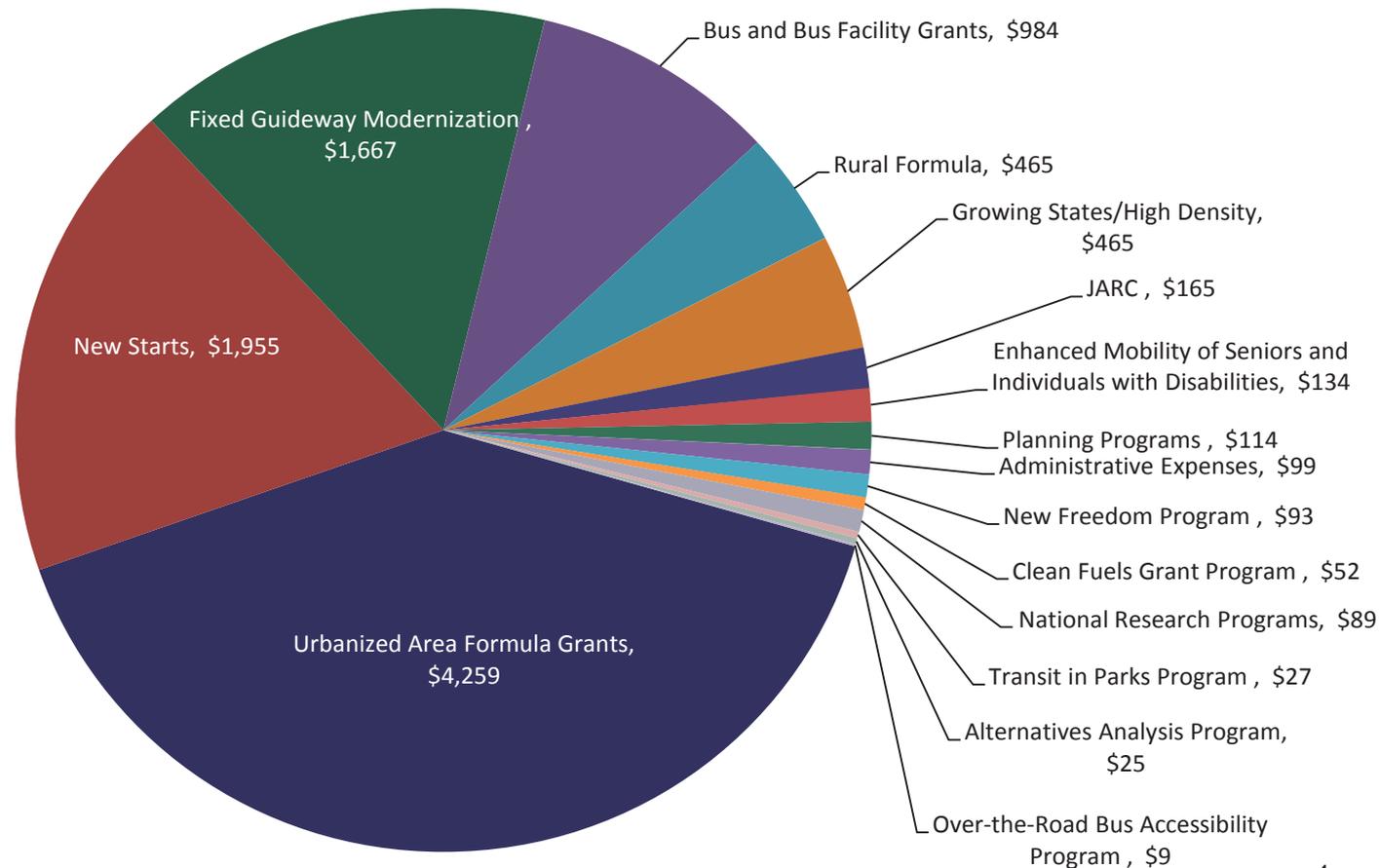
- What is MAP-21?
- What does it mean for FTA grantees?
- Highlights of new and consolidated program changes

Moving Ahead for Progress in the 21st Century Act (MAP-21)

- Signed into law by President Obama on July 6, 2012
- Extends current law (SAFETEA-LU) through September 30, 2012
- Goes into full effect October 1, 2012
- Authorizes programs for two years, through September 30, 2014

