



STA BOARD MEETING AGENDA
6:00 p.m., Regular Meeting
Wednesday, March 13, 2013
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

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

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period (Agenda Item IV) although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 3 minutes or less.**

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

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

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

ITEM

BOARD/STAFF PERSON

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

STA BOARD MEMBERS

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

STA BOARD ALTERNATES

Dilenna Harris	Hermie Sunga	Alan Schwartzman	Dane Besneatte	Rick Vaccaro	Constance Boulware	Mike Hudson	Erin Hannigan
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3. APPROVAL OF AGENDA

4. OPPORTUNITY FOR PUBLIC COMMENT

(6:05 – 6:10 p.m.)

5. EXECUTIVE DIRECTOR’S REPORT – Pg. 7

(6:10 – 6:15 p.m.)

Daryl K. Halls

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

(6:15 – 6:45 p.m.)

A. Proclamation of Appreciation for Larry Mork

Chair Hardy

B. Proclamation of Appreciation for Sam Shelton

C. Directors Report

1. Planning

Robert Macaulay

2. Projects

Janet Adams

3. Transit/Rideshare

Liz Niedziela/Judy Leaks

7. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:45 - 6:50 p.m.)

A. Minutes of the STA Board Meeting of February 13, 2013

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of February 13, 2013.

Pg. 13

B. Draft Minutes of the TAC Meeting of February 27, 2013

Johanna Masiclat

Recommendation:

Approve Draft TAC Meeting Minutes of February 27, 2013.

Pg. 23

C. Draft Minutes of the TAC Special Meeting of March 6, 2013

Johanna Masiclat

Recommendation:

Approve Draft TAC Meeting Minutes of March 6, 2013.

Pg. 29

D. SolanoExpress Intercity Transit Consortium 2013 Work Plan

Liz Niedziela

Recommendation:

Approve the SolanoExpress Intercity Transit Consortium 2013 Work Plan as shown on Attachment B.

Pg. 31

E. Solano County Transit (SolTrans) Amended Fiscal Year (FY) 2012-13 Transportation Development Act (TDA)

Liz Niedziela

Recommendation:

Approve the SolTrans Amended FY 2012-13 TDA Claim for \$594,200 for capital projects.

Pg. 37

- F. Fiscal Year (FY) 2013-14 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds** Robert Guerrero
- Recommendation:
Approve the following:
1. \$220,000 from FY 2013-14 TFCA Program Manager Funds for the Solano Napa Commuter Information Program; and
 2. Authorize the Executive Director to issue a call for projects for the remaining balance of FY 2012-13 TFCA Program Manager Funds in the amount of \$75,000.
- Pg. 41**
- G. Solano Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Member Appointments** Sara Woo
- Recommendation:
Appoint the following for a three-year term:
1. Mike Segala to the BAC representing Solano County;
 2. Barbara Wood to the BAC representing member-at-large; and
 3. Kathy Hoffman to the PAC representing Bay Area Ridge Trail Council.
- Pg. 43**
- H. Contract Amendment I-80/I-680/State Route (SR) 12 Interchange – Initial Construction Project Final Design and Construction Design Support** Janet Adams
- Recommendation:
Approve a contract amendment for Mark Thomas & Co. in the not-to-exceed amount of \$1,450,000, to cover final design and engineering services during construction for the I-80/I-680/SR12 Interchange – Initial Construction Package.
- Pg. 49**
- I. Allocation Request - I-80/I-680/State Route (SR) 12 Interchange Project** Janet Adams
- Recommendation:
Approve the attached Resolution 2013-11 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$0.9 million in Regional Measure 2 or AB1171 funds for the I-80/I-680/SR 12 Interchange Project - ICP for Final Design (PS&E) phase.
- Pg. 55**
- J. Jepson Parkway Implementation** Janet Adams
- Recommendation:
Approve the following:
1. Authorize STA to be the Co-Lead for the Right-of-Way for Segment 1 of the Jepson Parkway Project; and
 2. Designate the Executive Director to execute right-of-way documents and contracts for Segment 1 of the Project consistent with the intent of this item.
- Pg. 73**

8. ACTION FINANCIAL ITEMS

- A. STA's Fiscal Year (FY) 2012-13 Mid-Year Budget Revision** Daryl Halls
Susan Furtado
Recommendation:
Adopt the STA's FY 2012-13 Mid-Year Budget Revision as shown in Attachment A.
(6:50 – 6:55 p.m.)
Pg. 75
- B. Interim Solano Intercity Bus Replacement Funding Plan** Nancy Whelan,
Transit Consultant
Recommendation:
Approve the interim Solano Intercity Bus Replacement Funding Plan as follows:
1. The cost sharing and funding plan for 28 intercity bus replacement over the next 10 years using the formula from the Intercity Transit Funding Agreement as shown in Attachment A;
 2. The STA commit to providing 20% of the funding plan over the next 10 years;
 3. Request MTC fund 20% of the Solano Intercity Bus Replacement Funding Plan as specified in Attachment A;
 4. The other members of the Intercity Transit Funding Group support providing the remaining 60% of the funding plan as specified in Attachment A; and
 5. Request that MTC release reserved FY 2014 Section 5307 funds for the Fairfield, Vacaville, and Vallejo urbanized areas based on the interim cost sharing and funding plan.
- (6:55 – 7:00 p.m.)
Pg. 79
- C. Allocation of OneBayArea Grant (OBAG) Project Funds** Sam Shelton
Recommendation:
Approve the STA OneBayArea Grant (OBAG) Funding Strategy as shown in Attachment F.
(7:00 – 7:15 p.m.)
Pg. 83
- D. Allocation of Priority Development Area (PDA) and Surface Transportation Program (STP) Planning Funds** Robert Guerrero
Approve the following planning projects for MTC/STA PDA Planning Funds and remaining STP funds:
1. MTC PDA Planning Fund:
 - A. \$163,000 to City of Suisun City for the Downtown Waterfront Specific Plan
 - B. \$850,000 to City of Fairfield for the Downtown and West Texas Street PDA
 2. STA STP Planning Fund
 - A. \$250,000 to City of Benicia for the Benicia Industrial Park Transportation Plan

B. \$75,000 to the City of Dixon for a Downtown Specific Plan

C. \$161,000 to the City of Rio Vista for a Downtown Specific Plan.

(7:15 – 7:20 p.m.)

Pg. 125

E. Allocation of Priority Conservation Area (PCA) Project and Planning Funds

Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to approve the following project and plan for PCA fund allocation:

1. \$1.175 million for the County of Solano for the Suisun Valley Farm to Market Phase I Project; and
2. \$75,000 for a Solano PCA Assessment Plan.

7:20 – 7:25 p.m.)

Pg. 135

9. ACTION NON-FINANCIAL ITEMS

A. Legislative Update

Jayne Bauer

Recommendation:

Approve the following:

1. Authorize the Executive Director to seek amendments to include Solano County in AB 935 (Frazier); and
2. Add to the 2013 STA Legislative Priorities and Platform under Section V. Ferry:

Seek legislation to specify that Solano County will have a statutorily-designated representative on the WETA Board.

(7:25 – 7:30 p.m.)

Pg. 143

B. Solano Comprehensive Transportation Plan (CTP) Solano CTP Review for 2005 to 2012 Chapter

Robert Macaulay

Recommendation:

Approve the Solano CTP Past Activities Chapter as shown in Attachment A.

(7:30 – 7:35 p.m.)

Pg. 239

10. INFORMATIONAL –NO DISCUSSION NECESSARY

A. Project Delivery Update and 2013 TIP Development
Pg. 241

Jessica McCabe

B. Transit Performance Initiative (TPI)
Pg. 251

Liz Niedziela

C. **Uw o ct{ 'qhQvj gt 'Funding Opportunities**
Pg. 263

Sara Woo

D. **STA Board and Advisory Committee Meeting Schedule**
for Calendar Year 2013
Pg. 269

Johanna Masiclat

11. BOARD MEMBERS COMMENTS

12. ADJOURNMENT

The next regularly scheduled meeting of the STA Board at **6:00 p.m., Wednesday, April 10, 2013**, Suisun Council Chambers.



MEMORANDUM

DATE: March 6, 2013
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – March 2013

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

FHWA Implementation of Buy America Could Jeopardize I-80/I-680/State Route (SR) 12 Interchange Project *

The past several years, STA has worked with Caltrans and the Federal Highway Administration (FHWA) to advance the next phase of the I-80/I-680/SR 12 Interchange Project into construction. This has included the completion and approval of the environmental document and the Board's January 30th of the Resolution of Necessity (RON) hearing for property acquisitions needed for the fully funded Initial construction Package of the Phase 1 project. Over the past few months, STA and Caltrans have been working to obtain permits from the State Water Board and the Army Corp of Engineers (ACOE). As part of the ACOE permit requirements, the project was required to obtain concurrence from the Bay Area Conservation District (BCDC). It appears that the BCDC concurrence will be forthcoming, but Army Corp continues to raise new issues delaying the obtaining of this permit.

Late last month, a new issue, pertaining to the recently implemented Buy America provisions in Moving Ahead for Progress in the 21st Century (MAP-21), has emerged that could jeopardize the delivery of this project and other critical infrastructure projects in Alameda County and Southern California. The project is still on a tight timeframe for a construction allocation vote for the next phase of this interchange project at the California Transportation Commission (CTC) meeting in May 2013. Construction of the next phase of the project is scheduled to begin later in 2013. STA staff is working with staff from the Alameda County Transportation Commission to pursue a waiver for Proposition 1B funded projects that scheduled to be allocated for construction by June of this year. These are the last wave of Proposition 1B projects and additional time will be needed for Caltrans to work with the FHWA and the various private utilities that are now coming under the requirements of the Buy America provisions. Staff will provide an update at the meeting.

California Transportation Commission (CTC) Votes to Authorize Caltrans to Acquire Property for SR 12 East Safety Project *

On March 5, 2013, the California Transportation Commission (CTC) voted to authorize the Resolution of Necessity for the final property needed by Caltrans to begin construction of the SR 12 East Safety Project. At the meeting, the Caltrans agreed to continue to work with the County of Solano, STA, the City of Rio Vista, and the property owner, Robert Cattey, to identify potential alternatives to address additional concerns on this stretch of SR 12, including access to his property. This action by the CTC was consistent with the STA Board action on February 13th. This project is the last of a series of safety projects funded by State Highway and Operations Protection Program (SHOPP) funds programmed in 1998. The project was delayed at least twice due to state fiscal crisis and budget allocation delays resulting in the funding for the project being moved back to later years. Recently, delivery of the project was delayed due to the length of time it took Caltrans to complete the environmental approval process. STA facilitated a meeting between Caltrans and the County to consider options for the issue brought up by the property owner. Subsequently, the County of Solano, Caltrans and Rio Vista met with Mr. Cattey. STA will continue to work with the three agencies and the property owner and provide a future update to the STA Board.

Recommended Allocation of Federal OneBayArea Grant Funds *

STA staff has completed an eleven month process for developing the recommended allocation of federal cycle Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds, now called by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) as OneBayArea Grant (OBAG) program funds. On March 6th, at a special meeting, the STA Technical Advisory Committee (TAC) unanimously voted to support the STA staff recommendation with several minor modifications to the tier 2 list of projects. This recommendation is for the remaining \$6.2 million of STP/CMAQ funds of a total of \$18.8 million that was initially provided by MTC to STA to be allocated for OBAG eligible planning and projects. At the meeting, staff will provide an overview of each of the 17 final projects that were evaluated through this process.

Allocation of Priority Development Area (PDA) and Priority Conservation Area (PCA) Funds *

Concurrently to the allocation of OBAG funds, STA staff is recommending the Board approve the allocation of an estimated \$1 million in PDA funds for the downtown Priority Development Area planning to be undertaken by the cities of Fairfield and Suisun City for their adjacent downtowns. Staff is recommending that an additional \$486,000 in federal STP planning funds be invested in PDA planning efforts in the cities of Dixon, Rio Vista and Suisun City. Finally, staff is recommending the allocation of \$1.175 million be allocated to the County of Solano for the Suisun Valley Farm to Markey Phase 1 project.

Mid-Year STA Fiscal Year (FY) 2012-13 Budget Revision *

Susan Furtado has prepared the mid-year budget revision for FY 2012-13. This revision reflects updates to project delivery schedules and their associated funds and incorporates updates to various grants obtained by the STA.

Interim Solano Intercity Bus Replacement Funding Plan *

In January of 2013, the Metropolitan Transportation Commission opted to reserve 50% of the 2014 federal 5307 transit funds for Fairfield and Suisun Transit (FAST), Solano County Transit (SolTrans) and Vacaville City Coach with the requirement that all three operators commit to funding a transit capital replacement plan for replacement of Solano's Intercity and local buses. Recently, STA staff facilitated a meeting of the members of the Intercity Transit Funding Working Group to develop an interim Solano Intercity Bus Replacement Funding Plan. The group has agreed to a plan that would fund the bus replacement for the estimated 34 buses that are needed to provide SolanoExpress service in the future. The plan includes a 20% commitment of funding by the STA and requesting MTC funding 20% of the cost. The remaining 60% would be borne by the five transit members of the Intercity Transit Funding Working Group through an agreed upon formula.

Proclamation for BAC/PAC Member Larry Mork

A proclamation has been prepared for Larry Mork, Rio Vista's representative to the Bicycle and Pedestrian Advisory Committees. Mr. Mork has been an active and effective member of both committees and will be stepping down from both committees. A proclamation of appreciation has been prepared from the Board to recognize him for his years of service on these STA advisory committees.

STA Staff Update

Sam Shelton, Project Manager in the STA Project Department, has accepted a position with the Sacramento Association of Governments (SACOG) and will be departing STA on March 15th. Sam leaves the STA after a highly productive 9 years with the agency. He will be missed. A proclamation of appreciation has been prepared from the Board to recognize him for his many accomplishments and years of service while working for STA.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated February 2013)

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A		J	
ABAG	Association of Bay Area Governments	JARC	Jobs Access Reverse Commute Program
ACTC	Alameda County Transportation Commission	JPA	Joint Powers Agreement
ADA	American Disabilities Act	L	
AVA	Abandoned Vehicle Abatement	LATIP	Local Area Transportation Improvement Program
APDE	Advanced Project Development Element (STIP)	LEV	Low Emission Vehicle
AQMD	Air Quality Management District	LIFT	Low Income Flexible Transportation Program
ARRA	American Recovery and Reinvestment Act	LOS	Level of Service
B		LS&R	Local Streets & Roads
BAAQMD	Bay Area Air Quality Management District	M	
BABC	Bay Area Bicycle Coalition	MAP-21	Moving Ahead for Progress in the 21 st Century
BAC	Bicycle Advisory Committee	MIS	Major Investment Study
BART	Bay Area Rapid Transit	MOU	Memorandum of Understanding
BATA	Bay Area Toll Authority	MPO	Metropolitan Planning Organization
BCDC	Bay Conservation & Development Commission	MTC	Metropolitan Transportation Commission
BT&H	Business, Transportation & Housing Agency	MTS	Metropolitan Transportation System
C		N	
CAF	Clean Air Funds	NCTPA	Napa County Transportation & Planning Agency
CALTRANS	California Department of Transportation	NEPA	National Environmental Policy Act
CARB	California Air Resources Board	NHS	National Highway System
CCCC (4'Cs)	City County Coordinating Council	NOP	Notice of Preparation
CCCTA (3CTA)	Central Contra Costa Transit Authority	O	
CCJPA	Capitol Corridor Joint Powers Authority	OBAG	One Bay Area Grant
CCTA	Contra Costa Transportation Authority	OTS	Office of Traffic Safety
CEQA	California Environmental Quality Act	P	
CHP	California Highway Patrol	PAC	Pedestrian Advisory Committee
CIP	Capital Improvement Program	PCC	Paratransit Coordinating Council
CMA	Congestion Management Agency	PCRCP	Planning & Congestion Relief Program
CMIA	Corridor Mobility Improvement Account	PCA	Priority Conservation Study
CMAQ	Congestion Mitigation & Air Quality Program	PDS	Project Development Support
CMP	Congestion Management Plan	PDA	Priority Development Area
CNG	Compressed Natural Gas	PDT	Project Delivery Team
CTC	California Transportation Commission	PDWGW	Project Delivery Working Group
D		PMP	Pavement Management Program
DBE	Disadvantaged Business Enterprise	PMS	Pavement Management System
DOT	Department of Transportation	PNR	Park & Ride
E		PPM	Planning, Programming & Monitoring
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	PPP (P3)	Public Private Partnership
EIR	Environmental Impact Report	PS&E	Plans, Specifications & Estimate
EIS	Environmental Impact Statement	PSR	Project Study Report
EPA	Environmental Protection Agency	PTA	Public Transportation Account
EV	Electric Vehicle	PTAC	Partnership Technical Advisory Committee (MTC)
F		R	
FEIR	Final Environmental Impact Report	RABA	Revenue Alignment Budget Authority
FHWA	Federal Highway Administration	RBWG	Regional Bicycle Working Group
FPI	Freeway Performance Initiative	RFP	Request for Proposal
FTA	Federal Transit Administration	RFQ	Request for Qualification
G		RM 2	Regional Measure 2 (Bridge Toll)
GHG	Greenhouse Gas	RPC	Regional Pedestrian Committee
GIS	Geographic Information System	RRP	Regional Rideshare Program
H		RTEP	Regional Transit Expansion Policy
HIP	Housing Incentive Program	RTIF	Regional Transportation Impact Fee
HOT	High Occupancy Toll	RTP	Regional Transportation Plan
HOV	High Occupancy Vehicle	RTIP	Regional Transportation Improvement Program
I		RTPA	Regional Transportation Planning Agency
ISTEA	Intermodal Surface Transportation Efficiency Act		
ITIP	Interregional Transportation Improvement Program		
ITS	Intelligent Transportation System		

S

SACOG	Sacramento Area Council of Governments
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users
SCS	Sustainable Community Strategy
SCTA	Sonoma County Transportation Authority
SFCTA	San Francisco County Transportation Authority
SJCOG	San Joaquin Council of Governments
SHOPP	State Highway Operations & Protection Program
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SoHip	Solano Highway Improvement Plan
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR	State Route
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
STAF	State Transit Assistance Fund
STA	Solano Transportation Authority
STIP	State Transportation Improvement Program
STP	Federal Surface Transportation Program

T

TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement
TEA-21	Transportation Efficiency Act for the 21 st Century
TFCA	Transportation Funds for Clean Air
TIF	Transportation Investment Fund
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TMS	Transportation Management System
TOD	Transportation Operations Systems
TOS	Traffic Operation System
T-Plus	Transportation Planning and Land Use Solutions
TRAC	Trails Advisory Committee
TSM	Transportation System Management

U, V, W, Y, & Z

UZA	Urbanized Area
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
February 13, 2013

1. CALL TO ORDER

Chair Hardy called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

MEMBERS

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

MEMBERS

ABSENT: None.

STAFF

PRESENT:	Daryl K. Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Janet Adams	Deputy Executive Director/Director of Projects
	Johanna Masiclat	Clerk of the Board/Office Manager
	Jayne Bauer	Legislative & Marketing Program Manager
	Susan Furtado	Accounting & Administrative Svc. Manager
	Liz Niedziela	Transit Manager
	Judy Leaks	Program Manager
	Robert Guerrero	Senior Planner
	Sofia Recalde	Mobility Management Program Coordinator
	Sam Shelton	Project Manager
	Sara Woo	Associate Planner
	Sheila Jones	Administrative Assistant
	Karla Valdez	SR2S Program Coordinator

ALSO

PRESENT:

In Alphabetical Order by Last Name:

Dane Besneatte	City of Dixon Councilmember and new STA Board Alternate Member
Constance Boulware	City of Rio Vista Vice Mayor and new STA Board Alternate Member
Robert Cattey	Property Owner, Highway 12 Industrial Park
Lisa Chavez	District Representative for Senator Lois Wolk
Amanda Dum	City of Suisun City
Bill Emlen	Solano County
Erin Hannigan	Solano County Supervisor District 1 and new STA Alternate Board Member
Dilenna Harris	City of Vacaville Vice Mayor and new STA Alternate Board Member
Mike Hudson	City of Suisun City Vice Mayor and new STA Alternate Board Member
Joe Leach	City of Dixon
Wayne Lewis	City of Fairfield
Brian McLean	Vacaville City Coach
Doanh Nguyen	Caltrans
Mike Roberts	City of Benicia
Hermie Sunga	City of Vallejo Councilmember and new STA Board Alternate Member
Matt Tuggle	Solano County

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. APPROVAL OF AGENDA

By consensus, the STA Board approved the agenda to include corrections and modifications to the Board Agenda and Packet as follows:

1. Item VIII.A, STA Board Meeting Minutes of January 30, 2013 – Under Adjournment, the next regular meeting of the STA Board should read as February 13, 2013 instead of January 9, 2013;
2. Item VIII.H, Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) and Funding Opportunities, the recommendation should be corrected as shown below in *strikethrough-italics*:

Recommendation:

~~Forward a recommendation to the STA Board to~~ Approve the Federal Section 5311 Allocation for Solano County for FY 2012-13 as shown in Attachment B.

3. Item IX.A, Authorize Implementation of a Regional Measure 2 (RM 2) Project Implementation and Funding Strategy with the City of Vallejo for Vallejo Station, Curtola Park and Ride, and I-80 Express Lanes Projects, table until a future meeting of the STA Board.

4. **SWEARING-IN OF NEW STA BOARD MEMBER/BOARD ALTERNATES**

- **Dane Besneatte**
Alternate Board Member representing the City of Dixon
- **Constance Boulware**
Alternate Board Member representing the City of Rio Vista
- **Erin Hannigan**
Alternate Board Member representing the County of Solano
- **Dilenna Harris**
Alternate Board Member representing the City of Vacaville
- **Hermie Sunga**
Alternate Board Member representing the City of Vallejo

5. **OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

6. **EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- Five New STA Board Alternates *
- STA Board Members Head to Sacramento to Discuss Prospects for State Funding for Transportation *
- I-80/I-680/State Route (SR) 12 Interchange Project Update*
- State Route 12 East Project Vote Delayed by California Transportation Commission (CTC)
- Revised OneBayAreaGrant (OBAG) Assessments for Project Selection *
- Regional Measure (RM) 2 Fund Swap with Vallejo to Fully Fund Two Project and Initiate Express Lanes on I-80 in Vallejo *
- Allocation of Funds for Three Solano Express Bus Purchases *
- Dixon Pedestrian Underpass Project Prepares for Construction *
- Discussion of STA Board Workshop Agenda Topics *
- SNCI Forms Seven New Vanpool Starts in January
- STA Staff Update

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

MTC Report:

Board Member and MTC Commissioner Sperring reported that at an earlier meeting, the Bay Area Toll Authority (BATA) Oversight Committee approved MTC staff's recommendation to amend the composition of the Bay Area Infrastructure Financing Authority (BAIFA) governing board to include a Solano County representative and to authorize MTC and BAIFA to enter into an agreement through which MTC would allow BAIFA to assume MTC's responsibility for the development, operation and financing of the 270-mile Network addressed in the 2011 CTC action. He added that MTC staff will seek approval in March.

Caltrans Report:

None presented.