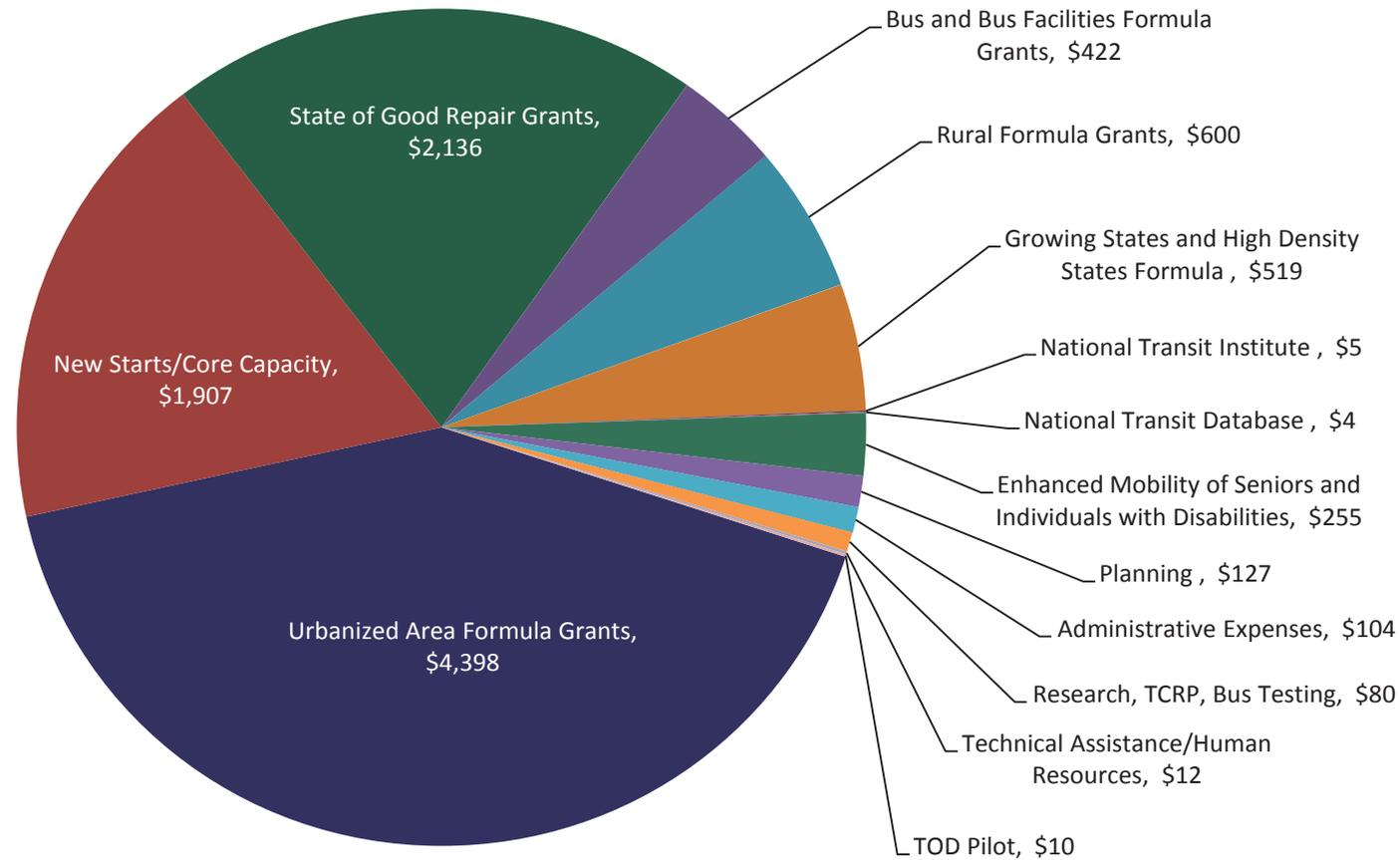
Current Authorized Funding

FY 2012 Authorized Funding = \$10.458 Billion



MAP-21 Authorized Funding

FY 2013 Authorized Funding = \$10.578 Billion



Highlights of Program Changes

New

- Safety Authority (5329)
- State of Good Repair Grants (5337)
- Asset Management (5326)
- Bus and Bus Facilities Formula Grants (5339)
- Public Transportation Emergency Relief (5324)
- TOD Planning Pilot Grants (20005(b) of MAP-21)

Repealed

- Clean Fuels Grants (5308)
- Job Access and Reverse Commute (5316) [JARC]
- New Freedom Program (5317)
- Paul S. Sarbanes Transit in the Parks (5320)
- Alternatives Analysis (5339)
- Over-the-Road Bus (Sec. 3038 – TEA-21)

Consolidated

- Urbanized Area Formula Grants (5307) [JARC]
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310) [New Freedom]
- Rural Area Formula Grants (5311)[JARC]

Modified

- Fixed Guideway Capital Investment Grants (5309)
- Metropolitan and Statewide Planning (5303 & 5304)
- Research, Development, Demonstration, and Deployment (5312)
- Technical Assistance and Standards (5314)
- Human Resources and Training (5322)

What MAP-21 Means for FTA Grantees

- Steady and predictable funding
- Consolidates certain transit programs to improve efficiency
- Targeted funding increases particularly for improving the state of good repair (SGR)
- New reporting requirements
- Requires performance measures for SGR, planning, and safety

Safety Program

- FTA granted new Public Transportation Safety Authority
- Provides additional authority to set minimum safety standards, conduct investigations, audits, and examinations
- Overhauls State Safety Oversight
- New safety requirements for all recipients

State of Good Repair (SGR) Grants

- Provides formula-based funding to maintain public transportation systems in a state of good repair
- Funding limited to fixed guideway investments (essentially replaces 5309 Fixed Guideway program)
- Defines eligible recapitalization and restoration activities
- New formula comprises: (1) former Fixed Guideway formula; (2) new service-based formula; (3) new formula for buses on HOV lanes
- Funding: \$2.1 billion (FY 2013) authorized

Transit Asset Management Provisions

- FTA must define “state of good repair” and develop performance measures based on that definition
- Establishes National Transit Asset Management system
- All transit agencies must develop their own asset management plan; covers all transit modes

Bus and Bus Facilities Formula Program

- Provides capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities
- Replaces discretionary bus program
- Funding: \$420 million (FY 2013) authorized

Public Transportation Emergency Relief

- Assists States and public transportation systems with emergency-related expenses
- Pays for protecting, repairing, or replacing equipment and facilities in danger of failing or which have suffered serious damage as a result of an emergency
- Funding: As appropriated by Congress

TOD Planning Pilot

- Creates a discretionary pilot program for transit-oriented development (TOD) planning grants
- Eligible projects are related to fixed guideway or core capacity projects as defined in section 5309
- Funding: \$10 million (FY 2013) authorized