STA Reports:

A. Presentation: I-80/I-680/SR 12 Interchange Project presented

1. SR 12 Jameson Canyon
2. Cordelia Truck Scales
3. I-80/I-680/SR 12

Presented by Janet Adams

B. Directors Report

1. Planning
Presented by Robert Guerrero
2. Projects
3. Transit/Rideshare

8. CONSENT CALENDAR

On a motion by Board Member Price, and a second by Board Member Sanchez, the STA Board approved Consent Calendar Items A through H as amended.

A. Minutes of the STA Board Meeting of January 9, 2013

Recommendation:

Approve STA Board Meeting Minutes of January 9, 2013.

B. Minutes of the STA Board Special Meeting of January 30, 2013

Recommendation:

Approve STA Board Meeting Minutes of January 30, 2013.

C. Draft Minutes of the TAC Meeting of January 30, 2013

Recommendation:

Approve Draft TAC Meeting Minutes of January 30, 2013.

D. Fiscal Year (FY) 2012-13 Second Quarter Budget Report

Recommendation:

Receive and file.

E. Proposition 1B Allocation for Replacement of 3 SolanoExpress Buses

Approve the following:

1. Allocation of \$2,360,202 of Prop. 1B-PTMISEA funds to SolTrans and allocation of \$581,467 of STAF as the local match to purchase three (3) intercity buses for SolanoExpress;
2. Designate two (2) SolanoExpress buses to Fairfield and Suisun Transit (FAST);
3. Designate one (1) SolanoExpress bus to Solano County Transit (SolTrans); and
4. Specify three (3) SolanoExpress buses for services on Routes, 30, 78, or 90 per agreement between STA and FAST and STA and SolTrans.

F. Dixon West B Street Pedestrian Undercrossing Construction Advertisement

Recommendation:

Approve the following authorizing the Executive Director to:

1. Advertise the project for construction, once the final funding authorization is obtained from Caltrans; and
2. Award the construction contract to the lowest responsive bidder contingent on the bids being within the authorized funding limit.

G. Status of Marketing Plan for SolanoExpress and SNCI Program

Recommendation:

Authorize the STA Board Chair to appoint a SolanoExpress Marketing Sub-Committee.

H. Federal Transit Administration (FTA) Non-Urbanized Area Program Section

Recommendation:

Approve the Federal Section 5311 Allocation for Solano County for FY 2012-13 as shown in Attachment B.

9. ACTION – FINANCIAL ITEMS

A. This item was tabled at the request of STA staff until a future meeting of the STA Board.

Authorize Implementation of a Regional Measure 2 (RM 2) Project Implementation and Funding Strategy with the City of Vallejo for Vallejo Station, Curtola Park and Ride, and I-80 Express Lanes Projects

10. ACTION – NON-FINANCIAL ITEMS

A. Legislative Update

Jayne Bauer provided an update on current legislation. She stated that STA staff met with staff members of our state legislators on January 28th in Sacramento and that STA is working with STA's state legislative advocate, Gus Khouri of Shaw/Yoder/Antwih, Inc., to schedule meetings in February between STA Board members and our legislators at the State Capitol. She noted that these bills (SCA 4 and SCA 8) are identical measures that are aimed at lowering the voter threshold from 66% to 55% for local transportation sales tax measures. She noted that currently 19 counties have a local sales tax approved by their voters dedicated to transportation. These local measures are now providing nearly 70% of available resources for transportation financing in California.

Public Comments:

None presented.

Board Comments:

Board Member Patterson conveyed her strong support for these bills and their ability to cover funding for all modes of transportation.

Recommendation:

Adopt the following positions on legislative bills:

1. SCA 4 (Liu) – Support
2. SCA 8 (Corbett) – Support

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

B. Status of State Route (SR) 12 East Safety Project

Janet Adams provided an overview of State Route (SR) 12 East Safety Project. She stated that the second SR 12 East SHOPP project is ready to proceed and Caltrans has completed its environmental and design process, and has acquired most of the right-of-way needed. She commented that one property remains to be acquired and Caltrans has requested that the CTC approve a Resolution of Necessity (RON) to allow Caltrans to

initiate the Eminent Domain process for this remaining right-of-way needed for the project. She highlighted the Caltrans staff report for the January 8, 2013 CTC hearing, (Attachment A) and the Highway 12 Association letter in support of the property owner (Attachment B).

Board and Public Comments:

Board Member Spering stated that Caltrans is responsible for establishing an applicable recommendation with the property owner. He suggested that if a solution cannot be made the STA should engage to prevent further delay of this project. He stated that the sequence should be to move forward with the project and wait for Caltrans to come back with a recommendation that the Board can respond to.

Board Member Richardson stated that a resolution was brought forth by the County whereas Cattey Lane would become a public road. . He stated that Robert Cattey would dedicate Cattey Lane and promised to maintain it and therefore allow Caltrans to establish a left turn pocket on a follow-up project.

Board Member Patterson expressed concerns on the drainage flood issues and that expediting this project may pose safety and future project construction problems.

Board Member Richardson responded that Caltrans had read the maps incorrectly. He stated that the wetland was not on Mr. Cattey's property and that they did not want water draining across State Route (SR) 12 onto another resident's property but that is the natural course of water flow supplying water to three surrounding wetlands in which cannot be blocked. He stated that Caltrans did not offer any solutions to the issue.

Daryl Halls provided background on the delays pertaining to this three phase corridor safety improvement approach. He stated that the delays were due to budget constraints and environmental challenges. He described the turn pocket option and its potential policy issues.

Mr. Robert Cattey, Rio Vista property owner, addressed the STA Board with ongoing concerns regarding Caltrans' final resolution and position on constructing a left turn pocket on SR 12 at Cattey Lane and potential flooding in the area. He described the congestion and camera footage of accidents occurring throughout this area. He stated that without a left turn pocket it is dangerous to his family and other employees. He proposed to Caltrans that closing the main entrance could be explored but has been unsuccessful with them. He stated that a meeting was held at his ranch last week with Mayor Richardson, County staff, and Caltrans to discuss options and he proposed construction of a culvert.

Board Member Patterson asked if the culvert will affect the feasibility of the project.

Board Member Richardson responded that it will not and noted that insertion of an intersection and changing Cattey Lane to a County Road is another option. He suggested to go with a larger culvert now and noted that closing the road could pose problems for emergency exits from Trilogy Golf Course.

Board Member Batchelor asked if based on the changes mentioned above would cause a revision of the CEQA for compliance.

Doanh Nguyen of Caltrans responded that any change in the work scope would require environmental clearance from associated agencies and would affect CEQA and require re-consulting from USFWS and the Water Board and noted that both sides of the highway in this area are flood zones. He recommended keeping the project as is to get the funding at the March CTC meeting and begin the project in 2014.

Board Member Patterson stated that the overall project needs to satisfy Caltrans, the property owner and the safety.

Board Member Richardson recommended that Caltrans re-examine the drainage issue.

Board Member Spring recommended sending a letter to CTC stating that this project needs to move forward with these improvements for the safety of daily drivers and ask the CTC to direct Caltrans to work with Solano County and the City of Rio Vista to find a solution to Mr. Cattey's concerns. He stated that the flooding issue also needs to be examined.

Board Member Patterson concurred and proposed to amend the recommendation to show that it is the direction of STA staff ask the CTC to direct Caltrans to work with the property owner and Solano County to resolve the issue raised by the property owner.

Recommendation:

Approve the following:

1. Authorize the Chair to forward a letter to the CTC supporting approval of the Caltrans Right of Necessity (RON) for the SR 12 East Safety Project *to move forward*; and
2. ~~Authorize the STA to work with Caltrans, the City of Rio Vista and the County of Solano to identify a viable solution to the access and safety issues that have been identified.~~ *Ask the CTC to direct Caltrans to work with the property owner and Solano County to resolve the issue raised by the property owner.*

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

C. OneBayArea Grant (OBAG) Candidate Projects Assessment and Funding Eligibility

Sam Shelton presented the OBAG Candidate Projects Assessment and Funding Source Eligibility. He stated that at the January 9, 2013 Board meeting discussion of the OBAG Candidate Projects Assessment Matrix, the STA Board tabled their action until their next meeting to allow the TAC members who were absent during the January 2, 2013 TAC meeting more time and opportunity to review the assessment. He added that on January 9, 2013, the City of Benicia submitted a comment letter requesting several changes to the OBAG Selection Criteria (Attachment D) and that STA staff recommends adjusting the criteria regarding "proportional equity" to criteria that describes how many different jurisdictions benefit from a project (Attachment E). He concluded that STA staff will score a project with a "yes" if that project benefits residents from multiple jurisdictions.

Public Comments:

None presented.

Board Comments:

Board Member Patterson asked what metric system was used for the “number of residents” criteria that would benefit pedestrians in areas with high volumes of traffic?

Sam Shelton referred Board Member Patterson to the last criteria definition found on page 124 of the STA Board packet, which describes that projects will be ranked “yes” if that project is located in areas with high volumes of county traffic and if that project provides service to large populations. He noted that this methodology was reviewed by the STA Board at their December 2012 meeting. Board Member Patterson stated that it would be useful if the metric for this criteria was included in the report.

Recommendation:

Approve the OneBayArea Grant (OBAG) Candidate Projects Assessment results as shown in Attachment E.

On a motion by Board Member Sperring, and a second by Vice-Chair Davis, the STA Board unanimously approved the recommendation.

D. Discussion of Agenda Topics for STA Board Retreat/Workshop

Daryl Halls provided an overview of the items to be discussed at the March 13th Board workshop. He stated that Caltrans, the Metropolitan Transportation Commission and the STA Technical Advisory Committee representatives will participate as guest speakers.

Public Comments:

None presented.

Board Comments:

Board Member Sperring supports the topics to be discussed.

Board Member Patterson suggested inviting other transportation agencies outside of Solano County such as TransForm to provide their input on Mobility Management.

Recommendation:

Approve the following:

1. Schedule a special STA Board Retreat for March 13, 2013 at 1:00 to 5:00 p.m.;
and
2. Request STA staff develop a draft meeting agenda for consideration by the STA Board at the meeting of February 13, 2013.

On a motion by Board Member Sperring, and a second by Board Member Richardson, the STA Board unanimously approved the recommendations.

11. INFORMATIONAL – DISCUSSION NECESSARY

A. Senate Bill (SB) 1339 – Regional Commuter Benefit

Judy Leaks reviewed the development of SB 1339 Regional Commuter Benefit which authorizes a four-year pilot program to enable the Bay Area Air Quality management District (BAAQMD) and the Metropolitan Transportation Commission (MTC) to jointly adopt a regional commute benefit requirement for employers with 50 or more full-time employees.

NO DISCUSSION NECESSARY

B Status of Priority Development Area (PDA) Assessments and Investment Strategy

C. Development of Solano County Priority Conservation Areas (PCA) Pilot and Investment Strategy

D. Solano County Annual Pothole Report Development Update

E. Proposed Solano Community College Transportation Fee Program

F. Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Priority Projects Review

G. Funding Opportunities Summary

H. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013

12. BOARD MEMBER COMMENTS

13. ADJOURNMENT

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

A **STA Board Workshop** from 1:00 – 5:00 p.m. will be held at the Clubhouse, Rancho Solano Country Club, 3250 Rancho Solano Pkwy. in Fairfield prior to the regularly scheduled meeting of the STA Board at **6:00 p.m., Wednesday, March 13, 2013, Suisun Council Chambers.**

Attested by:



**Johanna Masielat
Clerk of the Board**

/March 4, 2013

Date

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TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
February 27, 2013

1. CALL TO ORDER

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order at approximately 1:40 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

TAC Members Present:

Mike Roberts	City of Benicia
Joe Leach	City of Dixon
George Hicks	City of Fairfield
John Degele	City of Rio Vista
April Wooden	City of Suisun City
Shawn Cunningham	City of Vacaville
Jill Mercurio	City of Vallejo
Nick Burton	Solano County

TAC Members Absent:

Melissa Morton	City of Benicia
Dan Kasperson	City of Suisun City
David Kleinschmidt	City of Vallejo

STA Staff Present: *(In Alphabetical Order by Last Name)*

Janet Adams	STA
Jayne Bauer	STA
Susan Furtado	STA
Robert Guerrero	STA
Judy Leaks	STA
Robert Macaulay	STA
Johanna Masielat	STA
Jessica McCabe	STA
Sam Shelton	STA
Sara Woo	STA

Others Present: *(In Alphabetical Order by Last Name)*

Amanda Dum	City of Suisun City
Wayne Lewis	City of Fairfield
Andrea Ouse	City of Vallejo

2. APPROVAL OF THE AGENDA

On a motion by Mike Roberts, and a second by George Hicks, the STA TAC approved the agenda. At this time, STA staff recommended to move the following items to the end of the agenda after all other items have been presented:

- Agenda Item 6.A, Allocation of OneBayArea Grant (OBAG) Project Funding; and;
- Agenda Item 6.B, Priority Development Area (PDA) Planning Program after all the other items have been presented.

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

Sam Shelton announced he has accepted a new job and will be departing after 9 years of employment with the STA.

5. CONSENT CALENDAR

On a motion by Jill Mercurio, and a second by John Degele, the STA TAC approved Consent Calendar Items A, B, D, and E to include correction and clarification to Item A, the Meeting Minutes of January 30, 2013 (Item VI.B, CTP Appointments: Correct Jim to John Degele and clarification to a TAC Representative appointment made to the CTP's Transit Committee confirmed as John Degele). At the request of City of Dixon's Joe Leach, item C was pulled for discussion.

A. Minutes of the TAC Meeting of January 30, 2013

Recommendation:

Approve TAC Meeting Minutes of January 30, 2013.

B. SolanoExpress Intercity Transit Consortium 2013 Work Plan

Recommendation:

Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2013 Work Plan as shown on Attachment B.

C. Interim Intercity Bus Replacement Funding Plan

Recommendation:

Forward a recommendation to the STA Board to approve the interim Intercity Bus Replacement Funding Plan as follows:

1. The cost sharing and funding plan for 28 intercity bus replacement over the next 10 years using the formula from the Intercity Transit Funding Agreement as shown in Attachment A;
2. The STA commit to providing 20% of the funding plan over the next 10 years;
3. Request MTC fund 20% of the Intercity Bus Replacement Funding Plan as specified in Attachment A;
4. The other members of the Intercity Transit Funding Group support providing the remaining 60% of the funding plan as specified in Attachment A; and
5. Request that MTC release reserved FY 2014 Section 5307 funds for the Fairfield, Vacaville, and Vallejo urbanized areas based on the interim cost sharing and funding plan.

City of Dixon's Joe Leach asked if alternative methods were presented to the transit operators. Liz Niedziela responded that there were three methods presented at their request. She listed them as follows:

1. A hybrid of the intercity cost sharing formula;
2. The intercity cost sharing formula; and
3. Based on UZAs

She added that the operators preset voted to select the Intercity Cost Sharing Formula, except the City of Dixon. She indicated that out of the three options, the City of Dixon's contribution was more money; however, STA staff will work with City of Dixon staff to assist in funding the Intercity Buses through future 5311 funds. She also stated that the STA recently awarded additional 5311 funding for the City of Dixon to fund swap with TDA to assist in Dixon's cost share for the intercity buses and STA will continue to work with the City of Dixon to swap funds with Board approval and if funding is available.

On a motion by Joe Leach, and a second by George Hicks, the STA TAC unanimously approved the recommendation.

D. Solano County Transit (SolTrans) Amended Fiscal Year (FY) 2012-13 Transportation Development Act (TDA)

Recommendation:

Forward a recommendation to the STA Board to approve the SolTrans Amended FY 2012-13 TDA Claim for \$594,200 for capital projects.

E. Fiscal Year (FY) 2013-14 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. \$220,000 from FY 2013-14 TFCA Program Manager Funds for the Solano Napa Commuter Information Program; and
2. Issue a call for projects for the remaining balance of FY 2012-13 TFCA Program Manager Funds in the amount of \$75,000.

6. ACTION FINANCIAL ITEMS

A. Allocation of OneBayArea Grant (OBAG) Project Funding

Sam Shelton distributed the list of OBAG Funding Recommendation and presented the Allocation of OBAG Project Funding. He outlined the programming of a variety of funding sources over the next 3 years to advance the development of Tier 1 projects countywide.

After discussion, the TAC agreed to schedule a special meeting on this item to allow the TAC members the opportunity to review the recommendation in more detail prior to making a recommendation to the STA Board. The TAC did recommend the allocation of PDA planning funds and PCA project and planning funds, and dedicating \$486,000 in STA OBAG to PDA planning.

B. Priority Development Area (PDA) Planning Program

Robert Guerrero distributed a handout (Attachment C) which outlined staff's recommendation of MTC PDA Planning Funds and STA STP Planning Funds.

MTC PDA Planning Funds

Mr. Guerrero announced that staff is recommending funding for the City of Suisun City's Downtown Waterfront Specific Plan for \$163,000 and the City of Fairfield's Specific Plan for \$850,000 to complete the Downtown and West Texas Street Priority Development Areas (PDAs). He stated that both plans have synergy with the Suisun City Train Station, the County Government Center and County Court complex, and focused land use visions in each of their downtowns.

STA STP Planning Funds

Mr. Guerrero also announced that staff is recommending the remaining STP funds be used to fund the City of Benicia's Intermodal Transportation Plan for \$250,000; City of Dixon's Downtown Specific Plan for \$75,000 and the City of Rio Vista's Downtown Specific Plan for \$161,000. He concluded by stating that all three locations were supported and designated by the Association of Bay Area Governments (ABAG) as Investment Area PDAs.

At this time, City of Vallejo's Jill Mercurio left the meeting.

Recommendation:

Forward a recommendation to the STA Board to approve PDA Planning Fund allocations as specified in Attachment C.

On a motion by April Wooden, and a second by John Degele, the STA TAC unanimously approved the recommendation. (7 ayes)

C. Solano County Priority Conservation Area (PCA) Update

Robert Guerrero reviewed staff's recommendation to approve the PCA funding allocation of \$1.175 million for the County of Solano for the Suisun Valley Farm to Market Phase 1 Project and \$75,000 for a Solano PCA Assessment Plan. He noted that the \$1.25 million for implementing Solano County PCA is from Federal Surface Transportation Program (STP) funds provided by MTC to the STA and \$75,000 was recommended to develop a PCA Assessment Plan for Solano County.

Recommendation:

Forward a recommendation to the STA Board to approve the following project and plan for PCA fund allocation:

1. \$1.175 million for the County of Solano for the Suisun Valley Farm to Market Phase 1 Project; and
2. \$75,000 for a Solano PCA Assessment Plan.

On a motion by Nick Burton, and a second by John Degele, the STA TAC unanimously approved the recommendation.

7. ACTION NON FINANCIAL ITEMS

A. Solano Comprehensive Transportation Plan (CTP) Past Activities Chapter

Robert Macaulay reviewed the development of the Solano CTP Past Activities Chapter. He requested the TAC members to review the chapter and provide any comments to him before the next STA Board scheduled to meet on March 13, 2013.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano CTP Past Activities Chapter as shown in Attachment A.

On a motion by John Degele, and a second by Shawn Cunningham, the STA TAC approved the recommendation to include additional comments submitted prior to approval of the STA Board on March 13, 2013.

8. INFORMATIONAL - DISCUSSION

A. Discussion of Agenda Topics for STA Board Retreat/Workshop

Janet Adams outlined the 3 items that are the main focus at the Board Retreat scheduled on March 13, 2013. She reviewed the draft meeting agenda. Shawn Cunningham agreed to present at the retreat to discuss local concerns regarding the Implementation of Ramp Metering.

B. Legislative Update

Jayne Bauer noted that on February 25th, the California Air Resources Board (CARB) held the second of three statewide public workshops (this one in Sacramento). The purpose of the workshops is to seek input on their Draft Concept Paper on the Cap-and-Trade Auction Proceeds Investment Plan to support the State's effort to reduce the greenhouse gases that contribute to climate change.

She cited that CARB is requesting that written comments on the material discussed at the workshops and CARB's Concept Paper be submitted through their website no later than March 8, 2013.

Jayne Bauer added that some of the principles in the current (February 13, 2013) Transportation Coalition for Livable Communities (TCLC) document (distributed at the meeting) as submitted to CARB were not included in the STA's 2013 Legislative Platform support of Cap-and-Trade. She stated that she will provide a report to the STA Board Executive Committee to request direction on STA submitting a letter of support to CARB prior to the March 8th deadline emphasizing STA's priority principles on Cap-and-Trade.

C. Project Delivery Update and 2013 Transportation Improvement Plan (TIP) Development

Jessica McCabe reported that the Plan Bay Area is currently slated for adoption in June 2013, and that the draft 2013 TIP and draft air quality conformity analysis are scheduled to be released for public review in March. She added that the only new project submitted was Vacaville's 2014 Street Resurfacing project, which programmed OBAG STP funds in FY 2013-14 and projects that are to receive OBAG CMAQ funding can be amended into the TIP on August 1, 2013.

D. Members Contributions Indexing Policy and Methodology

By consensus, the STA TAC recommended to agendaize this item for a future meeting and further discussion.

NO DISCUSSION

E. Funding Opportunities Summary

F. STA Board Meeting Highlights of February 13, 2013

G. Draft Meeting Minutes of STA Advisory Committees

H. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013

9. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, March 27, 2013.**



**TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the SPECIAL meeting of
March 6, 2013**

I. CALL TO ORDER

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

TAC Members Present:	Melissa Morton	City of Benicia
	George Hicks	City of Fairfield
	Dave Melilli	City of Rio Vista
	April Wooden	City of Suisun City
	Shawn Cunningham	City of Vacaville
	Matt Tuggle	Solano County

TAC Members Absent:	Joe Leach	City of Dixon
	David Kleinschmidt	City of Vallejo

STA Staff Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Robert Guerrero	STA
	Daryl Halls	STA
	Johanna Masiclat	STA
	Jessica McCabe	STA
	Sam Shelton	STA
	Sara Woo	STA

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Nick Burton	Solano County
	Amanda Dum	City of Suisun City
	Mike Roberts	City of Benicia

2. APPROVAL OF THE AGENDA

By consensus, the STA TAC approved the agenda.

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. ACTION FINANCIAL ITEMS

A. Allocation of OneBayArea Grant (OBAG) Project Funding

Sam Shelton reviewed the staff proposal, stating that staff has not changed funding recommendations for projects since the February 27th STA TAC recommendation. He noted staff's presentation now includes more project delivery and funding strategy information for each project to assist project sponsors over the next 3 years to develop all candidate projects.

TAC Member/Staff Comments:

Mike Roberts asked for clarification about when recommended planning funds would be available for the Benicia Industrial Park Transit Hub area, after the completion of PA/ED for the Transit Hub project with existing RM 2 funds and development of an operations & maintenance Plan?

Sam Shelton responded that with regard to the timing of the planning funds, the STA will request obligation of all the PDA planning funds sometime this summer. The OBAG funding will be amendment to the TIP (November 2013) for a recommended funding amounts with the STA Board actions this month. Those funds will be directed to project sponsors available for requests by this fall. Mr. Shelton noted that planning funds have been recommended for Benicia's PDA area and are not connected to the delivery progress of the transit hub project.

Daryl Halls and Bob Macaulay clarified the distinction between PDA and STP planning funds, where Benicia would receive STP planning funds and not PDA planning grant funds. Mike Roberts cited that he thought the PDA was a new grant source, but now understands the connection.