Urbanized Area Formula Grants

- Funds capital, planning, and JARC-eligible activities
- Creates new discretionary passenger ferry grants
- New takedown for safety oversight
- Funding: \$4.8 billion (FY 2013) authorized (includes funds from Growing States & High Density States formula [5340])

Enhanced Mobility of Seniors and Individuals with Disabilities

- Consolidates current 5310 and New Freedom program eligibilities into single formula program
- Requires FTA to establish performance measures
- Funding: \$255 million (FY 2013) authorized

Rural Area Formula Grants

- Provides funding to States for the purpose of supporting public transportation in rural areas
- Incorporates JARC-eligible activities
- Establishes \$5 million discretionary and \$25 million formula tribal grant program
- Establishes \$20 million Appalachian Development Public Transportation formula tier
- Funding: \$630 million (FY 2013) authorized (includes funds from Growing States & High Density States formula [5340])

Fixed Guideway Capital Investment Grants

- Modifies New Starts and Small Starts project approvals by consolidating phases and permitting streamlined review in certain circumstances
- Core Capacity: New eligibility for projects that expand the core capacity of major transit corridors
- Funding: \$1.9 billion (FY 2013) General Fund authorization

Metropolitan and Statewide Planning Program

- Requires MPOs that serve TMAs to include transit agency officials in their governing structures
- Requires states, transit agencies, and MPOs to establish performance targets; establishes a national performance measurement system
- Funding: \$127 million (FY 2013) authorized

Research, Development, Demonstration, and Deployment

- Separates research from technical assistance, training and workforce development
- Creates a competitive deployment program dedicated to the acquisition of low- or no-emission vehicles and related equipment and facilities
- Funding: \$89 million (FY 2013) General Fund authorization

Technical Assistance and Standards

- Provides competitive funding for technical assistance activities
- Allows FTA to development voluntary standards and best practices
- Funding: \$7 million (FY 2013) General Fund authorization

Human Resources and Training

- Provides competitive grant program for workforce development
 - Funding: \$5 million/year General Fund authorization
- Continues the National Transit Institute (NTI), but only through a competitive selection process
 - NTI funded with separate \$5 million/year Trust Fund authorization

Other Notable Provisions

- Buy America: Requires annual report to Congress on any transit waivers
- Veterans Preference: Includes preference language for transit construction projects
- Privatization: Includes several provisions for promoting private-sector participation
- Bus Testing: Establishes performance standards and “Pass/Fail” requirements for new model buses
 - Includes safety performance standards

FTA MAP-21 Website

www.fta.dot.gov/map21



U.S. Department of Transportation
Federal Transit Administration



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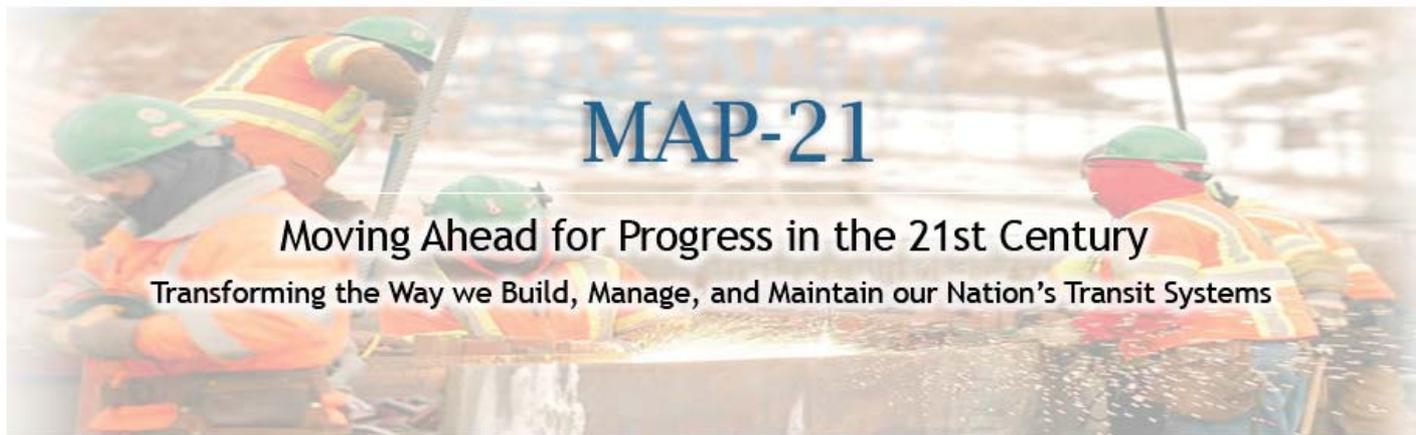
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Visit this website often for information on FTA's implementation of MAP-21, including program information and guidance for grantees.

 Sign up for email updates on this topic.

FTA

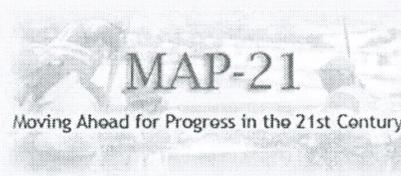
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U.S. Department of Transportation
Federal Transit Administration



FACT SHEET:
BUS AND BUS FACILITIES
SECTION 5339

	FY 2013 (in millions)	FY 2014 (in millions)
Bus and Bus Facilities	\$422	\$427.8

Purpose

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Statutory References

49 U.S.C. Section 5339 / MAP-21 Section 20029

Eligible Recipients

- Designated recipients and states that operate or allocate funding to fixed-route bus operators.
- Subrecipients: public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.



What's New?

- Replaces the Section 5309 Bus and Bus Facilities Program.
- Funds are eligible to be transferred by the state to supplement urban and rural formula grant programs (5307 and 5311, respectively).

Eligible Activities

- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.

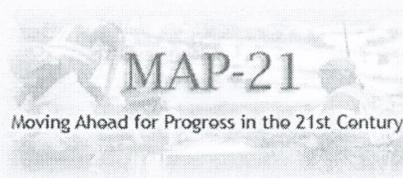
Funding

- \$65.5 million will be allocated, with each state receiving \$1.25 million and each territory (including D.C. and Puerto Rico) receiving \$500,000.
- Funds are available for three years after the fiscal year in which the amount is apportioned.
- Remaining formula based upon population, vehicle revenue miles and passenger miles.
- Federal share is 80% with a required 20% local match.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.



U.S. Department of Transportation
Federal Transit Administration



FACT SHEET:
FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS (“NEW STARTS”)
SECTION 5309

	FY 2013 (in millions)	FY 2014 (in millions)
Fixed Guideway Capital Investment Grants (“New Starts”)	\$1,907	\$1,907

Purpose

Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones.



Statutory References

49 U.S.C. Section 5309 / MAP-21 Section 20008

Eligible Recipients

State and local government agencies, including transit agencies.

Eligible Projects

- New fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system).
- Bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor.
- Projects that improve capacity on an existing fixed-guideway system.

Funding

- This discretionary program requires project sponsors to undergo a multi-step, multi-year process to be eligible for funding.
- Maximum federal share is 80%.

What’s New?

Program Reorganization

- Fixed-guideway modernization and bus and bus facilities projects are no longer funded under this section. See State of Good Repair Program (Section 5337) and Bus and Bus Facilities Program (Section 5339) for funding information for such projects.

(cont.)

Fixed Guideway Capital Investment Grants (“New Starts”)

What’s New? (cont.)

Project Eligibility

- Adds eligibility of core capacity projects.

Project Development Process

- Eliminates the Alternatives Analysis requirement and instead relies on the review of alternatives performed during the metropolitan planning and environmental review processes.
- Creates the Project Development phase, during which the environmental review is completed. Project sponsors must complete this phase within two years, or seek an extension from FTA.
- Reduces the number of FTA approval steps by consolidating Preliminary Engineering and Final Design into a single engineering step.
- Requires FTA to develop an expedited review process for determining the technical capacity of project sponsors to undertake the proposed project if they have recently and successfully completed at least one other new fixed guideway or core capacity project.

Project Evaluation and Rating

- Allows for use of warrants under certain conditions, i.e., ways in which projects may qualify for automatic ratings on the project justification criteria.
- Eliminates the operating efficiencies criterion.
- Adds a congestion relief criterion.
- Increases the number of evaluation criteria for Small Starts projects.
- Requires FTA evaluate the benefits of a Small Starts project against the Federal share of the project, rather than the total project cost when developing the project justification rating.

Other New Provisions

- Creates a competitive pilot program for expedited project delivery.
- Funds Small Starts projects through a single year grant or an expedited grant agreement. Congressional notification of grant award is 10 days.
- Funds New Starts and Core Capacity projects through a full-funding grant agreement. Congressional notification of grant award is 30 days.

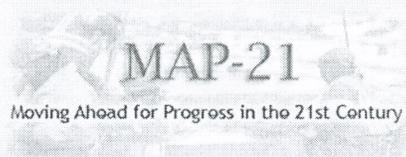
Ongoing Provisions

- All projects seeking funding from the program must be evaluated and rated based on project justification and local financial commitment criteria.
- Small Starts projects must have total net capital cost of less than \$250 million and seek a federal share of less than \$75 million.
- FTA must submit an Annual Report on Funding Recommendations to Congress.
- Project sponsors must submit “Before and After Studies,” which FTA must summarize in a report to Congress annually.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.



U.S. Department of Transportation
Federal Transit Administration



**FACT SHEET:
FORMULA GRANTS FOR RURAL AREAS
SECTION 5311**

	FY 2013 (in millions)	FY 2014 (in millions)
5311 Grants	\$537.6	\$545.6
Tribal	30.0	30.0
Appalachian Region	20.0	20.0
Rural Transit Assistance Program	11.9	12.2
5311 Program Total	\$599.5	\$607.8

Purpose

This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.



Statutory References

49 U.S.C. Section 5311 / MAP-21 Section 20010

Eligible Recipients

- States, Indian tribes
- Subrecipients: State or local government authorities, nonprofit organizations, operators of public transportation or intercity bus service that receive funds indirectly through a recipient.

Eligible Activities

- Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

What's New?

- Low-income populations in rural areas now incorporated as a formula factor, similar to the repealed Job Access and Reverse Commute (JARC) program.
- Planning is now an eligible activity.
- The Tribal program provides \$25 million in formula funds and \$5 million for discretionary awards.
- Appalachian Development Public Transportation Assistance Formula Program is a set-aside program.
- Administration, planning, and technical assistance set-aside for states reduced to 10% from 15%.
- Cost of unsubsidized portion of privately provided intercity bus service that connects feeder service is now eligible as in-kind local match.
- Certain expenditures by vanpool operators may be used as local match.

(cont.)

Formula Grants for Rural Areas

Funding

- Federal share is 80% for capital projects.
- Federal share is 50% for operating assistance.
- Federal share is 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service, using up to 10% of a recipient's apportionment.