George Hicks asked how did Benicia's project go from Tier 3 to Tier 2. Daryl Halls responded that STA staff supported the Benicia's Transit Hub project as a Tier 2 project, but that it was a better candidate for STAF funds. He noted Benicia will need to complete the outlined delivery steps in order for STA staff to recommend the project for STAF funding.

At the completion of Sam Shelton's presentation, April Wooden commended staff for their great work in attempting to satisfy everybody's priorities.

After discussion, the STA TAC did not recommend any additional changes to the STA staff recommendation and unanimously voted to forward a recommendation to the STA Board for approval.

Recommendation:

Forward a recommendation to the STA Board to approve the STA OneBayArea Grant (OBAG) Funding Recommendation as shown in Attachment F.

On a motion by April Wooden, and a second by Dave Mellili, the STA TAC unanimously approved the recommendation (6 ayes).

IX. ADJOURNMENT

2:10 P.M.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, March 27, 2013.**



DATE: March 4, 2013
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: SolanoExpress Intercity Transit Consortium 2013 Work Plan

Background:

The SolanoExpress Intercity Transit Consortium has regularly prepared an annual Work Plan. In 2012, there was a number of key local and regional transit planning activities and projects that the Consortium was involved with ranging from transit service and funding to planning and marketing.

Discussion:

STA staff is presenting the SolanoExpress Intercity Transit Consortium Work Plan 2013 for the Board's consideration. The 2012 Work Plan (Attachment A) is presented for comparison. In the 2013 Work Plan (Attachment B), several completed items have been removed and new projects have been added.

At its meeting of February 26th, the Consortium members unanimously approved to forward the recommendation to the STA Board. Also, at its meeting of February 27th, the Technical Advisory Committee (TAC) members unanimously approved to forward the recommendation to the STA Board.

Fiscal Impact:

None.

Recommendation:

Approve the SolanoExpress Intercity Transit Consortium 2013 Work Plan as shown on Attachment B.

Attachments:

- A. SolanoExpress Intercity Transit Consortium 2012 Work Plan
- B. SolanoExpress Intercity Transit Consortium 2013 Work Plan

2012 SolanoExpress Intercity Transit Consortium
Work Plan

(January 2012)

Transit Service:

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Monitor facilities development that support SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Monitor implementation of new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- Implement Early Delivery of Clipper

Transit Planning

- Update I-80/I-680/I-780/Hwy 12 Transit Corridor Study
- Conduct a Countywide Coordinated SRTP
 - ✓ Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
 - ✓ Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit;
 - ✓ Enhanced Transit Coordination of Capitol Planning
 - ✓ Enhanced Coordination of Transit Service Planning; and
 - ✓ An analysis of transit connectivity to the Colleges in Solano County. The Colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).
- Conduct a Countywide Mobility Management Plan
- Conduct a Solano Transit Sustainability Plan of All Operators
- Conduct Community Based Transportation Planning study in East Fairfield
- Conduct a Intercity Ridership Survey as per the Intercity Funding Agreement
- Provide and updated survey and input into Comprehensive Transportation Plan update including Safer Routes to Transit Facilities and other studies
- Participate in the implementation of MTC's Transit Connectivity Study, specifically the Transit Element
- Monitor and coordinate with the new transit entity, SolTrans
- Implement balance of Phase II Transit Consolidation Study following completion of Transit Sustainability and Transit Corridor Studies
- Monitor MTC's Regional Transit Sustainability Project
- Provide input into other county and regional transit planning efforts
- Update countywide transit capital inventory
- Implement Seniors and People with Disabilities Priorities
 - ✓ Intercity Taxi Script Phase II
 - ✓ Mobility Management Plan
 - ✓ ADA Eligibility
 - ✓ Dialysis Centers

Funding

- Monitor the implementation of the FY 2011-12 Intercity Transit Funding Agreement
- Develop the FY 2012-2013 Intercity Transit Funding Agreement

- Maximize Regional Measure (RM) 2, Prop 1B, 5310, 5311 ARRA, and other funding opportunities and work with STA to set priorities for capital operating
- Implement and monitor Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete FY 2011-12 and fund TDA Unmet Transit Needs process and work with Solano County to identify priorities for future County TDA funds to be dedicated to transit.
- Assist FAST and other operators in local bus replacements
- Develop Funding List to assist in funding transit priorities projects
 - ✓ Federal Section 5311
 - ✓ Lifeline Funding
 - ✓ STAF (Population Based)
 - ✓ STAF Regional
 - ✓ Prop 1B (Population Based)
 - ✓ TDA Solano County

Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing
- Plan, prioritize, and implement marketing support for intercity transit services including display of intercity route schedule information at key bus stops.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.

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2013 SolanoExpress Intercity Transit Consortium
Draft Work Plan

(February 2013)

Transit Service:

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Monitor facilities development that support SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Monitor implementation of new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- Implement Early Delivery of Clipper

Transit Planning

- Update I-80/I-680/I-780/Hwy 12 Transit Corridor Study
- Conduct a Countywide Coordinated SRTP
 - ✓ Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
 - ✓ Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit;
 - ✓ Enhanced Transit Coordination of Capitol Planning
 - ✓ Enhanced Coordination of Transit Service Planning; and
 - ✓ An analysis of transit connectivity to the Colleges in Solano County. The Colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).
 - ✓ Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.
- ~~Conduct~~ Complete a Solano Transit Sustainability Plan of All Operators
- ~~Conduct~~ Complete a Countywide Mobility Management Plan
- ~~Conduct Community Based Transportation Planning study in East Fairfield~~
- ~~Conduct a Intercity Ridership Survey as per the Intercity Funding Agreement~~
- Provide and update survey and input into Comprehensive Transportation Plan update including ~~Safe Routes to Transit Facilities~~ and other studies
- Participate in the implementation of MTC's Transit Connectivity Study, specifically the Transit Element
- Monitor and coordinate with the new transit entity, SolTrans
- Implement ~~balance of Phase II Transit Consolidation Study~~ coordination strategies following completion of Transit Sustainability and Transit Corridor Studies
- Monitor MTC's Regional Transit Sustainability Project
- Provide input into other county and regional transit planning efforts
- Update countywide transit capital inventory
- Implement Seniors and People with Disabilities Priorities
 - ✓ Intercity Taxi Script Phase II
 - ✓ Mobility Management Plan
 - ✓ Countywide ADA Eligibility
 - ✓ Travel Training/Ambassador Program
 - ✓ Older Driver Safety Program information system
 - ✓ Dialysis Centers
 - ✓ One Stop Transportation Call Center

Funding

- Finalize the FY 2012-2013 Intercity Transit Funding Agreement
- Monitor the implementation of the Intercity Transit Funding Agreement
- Maximize Regional Measure (RM) 2, Prop 1B, 5310, 5311 ARRA, Lifeline and other funding opportunities and work with STA to set priorities for capital and operating
- Implement and monitor Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete FY 2011-12 and fund TDA Unmet Transit Needs process and Work with Solano County to identify priorities for future County TDA funds to be dedicated to transit.
- Develop a funding strategy for SolanoExpress Bus Replacements
- Assist FAST and other operators in local bus replacements
- —
- Develop Funding List to assist in funding transit priorities projects
 - ✓ Federal Section 5311
 - ✓ Lifeline Funding
 - ✓ STAF (Population Based)
 - ✓ STAF Regional
 - ✓ Prop 1B (Population Based)
 - ✓ TDA Solano County

Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing.
- Plan, prioritize, and implement marketing support for intercity transit services including display of intercity route schedule information at key bus stops.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.



DATE: March 4, 2013
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Solano County Transit (SolTrans) Amended Fiscal Year (FY) 2012-13
Transportation Development Act (TDA)

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 declined slightly for two years. In FY 2008-09, TDA 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.

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 has revised the TDA matrix to include the new TDA estimates dated July 25, 2012.

The STA Planning funds were approved by the STA Board in May 2012 and are shown on the TDA matrix. 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 expended 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 operating efficiencies.

Discussion:

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. The STA Board approved the multiple operators' TDA shares for the City of Dixon, City of Fairfield, City of Rio Vista, City of Vacaville, SolTrans, and STA. County of Solano is waiting to execute a Memorandum of Understanding (MOU) with the operators before submitting their TDA Claim for FY 2012-13.

In June 2012, SolTrans prepared their TDA claim for FY 2012-13 and it was approved by the STA Board. SolTrans left a reserved of over \$190,000 in their TDA balance. MTC just released the FY 2013-14 Fund Estimate for TDA Funds dated February 27, 2013. (Attachment A). Currently, SolTrans has \$594,200 available in funding that they are allowed to claim. SolTrans would like to amend their TDA to claim the remaining FY 2012-13 funding of \$594,200 for capital projects which include Farebox Upgrades, Automatic Vehicle Location (AVL) Technology and Information Technology (IT) Equipment.

At its meeting of February 26th, the Consortium members unanimously approved to forward the recommendation to the STA Board. Also, at its meeting of February 27th, the Technical Advisory Committee (TAC) members unanimously approved to forward the recommendation to the STA Board.

Fiscal Impact:

With the STA Board approval of the December 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 SolTrans for capital projects.

Recommendation:

Approve the SolTrans Amended FY 2012-13 TDA Claim for \$594,200 for capital projects.

Attachment:

- A. MTC FY 2012-13 Fund Estimate Transportation Development Act Funds for Solano County dated 2/27/2013

**FY 2013-14 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

Attachment A
Res No. 4086
Page 9 of 16
2/27/2013

FY 2012-13 TDA Revenue Estimate Adjustment			FY 2013-14 TDA Estimate		
FY 2012-13 Generation Estimate Adjustment			FY 2013-14 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 11)	14,461,543		13. County Auditor Estimate	15,682,592	
2. Revised County Auditor Estimate (Feb, 11)	15,682,592		FY 2013-14 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,221,049	14. MTC Administration (0.5% of Line 13)	78,413	
FY 2012-13 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	78,413	
4. MTC Administration (0.5% of Line 3)	6,105		16. MTC Planning (3.0% of Line 13)	470,478	
5. County Administration (0.5% of Line 3)	6,105		17. Total Charges (Lines 14+15+16)	627,304	
6. MTC Planning (3.0% of Line 3)	36,631		18. TDA Generations Less Charges (Lines 13-17)	15,055,288	
7. Total Charges (Lines 4+5+6)		48,841	FY 2013-14 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		1,172,208	19. Article 3.0 (2.0% of Line 18)	301,106	
FY 2012-13 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	14,754,182	
9. Article 3 Adjustment (2.0% of line 8)	23,444		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		1,148,764	22. TDA Article 4 (Lines 20-21)	14,754,182	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		1,148,764			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2012	FY 2011-12	6/30/2012	FY 2011-13	FY 2012-13	FY 2012-13	FY 2012-13	6/30/2013	FY 2013-14	FY 2013-14
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	543,542	3,183	546,725	(420,016)	0	277,662	23,444	427,815	301,106	728,921
Article 4.5										
SUBTOTAL	543,542	3,183	546,725	(420,016)	0	277,662	23,444	427,815	301,106	728,921
Article 4/8										
Dixon	338,475	2,325	340,800	(647,899)	0	605,092	51,091	349,084	651,873	1,000,957
Fairfield	2,208,126	20,380	2,228,506	(5,634,090)	0	3,440,340	290,483	325,239	3,793,108	4,118,347
Rio Vista	206,824	1,578	208,402	(179,317)	0	243,973	20,600	293,658	264,500	558,158
Solano County	472,625	2,581	475,206	(556,879)	0	622,882	52,593	593,802	669,987	1,263,789
Suisun City	119,590	1,444	121,033	(1,046,746)	0	926,002	78,186	78,475	997,599	1,076,074
Vacaville	4,271,751	26,566	4,298,317	(4,355,562)	0	3,052,898	257,769	3,253,422	3,283,683	6,537,105
Vallejo/Benicia ⁴	555,785	4,526	560,312	(5,078,388)	0	4,714,233	398,043	594,200	5,093,431	5,687,631
SUBTOTAL³	8,173,175	59,400	8,232,575	(17,498,881)	0	13,605,420	1,148,765	5,487,880	14,754,181	20,242,061
GRAND TOTAL	\$8,716,717	\$62,583	\$8,779,300	(\$17,918,897)	\$0	\$13,883,082	\$1,172,209	\$5,915,694	\$15,055,287	\$20,970,981

1. Balance as of 6/30/12 is from MTC FY 2011-12 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
 2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2012, and FY 2012-13 allocations as of January 31, 2013.
 3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
 4. Beginning in FY 2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

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DATE: March 1, 2013
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Fiscal Year (FY) 2013-14 Transportation Fund for Clean Air (TFCA) 40%
Program Manager Funds

Background:

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

Funding for the TFCA program is provided by a \$4 vehicle registration fee, with 60% of the funds generated applied toward the TFCA Regional Program and the remainder toward the county 40% Program Manager Program. The BAAQMD, in coordination with the CMA's, establishes TFCA policies for both programs annually. The estimated amount available for FY 2013-14 is \$296,000.