Rural Formulas

- 83.15% of funds apportioned based on land area and population in rural areas
- 16.85% of funds apportioned based on land area, revenue-vehicle miles, and low-income individuals in rural areas.

Tribal Programs

- \$5 million discretionary tribal program.
- \$25 million tribal formula program for tribes providing public transportation.
- Formula factors are vehicle revenue miles and number of low-income individuals residing on tribal lands.

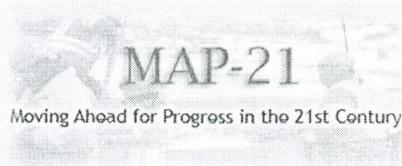
Appalachian Development Public Transportation Assistance Formula Program

- \$20 million formula program for states in the Appalachian Region.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.



U.S. Department of Transportation
Federal Transit Administration

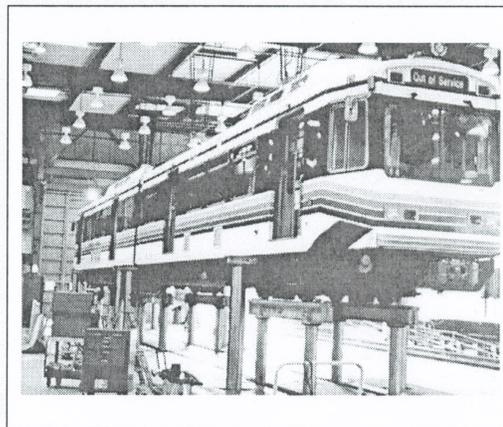


**FACT SHEET:
STATE OF GOOD REPAIR GRANTS
SECTION 5337**

	FY 2013 (in millions)	FY 2014 (in millions)
State of Good Repair Formula Grants	\$2,136.3	\$2,165.9

Purpose

A new formula-based State of Good Repair program is FTA’s first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation’s rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.



Statutory References

49 U.S.C. Section 5337 / MAP-21 Section 20027

Eligible Recipients

- State and local government authorities in urbanized areas with fixed guideway public transportation facilities operating for at least 7 years.

What’s New?

- Replaces the Fixed Guideway Rail Modernization Formula Program with the State of Good Repair Formula Grants Program.
- High-occupancy vehicle (HOV) lanes are no longer part of the definition for fixed-guideway systems. There is a new definition for high-intensity motor buses, which is defined as public transportation that shares lanes with other HOV vehicles.
- Projects are limited to replacement and rehabilitation or capital projects required to maintain public transportation systems in a state of good repair.
- Projects must be included in a Transit Asset Management plan.

Eligible Activities

- Capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software.
- Transit Asset Management Plan development and implementation.

(cont.)

State of Good Repair Grants

Funding Program

- Federal share is 80% with a required 20% match.
- The program comprises two separate formula programs:

High Intensity Fixed Guideway

- Comprises 97.15% of FY2013 and FY2014 apportionments, noted in funding table above.
- 50% based on SAFETEA-LU formula under FY2011 Fixed Guideway Rail Modernization Program, with key modification: buses operating on lanes not for exclusive use of public transportation vehicles are excluded.
- 50% based on revenue vehicle miles and route miles (with same bus exclusion as above). Includes a hold-harmless provision preventing formula allocations from decreasing by more than 0.25 percent year-to-year.

High Intensity Motorbus

- Comprises 2.85% of FY2013 and FY2014 apportionments, noted in funding table above.
- 60% based on revenue vehicle miles.
- 40% based on route miles of buses operating on lanes not fully reserved only for public transportation vehicles.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.



U.S. Department of Transportation
Federal Transit Administration

MAP-21
Moving Ahead for Progress in the 21st Century

**FACT SHEET:
TRANSIT ASSET MANAGEMENT
SECTION 5326**

Purpose

This section establishes new requirements for transit asset management by FTA's grantees as well as new reporting requirements to promote accountability. The goal of improved transit asset management is to implement a strategic approach for assessing needs and prioritizing investments for bringing the nation's public transit systems into a state of good repair.

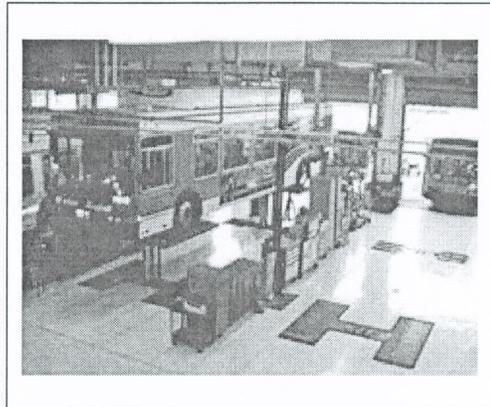
Statutory References

49 U.S.C. Section 5326 / MAP-21 Section 20019

Eligible Recipients & Activities

Not applicable; no grants are established under this section.

This section establishes cross-cutting requirements across FTA's grant programs.



What's New

National Transit Asset Management System

Through regulation, FTA will establish a national transit asset management system. The regulation will:

- define "state of good repair;"
- set objective standards for measuring the condition of capital assets (including equipment, rolling stock, infrastructure, and facilities); and
- establish performance measures for state of good repair, under which all FTA grantees will be required to set targets.

Grantee Plans

As established by the above regulation, all FTA grantees and their subrecipients will be required to develop transit asset management plans that include, at a minimum:

- capital asset inventories and condition assessments; and
- investment prioritization.

Reporting Requirements

As established by the above regulation, each designated recipient of FTA formula funding will be required to report on:

- the condition of their system;
- any change in condition since the last report;
- targets set under the above performance measures; and
- progress towards meeting those targets.

(cont.)

Transit Asset Management

What's New (cont.)

Performance Targets

- Each recipient is required to establish performance targets in relation to the definition of state of good repair established by FTA.
- As part of the performance-based planning process (49 U.S.C. Sections 5303 and 5304), metropolitan planning organizations (MPOs) and states are required to coordinate their performance targets with the targets for state of good repair set by grant recipients.

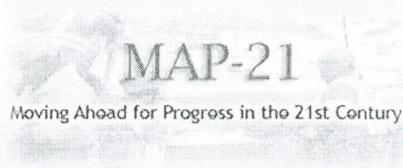
Technical Assistance

FTA will support this effort through technical assistance. In particular, FTA will develop an analytical process or a decision support tool for estimating capital investment needs over time and assisting with investment prioritization.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.



U.S. Department of Transportation
Federal Transit Administration

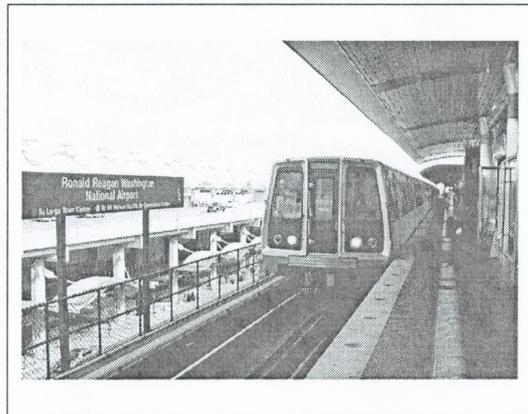


**FACT SHEET:
TRANSIT SAFETY & OVERSIGHT
SECTION 5329**

	FY 2013 (in millions)	FY 2014 (in millions)
State Safety Oversight Formula Grants	\$21,989	\$22,293

Purpose

MAP-21 grants FTA the authority to establish and enforce a new comprehensive framework to oversee the safety of public transportation throughout the United States as it pertains to heavy rail, light rail, buses, ferries, and streetcars. The law requires, among other things, that FTA update the State Safety Oversight (SSO) program to ensure that rail transit systems are meeting stringent safety requirements. The law also includes important new safety provisions for bus-only operators. FTA will implement the new law in consultation with the transit community and the U.S. Department of Transportation (DOT) Transit Rail Advisory Committee for Safety (TRACS), which has been working since September of 2010 to help guide this effort.



Background

Since 1964, FTA, which finances nearly half of the capital expenditures for transit systems nationwide, has been prohibited by law from issuing basic safety standards to protect rail transit passengers and rail workers. The result is a patchwork of state laws that do not provide seamless or consistent safety coverage. The transit safety provisions in MAP-21 will help to remedy these long-standing shortcomings. In December 2009, DOT formally transmitted to Congress a legislative proposal to establish and enforce minimum federal safety standards for rail transit systems. Many of the safety provisions included in MAP-21 are reflected in the Administration’s original proposal.

Statutory References

49 U.S.C. Section 5329 / MAP-21 Section 20021

Safety Performance Criteria

FTA must develop safety performance criteria for all modes of transportation.

Vehicle Safety Performance Standards

- FTA must develop minimum safety performance standards for transit vehicles not regulated by other modes in DOT or any other federal agency.
- The Bus Testing Program will be required to incorporate the new safety performance standards into a new Pass/Fail rating system.

(cont.)

Public Transportation Safety

Public Transportation Safety Certification Training Program for Federal and State Personnel

- FTA will develop a public transportation safety certification training program that applies to transit grantees regardless of mode. The program is for federal and state employees or other personnel who conduct audits as well as employees of public transportation agencies responsible for safety oversight.
- Section 5307 and 5311 recipients may use up to 0.5 percent of formula funds to pay for up to 80% of the cost to participate in the public transportation safety certification training program for SSO agency employees.

Transit Agency Safety Plans for all Federal Transit Recipients

- All recipients of FTA funding will develop an agency safety plan and certify that the plan meets FTA requirements. At a minimum, these plans must include:
 - Strategies for identifying risks and minimizing exposure to hazards.
 - An adequately trained safety officer to report directly to the general manager or equivalent.
 - Performance targets based on the safety performance criteria above.
 - Staff training program.
- For recipients receiving 5311 funds, the plan may be drafted and certified by the recipient or the state.
- For recipients receiving 5307 funds, FTA must issue a rule designating the small public transportation providers or systems that may have their safety plans drafted or certified by the state.

State Safety Oversight Program (for States with Rail Systems not Regulated by FRA)

Requirements

- Each state with rail systems not regulated by the Federal Railroad Administration (FRA) will meet requirements for an SSO program. At a minimum, this must include:
 - assuming responsibility for oversight of rail fixed-guideway public transportation safety;
 - enforcing federal law for rail fixed-guideway public transportation safety; and
 - establishing a State Safety Oversight agency.
- SSO programs must encompass an SSO agency's capacity, organizational structure, financing, and activities.
- FTA must approve state SSO programs.

Funding

- FTA will develop a formula for states that takes into account revenue miles, route miles, and passenger miles.
- Federal share is 80%.

Certification

- FTA will certify whether each state SSO is adequate and meets the requirements.
- FTA will oversee implementation of the SSO programs and audit each SSO agency at least triennially.