Discussion:

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

Over the past few years, the STA Board has committed TFCA funds to match funds provided by Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Improvement Program for the Solano Napa Commuter Information (SNCI) Program. The TFCA clean air funding is a logical local match for federal ECMAQ funding. SNCI's Rideshare and Incentives is a cost effective and successful program in terms of air emission benefits as calculated through the BAAQMD's TFCA program. It also remains a priority program for the STA Board to reduce congestion and improve the quality of life in Solano County. Benefits of the program include marketing and promotion of commute alternatives through transit brochure distribution, vanpool formations, bicycle and pedestrian education, employer presentations, marketing events, and incentives campaigns (e.g. Bike to Work Day and Commute Challenge). Highlights of last year (FY 2012-13) program include:

- Formed 16 vanpools going to and from Solano County in through February 2013. (8 vanpools to Solano County/ 8 Vanpools from Solano County)
- Provided support and service to 220 vanpools that travel to, from, or through Solano County.
- Successful Solano Commute Challenge – 469 Commute champions (using a commute alternative more than 30 workdays in a 3 month period), 51 participating Employers, 768 registered employees.
- Increased number of Emergency Ride Home participants and use of services (14 rides to date)

Similar to last year, STA staff is recommending the allocation of \$220,000 from this year's TFCA program to continue matching funding provided by ECMAQ and assist local employers meet the new legislation for Regional Commuter Benefit (SB 1339).

STA staff is also recommending a call for eligible clean air projects for the remaining balance of \$76,000. All eligible projects must meet a cost-effectiveness calculation of \$90,000/ton of emission reductions and must be committed to providing monitoring reports twice a year. Past projects funded through the TFCA program included Class I and II bike paths, climate or clean air education materials, and Safe Routes to School Projects. Projects identified in recently completed Climate Action Plans are eligible for TFCA funds.

At the February 27th, 2013 meeting, the STA TAC unanimously approved the recommendation to forward approval to the STA Board at their March 13, 2013 meeting.

Fiscal Impact:

Solano County is estimated to have \$296,000 available for TFCA Program Manager funds in FY 2013-14. STA staff is recommending \$220,000 for SNCI's program as match for ECMAQ funds. The SNCI program will not be able to operate at its current level if the \$220,000 is not approved. A call for projects is recommended for the remaining balance of \$76,000.

Recommendation:

Approve the following:

1. \$220,000 from FY 2013-14 TFCA Program Manager Funds for the Solano Napa Commuter Information Program; and
2. Authorize the Executive Director to issue a call for projects for the remaining balance of FY 2012-13 TFCA Program Manager Funds in the amount of \$75,000.



DATE: March 4, 2013
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: Solano Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Member Appointments

Background:

The Solano Transportation Authority's (STA) Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) membership currently has vacant positions. The Committees are responsible for providing funding and policy recommendations to the STA Board on bicycle and pedestrian related issues for monitoring, implementing, and updating the Countywide Bicycle Transportation Plan and the Countywide Pedestrian Transportation Plan.

Membership consists of representatives from a city, agency, and/or advocacy group, as well as a member-at-large (Attachment A). The representatives are nominated either by their respective organization, city council or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Appointments are for a 3-year volunteer participation term. Non-city or county public officials are encouraged to participate in these citizen advisory committees.

Discussion:

During January 2013 and February 2013, the STA received nominations from the County of Solano and the Bay Area Ridge Trail for representation appointments for the BAC and PAC. In addition, the STA received a letter of interest for the STA's member-at-large position for the BAC. The County, nominated Mike Segala to continue to participate as their representative on the BAC (Attachment B). Barbara Wood submitted a letter of interest to participate as the STA's member-at-large representative (Attachment C) on the BAC. The Bay Area Ridge Trail Council, nominated Kathy Hoffman to participate as their representative on the PAC (Attachment D). All three nominees are returning participants (or have, at some point in the past, participated directly with the BAC and PAC) and interested in renewing their 3-year participation commitment.

STA staff is actively seeking new members to fill current and future vacancies. A recruitment process is underway in coordination with the cities and county staff. STA staff is working to advertise vacant positions on the STA website, Facebook, and local newspapers.

Fiscal Impact:

None to the STA General Fund.

Recommendation:

Appoint the following for a three-year term:

1. Mike Segala to the BAC representing Solano County;
2. Barbara Wood to the BAC representing member-at-large; and
3. Kathy Hoffman to the PAC representing Bay Area Ridge Trail Council.

Attachments:

- A. STA BAC and PAC Membership Rosters
- B. County of Solano Nomination
- C. Member-at-Large Nomination
- D. Bay Area Ridge Trail Council Nomination



STA Bicycle Advisory Committee (BAC)

Membership Terms 2013

The following are the Membership Terms of the BAC Members:

Jurisdiction	Member	Term Expires
Benicia	Nancy Lund	December 31, 2013
Dixon	Jim Fisk	December 31, 2014
Fairfield	David Pyle	December 31, 2013
Rio Vista	Vacant	N/A
Suisun City	Vacant	N/A
Vacaville	Ray Posey	December 31, 2014
Vallejo	Mick Weninger	December 31, 2014
Solano County	Mike Segala	December 31, 2015
Member-At-Large	Barbara Wood	December 31, 2015

STA Pedestrian Advisory Committee (PAC)

Membership Terms 2013

The following are the Membership Terms of the PAC Members:

Jurisdiction	Member	Term Expires
Benicia	Vacant	N/A
Dixon	Bil Paul	December 31, 2013
Fairfield	Vacant	N/A
Rio Vista	Vacant	N/A
Suisun City	Mike Hudson	December 31, 2013
Vacaville	Vacant	N/A
Vallejo	Lynne Williams	December 31, 2013
Solano County	Vacant	N/A
Member-At-Large	Vacant	N/A



Solano County
Board of Supervisors
Minute Order
December 04, 2012

File Reference No. 12-0825

RE: Approve the nomination of Michael Segala to a second term as the County's representative to the Solano Transportation Authority's Bicycle Advisory Committee, for a three year term to expire January 2016

Approved



**BICYCLE ADVISORY COMMITTEE (BAC)
NOMINATION/STATEMENT OF INTEREST FORM**

Nominee: Barbara Wood

Address: 400 Reed Court, Benicia, CA 94510

Phone: (707) 745-6353

E-mail: phinkudo@aol.com

Please provide a brief statement regarding the nominee's interest in participating with the BAC:

I am currently an active participant on the Bicycle Advisory Committee. I am an avid cyclist and a member of the Benicia Bicycle Club. I frequently ride throughout the Cities of Benicia and Vallejo as well as other areas of Solano County. On a daily basis, I interact with many residents and am enthusiastic about sharing information about bicycling. During BAC meetings, I present relevant topics related to bicycling and safety in Solano County and its communities at large. I would be honored to be able to continue for another three year term.

Date: February 1, 2013



BAY AREA
RIDGE TRAIL
COUNCIL

1007 General Kennedy Avenue, Suite 3
San Francisco, CA 94129
www.ridgetrail.org
email: ridgetrail@prodigy.net

February 17, 2013

Johanna Masicalat, Clerk of the Board
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 04585-2473

**RE: Nomination for Appointment to the Solano Transportation Authority (STA)
Pedestrian Advisory Committee**

Dear Ms. Masicalat:

This letter is to confirm the Bay Area Ridge Trail Solano County Committee's nomination of Kathy Hoffman as the Ridge Trail Representative to the STA Pedestrian Advisory Committee.

For questions regarding the Committee's nomination, please contact me at henglebright@comcast.net.

Sincerely,

A handwritten signature in blue ink, which appears to read 'Harry L. Englebright'. The signature is written in a cursive, flowing style.

Harry L. Englebright, Co-Chair
Solano County Committee
Bay Area Ridge Trail Council



DATE: March 1, 2013
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment I-80/I-680/State Route (SR) 12 Interchange – Initial Construction Project Final Design and Construction Design Support

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, four separate projects were identified for delivery including the I-80 High Occupancy Vehicle (HOV) Lanes Project, the North Connector Project, the I-80 Eastbound Truck Cordelia Scales Relocation Project and the I-80/I-680/SR 12 Interchange Project.

The I-80 HOV Lanes Project has been completed, the North Connector (east portion) Project has been completed (with the exception of the mitigation monitoring), the I-80 Eastbound Cordelia Truck Scales Relocation Project is under construction and the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange (subject of this staff report) was recently approved in December 2012.

Discussion:

As mentioned above, the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange – Phase 1 project was recently approved in December 2012. Now that the project has reached this major milestone, the next step will be to proceed with implementing the I-80/I-680/SR12 Interchange – Phase 1 project. The I-80/I-680/SR12 Interchange – Phase 1 project is currently planned to be implemented through 7 individual construction packages. The first construction package planned to go to construction is the Westbound (WB) I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements (Initial Construction Package), which is expected to start construction in the fall of 2013.

Mark Thomas & Co was retained by STA to prepare the EIS/EIR for the I-80/I-680/SR12 Interchange project, as well as to provide design services for the Initial Construction Package (ICP). Now that the EIS/EIR has completed, it is an appropriate time to assess the effort required to complete the final design for this Initial Construction Package (ICP) to reach Ready to List (RTL) for the ICP, as well as the design support services during construction. With the completion of the EIS/EIR, it will also be an appropriate time to re-initiate the Suisun Valley Watershed Study, which is being prepared by Mark Thomas & Co.

These services are discussed in more detail in the attached letter from Mark Thomas & Co. dated March 4, 2013. STA staff is recommending the Board approve a contract amendment for Mark Thomas & Co. in a not-to-exceed amount of \$1,450,000 to cover these additional design services, which would be funded with Bridge Toll funds programmed for the project.

Fiscal Impact:

The additional design services for the I-80/I-680/SR 12 Interchange – Initial Construction Package will be funded with bridge toll funds and an allocation request for this is the subject of a separate staff report.

Recommendation:

Approve a contract amendment for Mark Thomas & Co. in the not-to-exceed amount of \$1,450,000, to cover final design and engineering services during construction for the I-80/I-680/SR12 Interchange – Initial Construction Package.

Attachment:

- A. Letter from Mark Thomas & Co. Inc. dated March 4, 2013.