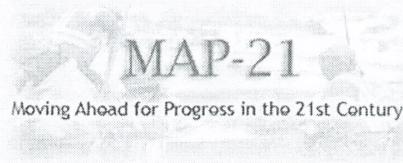
Additional Authorities

- FTA has the authority to inspect and audit all public transportation systems; to make reports and issue directives with respect to the safety of public transportation systems; to issue subpoenas and take depositions; to require the production of documents; to prescribe recordkeeping and reporting requirements; to investigate public transportation accidents and incidents; to enter and inspect equipment, rolling stock, operations and relevant records; and to issue regulations to carry out section 5329.
- FTA has enforcement authority, and is permitted to issue directives, require more frequent oversight, impose more frequent reporting requirements, and require that formula grant funds be spent to correct safety deficiencies before funds are spent on other projects.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.



U.S. Department of Transportation
Federal Transit Administration

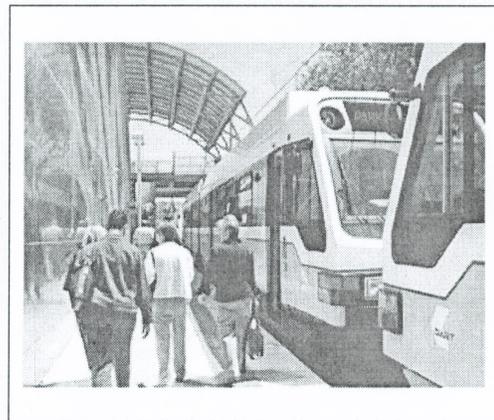


**FACT SHEET:
URBANIZED AREA FORMULA GRANTS
SECTION 5307 & SECTION 5340**

	FY 2013 (in millions)	FY 2014 (in millions)
5307 Grants	\$4,367.95	\$4,428.65
Passenger Ferry Grants	\$30.00	\$30.00
5307 Program Total	\$4,397.95	\$4,458.65
Growing States/High Density Formula (5340)	\$518.70	\$525.90

Purpose

This program provides grants to Urbanized Areas¹ (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation’s urbanized areas, which depend on public transportation to improve mobility and reduce congestion.



Statutory References

49 U.S.C. Sections 5307, 5336, and 5340 / MAP-21 Sections 20007, 20026

Eligible Recipients

FTA apportions funds to designated recipients, which then suballocate funds to state and local governmental authorities, including public transportation providers.

Eligible Activities

- Capital projects.
- Planning.
- Job access and reverse commute projects to meet the transportation needs of welfare recipients or families at or below 150% of the poverty line.
- Operating costs in areas with fewer than 200,000 in population.
- Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).

¹ An area with a population of 50,000 or more, defined and designated in the most recent decennial census as an ‘urbanized area’ by the U.S. Secretary of Commerce.

(cont.)

Urbanized Area Formula Grants

What's New?

- Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).
- Transit enhancements are removed and replaced by more narrowly defined "associated transportation improvements." Recipients must expend at least 1% of their 5307 apportionment on these improvements.
- Funding provided by other government agencies or departments that are eligible to be expended on transportation may be used as local match.
- Certain expenditures by vanpool operators may be used as local match.

Ongoing Provision

- Recipients must expend 1% for transportation security projects or certify that it is not necessary to do so.

Funding

- Federal share is 80% for capital assistance.
- Federal share is 50% for operating assistance.
- Federal share is 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service, using up to 10% of a recipient's apportionment.

Formula

- For areas of 50,000 to 199,999 in population, the formula is based on population and population density, and number of low-income individuals.
- For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles, as well as population and population density and number of low-income individuals.

Passenger Ferry Grant Program

- \$30 million is set aside for passenger ferry grants, to be allocated through competitive selection.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.

ATTACHMENT A
Agenda Item 5

REVISED July 25, 2012

Moving Ahead for Progress in the 21st Century--MAP-21

General Highlights of this Federal Funding Legislation (Effective 10/12012 – 9/30/2014):

- Increases transportation funding for seniors and people with disabilities and maintains access to funds by non-profit agencies.
- MAP-21 consolidates the number of Federal programs by two-thirds, from about 90 programs down to less than 30, to focus resources on key national goals and reduce duplicative programs.
- MAP-21 eliminates discretionary programs/earmarks and is more formula and performance based than previous funding legislation.
- Emphasizes the Federal Government's interest in the establishment of performance standards for monitoring and strengthening the efficiency and effectiveness of transit systems, as well criteria or special programs for furthering key national goals (i.e. safety, air quality, innovation, etc.)
- Mandates an increase in reporting and planning requirements related to system safety and asset management.
- New funding for protecting, repairing, or replacing equipment and facilities that are in danger of suffering serious damage or have suffered serious damage as a result of an emergency.
- States and Metropolitan Planning Organizations (MPOs) have more flexibility in programming funds.

MAP-21 Funding Programs Historically Used by SolTrans--Highlights:

- Eliminated funding programs with the passage of MAP-21: Job Access Reverse Commute (JARC), New Freedom, Clean Fuels and other discretionary transit programs.
 - SolTrans may benefit from the elimination of the program, since JARC funding is now being re-directed to the Section 5307 formula funding program.
 - The elimination of the Clean Fuels Program impacts the region's ability to fund projects related to the procurement/implementation of clean fuel technology.
- Section 5307—Urbanized Area (UA) Formula Grants: This program has been enlarged to encompass the obsolete JARC program. The traditional formula program is maintained, but now “small operators” in large urbanized areas have more flexibility in using their funding for operations and capital. Historical JARC programs are still eligible under “General Authority”.
 - This is the largest pot of federal funding that SolTrans receives on an annual basis, and the agency has traditionally used it for capital purposes.
 - Historically, Vallejo Transit has been able to claim Section 5307 funding in both the San Francisco-Oakland UA , as well as our “local” UA—the Vallejo UA. (The Vallejo UA encompasses the cities of Benicia and Vallejo, and some of American Canyon.)
 - Since the Vallejo UA is a “small urbanized area” (population is between 50,000-200,000), all the 5307 funding could be used for general operations, per federal legislation (past and present). However, the Metropolitan Transportation Commission's (MTC) Transit Capital Priorities (TCP) Policy restricts SolTrans from using this funding for general operations (except

paratransit); although, SolTrans is allowed to program some funding for preventive maintenance activities on our transit vehicles in some cases.