March 4, 2013

81-52008-C (336)

Ms. Janet Adams
 Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun City, CA

RE: I-80 / I-680 / SR-12 PA/ED BUDGET AMENDMENT REQUEST

Dear Ms. Adams

Mark Thomas & Company, Inc. is pleased to present this anticipated scope of work to provide the STA ongoing design support services during final design completion through the Caltrans Ready-to-List (RTL) process, bidding and during construction of the Initial Construction Package (ICP) of the I-80 / I-680 / SR-12 Interchange Project.

PART 1: PROJECT APPROVAL TO CONSTRUCTION CONTRACT AWARD

Generally the additional effort is focused on the following items:

FHWA Reports and Caltrans Coordination – The Project (Alternative C, Phase 1) is classified as a Major Project by FHWA. Major Projects require additional management tools to help control project schedule, cost and to improve overall project quality. A Project Management Plan must be developed and submitted FHWA. A Finance Plan, which reviews costs, schedules, project risks, escalation rates and project funding must be developed and submitted to FHWA and must be updated annually. A Cost Estimate Review (a formal, multi-day process) must be completed prior to receiving funding authorization for the initial construction project. In addition there are additional items to be coordinated with Caltrans including refinements to geometrics, adjustments to design exception fact sheets, utility location variances, cost estimate certifications, project risk registers and traffic operations coordination.

Additional Design Effort – This effort includes final processing of the ICP contract documents package through Caltrans District staff, including the District Office Engineer, coordinating changes of various design elements including waterline locations for Vallejo, landscape and privacy walls requested by City of Fairfield, DTSC investigation of the abandoned Vallejo waterline pump house on SR12W and design of an access road for PG&E electrical line relocation along the SR12W connector.

HQOE and Bid Support – Project coordination and collaboration with Caltrans Headquarters Office Engineer (the final Caltrans review group), including final revisions to plans, specifications, quantities and processing of new or non-standard specifications). Also respond to



bidder inquiries during the anticipated two-month long bid period.

Suisun Valley Floodplain Study – Phases 1 and 2 of the Suisun Valley Floodplain Study have been completed, resulting developing hydraulic models of the Suisun floodplain and developing five flood control improvement alternatives to reduce the floodplain from encroaching onto I-80. Phase 2.1, for which budget authorization is required, will develop and analyze the five alternative solutions and make recommendations for a preferred solution. The work will also result in a preliminary design for the recommended solution including inflow and outflow structures, basin topography, right of way requirements and development of a preliminary cost estimate.

FHWA Reports and CT Coordination	\$119,000
Additional Design Effort	\$146,000
HQOE and Bid Support	\$ 65,000
Suisun Flood Plain Study	<u>\$100,000</u>
Total	\$430,000

PART 2: PERMITTING AND PRE-CONSTRUCTION INVESTIGATIONS

Environmental Permits – The first construction project will set up overall project (Alternative C, Phase 1) umbrella permits with the California Regional Water Quality Board (401 permit) and with the US Army Corps of Engineers (404 permit). The permits also require considerable coordination with the Bay Coastal Development Commission (BCDC) regarding proposed work adjacent to the Suisun Marsh and mitigation for impacts to sensitive habitat and species.

Extended Phase 1 Cultural Investigations – Two archaeological sites are recorded within the Area of Potential Effect (APE) of the project. Sediment and soils research conducted as a part of the EIR/EIS suggest that portions of the APE may have the potential for more buried resources. As a result an Extended Phase 1 (XP1) investigation will be required within the limits of the project. The XP1 will consist of excavating up to thirty test trenches, generally 20-30 feet long, 5-10 feet wide and up to 10 feet deep, with the location of the trenches to sample different zones of the proposed project – primarily highly sensitive areas.

Biological monitoring during utility relocations, including relocation of the PG&E gas valve farm

Permitting	\$ 99,000
XP1 Testing	\$186,000
Bio Monitoring	<u>\$ 70,000</u>
Total	\$355,000



PART 3: CONSTRUCTION SUPPORT AND ENVIRONMENTAL MONITORING

Construction of the project is expected to begin in this fall and last approximately two years. The construction inspection effort will be led by Caltrans. The design and environmental monitoring team will provide support to the STA and Caltrans teams during construction.

The construction support effort will include attendance at regular construction progress and field meetings when requested, responding to Requests for Information (RFI's), periodic project site visits to observe the progress of construction, review shop drawings to confirm submittal is consistent with the design concept expressed in the contract documents, and when requested by RE or other authorize representatives to prepare construction Contract Change Order (CCO) drawings.

The biological and cultural monitoring will be performed as required in sensitive habitat or in culturally sensitive areas where excavation and other construction activities are taking place.

Construction Support	\$565,000
Bio / Cultural Monitoring	<u>\$100,000</u>
Total	\$665,000

To summarize, we respectfully request a budget amendment in the amount of:

- Project Approval to Construction Award \$430,000
- Permitting and Pre-construction Investigations - \$355,000
- Construction Support for ICP - \$665,000

Total budget request is **One Million Four Hundred Thousand Dollars (\$1,450,000)**.

Please call should you have any questions.

Sincerely,

Mark Thomas & Company, Inc. ♦ Nolte Associates, Inc.

Michael J. Lohman
President/Project Manager

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DATE: March 1, 2013
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Allocation Request - I-80/I-680/State Route (SR) 12 Interchange Project

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, 7 separate construction projects have either been implemented or are currently being implemented, which include the following:

- North Connector Project (completed)
- I-80 High Occupancy Vehicle (HOV) Lanes Project (completed)
- I-80 Eastbound Cordelia Truck Scales Relocation Project (under construction)
- I-80 Express Lanes Project (Environmental Phase Underway)
- I-80/I-680/SR 12 Interchange – Phase 1 (Environmental completed December 2012)
 - I-80/I-680/SR 12 Interchange – Initial Construction Package (**subject of this staff report**)
 - I-80/I-680/SR 12 Interchange – Construction Package 2 (preliminary design underway)
 - I-80/I-680/SR 12 Interchange – Construction Package 3 (preliminary design underway)

Discussion:

As mentioned above, the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange – Phase 1 project was recently approved in December 2012. Now that the project has reached this major milestone, the next step will be to proceed with implementing the I-80/I-680/SR 12 Interchange – Phase 1 project. The I-80/I-680/SR 12 Interchange – Phase 1 project is currently planned to be implemented through 7 individual construction packages. The first construction package planned to go to construction is the Westbound (WB) I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements (Initial Construction Package – ICP), which is expected to start construction in the fall of 2013. The California Transportation Commission (CTC) has approved using the \$24 M in remaining Proposition 1B Trade Corridor Improvement Funds (TCIF) for the Initial Construction Package (ICP) for the I-80/I-680/SR 12 Interchange.

In order to maintain the schedule for the first construction package, STA staff is now recommending the Board approve an allocation request of \$0.9 million for the Final Design (PS&E) phase for the ICP (to cover final design, bid support, and design services during construction services). As part of the standard process, STA is required to approve the attached resolution, the Initial Project Report (IPR) for Regional Measure (RM) 2 Project 7 and cash flow plan (attachments to resolution) (Attachment A).

Fiscal Impact:

The final design, bid support and design services during construction services activities (Final Design (PS&E) phase) for the I-80/I-680/SR 12 Interchange - ICP project would be funded with Regional Measure 2 or AB1171 bridge toll funds.

Recommendation:

Approve the attached Resolution 2013-11 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$0.9 million in Regional Measure 2 or AB1171 funds for the I-80/I-680/SR 12 Interchange Project - ICP for Final Design (PS&E) phase.

Attachment:

- A. STA Resolution 2013-11

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2013-11**

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

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

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

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for AB1171 funds in the amount of \$900,000.00 for final design, bid support and design services during construction services for the I-80/I-680/SR12 Interchange Project – Initial Construction Package (ICP), purposes and amounts included in the project application attached to this resolution; and be it further

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

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

Steve Hardy, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of March 13, 2013.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 13th day of March, 2013 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

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Regional Measure 2

Initial Project Report (IPR)

March 2013

Project Title:

Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange

RM2 Project No.

7

Allocation History:

	MTC Approval Date	Amount	Phase
#4	October 2007	\$8,300,000	PA/ED for I-80/I-680/SR12 Interchange (Original allocation was \$13.2M and \$5.2M was transferred to I-80 EB Truck Scales per Allocation #6)
#11	September 2009	\$5,200,000	PA/ED for I-80/I-680/SR12 Interchange
#12	February 2010	\$2,900,000	Utility Relocation for I-80/I-680/SR12 Interchange
#15	December 2010	\$ 7,000,000	PA/ED for the I-80/I-680/SR12 Interchange
#18	July 2011	\$7,000,000	PA/ED for the I-80/I-680/SR12 Interchange
#19	February 2012	\$14,280,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#20	June 2012	\$1,500,000	PA/ED for the I-80/I-680/SR12 Interchange
#21	October 2012	\$5,980,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#22	December 2012	\$ 5,796,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package

Total: \$57,956,000

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
March 2013	\$ 900,000	Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

Project Sponsor / Co-sponsor(s) / Implementing Agency

Solano Transportation Authority is the project sponsor and implementing agency.

Project Purpose

The I-80/I-680/SR-12 Interchange experiences traffic congestion due to San Francisco Bay Area commuter traffic, regional traffic using the interstate system, and recreational traffic traveling between the San Francisco Bay Area and Lake Tahoe. The objectives of the proposed project are to alleviate congestion, improve safety, and provide for existing and proposed traffic demand by upgrading the capacity of the freeway and completing a local roadway system that will provide local travelers alternatives to using the freeways for local trips.

The I-80/I-680/State Route (SR) 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex, which is located in Solano County. Improvements being considered or cleared in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and other environmental documents include the following components: modification of existing interchanges, adding freeway lanes, constructing new interchanges, auxiliary lanes, high-occupancy vehicle (HOV) lanes and frontage roads within and adjacent to existing freeway rights of way, relocation of the existing westbound truck scales within the interchange area to improve ingress and egress of the truck traffic.

Project Graphics to be sent electronically with This Application

Impediments to Project Completion

The major impediment to accomplish the project completion will be securing necessary funds to complete the interchange improvements. However, there are deliverable phases of this project that are serviceable, provide independent utility and have logical termini. Some of these phases (as discussed below) can be and are being delivered by currently identified fund sources.

The STA is currently delivering the I-80/I-680/SR12 I/C improvements, with the expectation that the I/C improvements will need to be constructed with multiple construction packages.

Operability

Caltrans will be responsible for owning and operating the mainline I/C and I-80 WB Truck Scale improvements.

Regional Measure 2 – INITIAL PROJECT REPORT

II. PROJECT PHASE DESCRIPTION and STATUS

Environmental –

Does NEPA Apply: Yes No

I-80/I-680/SR12 Interchange Project -The environmental document (EIR/EIS) for the I-80/I-680/SR12 I/C Project was approved in December 2012. The document covers the entire project and as such, a Notice of Determination (NOD) has been approved for the entire project. However, a Record of Decision (ROD) has been issued for the fundable first phase.

Design –

Detailed preliminary engineering for I-80/I-680/SR12 Interchange project started in late 2008 and is ongoing for Construction Packages 2 and 3. The Initial Construction Package (ICP) is ready to move into Final Design and Design Services During Construction.

Right-of-Way Activities / Acquisition –

Right-of-way acquisition related activities (appraisal work) for the I-80/I-680/SR12 Interchange started in November 2011 and R/W acquisition (offers) were made in spring 2012. Utility relocation plans are underway.

Construction / Vehicle Acquisition -

It is currently envisioned that the fundable phase of the I-80/I-680/SR12 Interchange will be implemented with 7 construction packages. The first 3 construction packages are currently in preliminary design. The first construction package (Initial Construction Package (ICP)) is expected to start construction in late 2013.