- SolTrans has also used some of this funding for paratransit service, specifically, given MTC's "10% ADA Set-aside" policy contained in the larger TCP Policy. Most of the current ADA Set-Aside funding comes from the San Francisco-Oakland UA.
 - SolTrans has received JARC funds in the past to fund Route 5 service to the Solano Community College satellite on Columbus Parkway, and SolTrans can continue to fund these routes with 5307 funds assuming MTC will allow it.
- Section 5310—Formula grants for the Enhanced Mobility of Seniors and Individuals with Disabilities: This new program comprises the original 5310 (Elderly and Disabled) program and the obsolete New Freedom program. A higher level of funding is now available than what was available under the individual programs, and by FY 2014 this program will have grown more than 90% from FY 2012 levels. Non-profit agencies will remain eligible, and programs that exceed the minimum requirements of the Americans with Disabilities Act (ADA) can still receive funding. Project inclusion in a coordinated public transit-human services plan is a requirement.
 - The Vallejo UA will have access to 20% of the funding pot that is provided to States for UAs between 50,000-200,000 in population, and may have access to more funding, if providing service in rural areas. Overall, SolTrans may benefit more under the new program than the old.
 - This funding can be used for the Intercity Taxi Program (historically done via the New Freedom program) and for capital projects related to senior/ADA services, such as paratransit vehicle replacements and technology that aids the delivery of ADA services.
 - Section 5311—Formula grants for Rural Areas: Now includes the rural element of the JARC program. A rural area's level of public transit service and proportion of non-urban, low-income population will be factored into the grant formula.
 - SolTrans has received 5311 funding in the past for service on routes serving rural areas and will still be eligible to do so. Currently, the Solano Transportation Authority programs the County's Section 5311 funds as dictated by MTC policy.
 - Section 5309 Program—New Starts: This program now only funds New Starts-Rail and some bus rapid transit projects. It used to fund Bus and Bus Facility capital projects.
 - Non-rail transit operators, such as SolTrans, will no longer be able to compete for funding through the 5309 program for bus capital projects, which would have helped meet future bus replacement needs. This could increase the competition for Section 5307 funding in the San Francisco-Oakland UA, especially, given the significant funding shortfall that already exists. Consequently, our continued interest in maintaining eligibility in that UA could be impacted.
 - Section 5339 Program—Bus and Bus Facilities: This is supposed to make-up for the loss of eligibility in the 5309 Program for bus-related capital projects. SolTrans may be eligible for this funding, but eligibility will likely be determined by MTC's TCP Policy, given that it will flow through the Section 5307 program.

Changes to State and MPO requirements that can impact SolTrans:

- MAP-21 establishes an outcome-driven approach that tracks performance and will hold states and metropolitan planning organizations (MPOs) accountable for improving the conditions and performance of their transportation assets.

- MAP-21 changes statewide and metropolitan planning processes to incorporate a more comprehensive performance-based approach to decision making through the use of performance targets, in order to assist states and metropolitan areas in targeting limited resources on projects that will improve the condition and performance of their transportation assets.
 - The age and condition of our assets, as well as the number of revenue vehicle miles and directional miles driven may become more important as we compete for limited federal funding through MTC for capital replacement or rehabilitation projects.
 - SolTrans' system performance related to ridership, productivity (passengers/hour and passengers/trip), and efficiency (cost/hour) could become more important for competing for limited funding through MTC or the State.
 - In general, while MAP-21 is in effect, SolTrans will need to prioritize our system needs very carefully and ensure that we design and deliver our services within the constraints of the new funding programs, with particular attention to how we deliver services to the growing number of seniors and patrons with disabilities.



DATE: August 10, 2012
TO: SolanoExpress Intercity Transit Consortium
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.

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DATE: August 20, 2012
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: SNCI Monthly Issues

Background:

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

Discussion:

Transit Schedules:

The monthly transit schedule matrix was distributed to all Solano and Napa operators the week of June 20. Based on the response received, an updated transit matrix will be provided at the meeting.

Marketing/Promotions:

SNCI staff launched the 2012 Annual Solano Employer Commute Challenge. Participants will receive incentive rewards by using transit, carpools, vanpools, bikes and walking at least 30 workdays from August-October. Participants are encouraged to track their trips electronically through the regional rideshare database. As of August 18, 42 employers have signed up to participate in the Challenge while 349 employees have registered to participate.

SNCI continues to resupply the commuter info display racks throughout Solano and Napa counties with current SolanoExpress brochures and transit schedules. New schedules for the SolTrans and the Delta Breeze were distributed to our display rack sites.

Events:

SNCI staff attended 5 community events scheduled at farmers markets in various cities where they provided transit information to customers. Staff also provided transit and commute alternative information to employees at State Farm Insurance in Vallejo. SNCI information was also provided at the Solano County Fair in Vallejo as part of the Solano County booth in August.

Recommendation:

Informational.

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DATE: August 7, 2012
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Sara Woo, Associate Planner
 RE: Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
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.

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Local Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/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>