III. PROJECT BUDGET

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – CP 1, 2, 3	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$29,000
Design - Plans, Specifications and Estimates (PS&E)	6,413
Right-of-Way Activities /Acquisition (R/W)	82,437
Construction / Rolling Stock Acquisition (CON)	189,604
Total Project Budget (in thousands)	\$307,454

Regional Measure 2 – INITIAL PROJECT REPORT

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Package, aka, ICP or CP1	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$18,600
Design - Plans, Specifications and Estimates (PS&E)	900
Right-of-Way Activities /Acquisition (R/W)	28,956
Construction / Rolling Stock Acquisition (CON)	64,860
Total Project Budget (in thousands)	\$113,316

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 2 (CP2)	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$3,696
Design - Plans, Specifications and Estimates (PS&E)	1,597
Right-of-Way Activities /Acquisition (R/W)	6,696
Construction / Rolling Stock Acquisition (CON)	37,354
Total Project Budget (in thousands)	\$49,343

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 3 (CP3)	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$6,704
Design - Plans, Specifications and Estimates (PS&E)	3,916
Right-of-Way Activities /Acquisition (R/W)	46,785
Construction / Rolling Stock Acquisition (CON)	87,390
Total Project Budget (in thousands)	\$144,795

IV. OVERALL PROJECT SCHEDULE

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Package, aka, ICP or CP1 Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02	12/12
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	12/12
Final Design - Plans, Specs. & Estimates (PS&E)	08/12	04/13
Right-of-Way Activities /Acquisition (R/W)	04/12	04/14
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP1	09/13	12/15

Regional Measure 2 – INITIAL PROJECT REPORT

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 2 (CP2) Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02	12/12
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	04/13
Final Design - Plans, Specs. & Estimates (PS&E)	05/13	06/14
Right-of-Way Activities /Acquisition (R/W)	01/14	06/15
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP2	10/15	10/17

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 3 (CP3) Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02	12/12
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	04/13
Final Design - Plans, Specs. & Estimates (PS&E)	05/13	05/15
Right-of-Way Activities /Acquisition (R/W)	01/15	06/16
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP3	10/16	10/18

V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

FY 2012-13: Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange Project – Initial Construction Package (ICP)
--

Amount being requested (in escalated dollars)	\$ 900,000
Project Phase being requested	Final Design (PS&E)
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	March 2013
Month/year being requested for MTC Commission approval of allocation	March 2013

Regional Measure 2 – INITIAL PROJECT REPORT

Status of Previous Allocations (if any)

Work is progressing well with the previous allocations.

Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	I-80/I-680/SR12 I/C – ICP or CP1	Draft ED	08/10 (A)
2	I-80/I-680/SR12 I/C – ICP or CP1	Final ED	12/12 (A)
3	I-80/I-680/SR12 I/C – ICP or CP1	Final Design	04/13
4	I-80/I-680/SR12 I/C – ICP or CP1	Right of Way Acquisition	04/14
5	I-80/I-680/SR12 I/C – CP2	Draft ED	08/10 (A)
6	I-80/I-680/SR12 I/C – CP2	Final ED	12/12 (A)
7	I-80/I-680/SR12 I/C – CP2	Final Design	06/14
8	I-80/I-680/SR12 I/C – CP2	Right of Way Acquisition	06/15
9	I-80/I-680/SR12 I/C – CP3	Draft ED	08/10 (A)
10	I-80/I-680/SR12 I/C – CP3	Final ED	12/12 (A)
11	I-80/I-680/SR12 I/C – CP3	Final Design	05/15
12	I-80/I-680/SR12 I/C – CP3	Right of Way Acquisition	05/16

(A) = Actual Date

Impediments to Allocation Implementation

No impediments. The STA, in cooperation with Caltrans, is prepared to move expeditiously to complete the Final Design (PS&E) Phase of the I-80/I-680/SR12 Interchange Project – Initial Construction Package (ICP).

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Expenditures for funds being allocated

X The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included.

Next Anticipated RM-2 Funding Allocation Request

April 2013 – Final Design Phase for CP2 and CP3 for the I-80/I-680/SR12 Interchange.

VII. GOVERNING BOARD ACTION

Check the box that applies:

X Governing Board Resolution attached

Regional Measure 2 – INITIAL PROJECT REPORT

Governing Board Resolution to be provided on or before:

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Janet Adams
Phone: (707) 424-6010
Title: Director of Projects
E-mail: jadams@sta-snci.com

Information on Person Preparing IPR

Name: Dale Dennis
Phone: (925) 595-4587
Title: STA Project Management Consultant
E-mail: dodennis@dataclonemail.com

Applicant Agency's Accounting Contact

Name: Susan Furtado
Phone: (707) 424-6075
Title: Accounting Manager
E-mail: SFurtado@STA.local

Revised IPR 09.28.07.doc

Instruction Sheet

Cover Page

Project Title and Number - Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding/planning documents. Provide RM2 project number for the individual project(s).

Allocation History and Current Allocation Request- Include information on past allocations and current allocation request. Add additional entries as necessary.

I. Overall Project Information

Project Title- Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding documents. If this project is subset of a larger RM2 project, please state and summarize overall project but fill out this report for the individual project(s).

Project Sponsor/ Co-sponsor(s)/Implementing Agency- Identify Project Sponsor and any co-sponsor(s) as specified in statute. Identify a Lead Sponsor responsible for ensuring the delivery of the RM-2 project and responsible for addressing any funding shortfalls. If different from the sponsor, identify the Implementing Agency responsible for delivering the project. If multiple agencies identify agency responsibilities for delivering the project or project elements, and if necessary, specify the agency responsible for seeking and processing the RM2 allocation(s).

Project Purpose- Describe the project purpose, including the problem being addressed and specific accomplishment to be achieved and resulting benefits, as well as the value of the project to the region or corridor, and an explanation of the project as a worthy transportation investment.

Project Description- Highlight any differences or variations from the RM-2 legislated project description, or changes in project scope since the previous IPR. If the RM-2 funding is for a deliverable phase or useable segment of the larger project, the RM-2 segment should be described separately as a subset of the overall project description. It must be demonstrated that the RM-2 funded component or phase will result in an operable or useable segment. Include a summary of any prior completed phases and/or future phases or segments associated with the RM-2 segment. Check off whether project graphics information is included in the application.

Impediments to Project Completion - Discussion should include, but not be limited to, the following potential issues that may adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects:

- Any uncommitted future funding needs
- Significant foreseeable environmental impacts/issues
- Community or political opposition
- Relevant prior project funding and implementation experience of sponsor/implementing agency
- Required public or private partnerships
- Right of way constraints
- Timeliness of delivery of related transportation projects
- Availability and timeliness of other required funding
- Ability to use/access other funding within required deadlines
- Legal impediments and any pending or threatened litigation.

Regional Measure 2 – INITIAL PROJECT REPORT

Operability- Discuss ability to operate and maintain the transportation investment once completed, including timeframe and expected fund source and amount needed to support the continued operations and maintenance of the delivered project.

II. Project Phase and Status

Describe the status of each phase of the RM-2 funded phase or operable/useable segment.

- **Environmental** – Discuss status and type of environmental document (indicate if NEPA applies by checking the correct box), scheduled date of circulation of draft document and expected final document date. Explanation of environmental issues requiring special attention. Identification of Lead Agency under CEQA.
- **Design** – Discuss status of project design, including identification of special design considerations, such as design-build or design sequencing, and any special circumstances for the design of the RM-2 funded operable/useable segment.
- **Right-of-Way Activities / Acquisition** – Discuss status of right of way acquisition including any right of way constraints for the RM-2 funded operable/useable segment.
- **Construction / Vehicle Acquisition / Operating Service** - Discuss status or special circumstances for project construction, equipment / vehicle acquisition or service operations for the RM-2 funded operable/useable segment.

III. Total Project Budget Information

Provide the total cost estimates for the four phases (ENV, PS&E, R/W and CON / Operating). The estimate shall be in both escalated (to the year of expenditure including prior expenditures) and current (at time of the preparation of the IPR) dollars. If the project is for planning activities, include the amount in environmental phase.

IV. Project Schedule

Provide planned start and end dates for key milestones of project phases (as applicable). The RM-2 funded phase or component must result in a useable or operable segment. Information shall be provided by month and year.

V. Allocation Request Information

Provide a description of the phase; include an expanded description outlining the detailed scope of work, status of work, work products. Include any prior completed phases and/or future phases or segments associated with the RM-2 segment. Indicate whether there are non-RM2 funds in the phase by checking the correct box. It must be demonstrated that the RM-2 funded component or phase will be fully funded and result in an operable or useable segment. Include details such as when the board of the Implementing Agency will approve the allocation request and the month/year being requested for the MTC to approve the request noting that this will normally take sixty days from the submission of the request.

Status of Previous Allocations - Please provide an update of the previous allocations for this project or subproject, referencing the outcome, approval dates of important actions, and pertinent completed documents.

Regional Measure 2 – INITIAL PROJECT REPORT

Workplan - Either populate the table below or attach a workplan in a comparable format. If a consultant is being hired to complete the workplan, please indicate such and enclose a copy of that plan to MTC. If the workplan is to be detailed out by the Regional Measure 2 allocation, please fill out the work plan to the best of your knowledge and indicate when a more detailed workplan will be submitted.

Impediments to Allocation Implementation - Include a summary of any impediments to complete the phase. Summary should include, but not be limited to, discussion of any potential cost increases, significant environmental impacts/issues, community or political opposition, viability of the project sponsor or implementing agency, relevant prior project funding and implementation experience, required public or private partnerships, potential project implementation issues including right of way constraints, timeliness of delivery of related transportation projects, availability and timeliness of other required funding, ability to use/access other funding within required deadlines, legal impediments, and any pending or threatened litigation which might in any way adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Spreadsheet - To capture the funding data for your project, you will need to refer to the Microsoft Excel spreadsheet that is part of this IPR. The spreadsheet comprises of five tabs that needs to be completed or updated. Instructions are included on the accompanying Excel file to the IPR. Confirm that the required fundingspreadsheet (Microsoft Excel) is completed and enclosed by checking the box.

Next Anticipated RM-2 Funding Allocation Request - Summarize the approximate timing of the RM-2 funding need. If previously allocated RM-2 funds were not fully expended in the year for which an allocation was made, or there is a balance of unexpended RM-2 allocations, provide a status of the non-expenditure of RM-2 allocations, and the expected expenditure date(s). Explain any impacts to RM-2 funding needs as a result of any project delays or advances.

VII. GOVERNING BOARD ACTION

The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR prior to MTC approval of the IPR and allocation of funds. Check the box on whether verification of the governing board action is attached. If not, indicate when the verification will be available

VIII. CONTACT / PREPARATION INFORMATION

Provide applicable contact information including agency, contact/project manager names, phone numbers, e-mail, and mailing addresses. Also provide the date the report was prepared, agency and name of person preparing this report.

RM2 - Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange														Project ID: 7	
Agency: Solano Transportation Agency														Plan Date: 1-Mar-13	
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
COMMITTED FUNDING PLAN															
TCRP	ENV	8,400	3,000												11,400
STIP	ENV	400													400
Local - N. Conn	PS&E			2,300											2,300
Local - N. Conn	R/W			1,000											1,000
Local - N. Conn	CON					18,900									18,900
RM2 - N. Conn	ENV			2,500											2,500
RM2 - N. Conn	PS&E					1,000									1,000
RM2 - N. Conn	R/W					7,000									7,000
RM2 - N. Conn	CON					2,300	15,200								17,500
RM2 - HOV Lanes	ENV			3,475	1,000										4,475
RM2 - HOV Lanes	PS&E				4,525										4,525
RM2 - HOV Lanes	CON				2,000										2,000
CMIA - HOV Lanes	CON					24,324		8,226							32,550
Federal - HOV Lanes	CON					15,377									15,377
AB1171 - I-80/I-680/SR12 Interchange - Overall	ENV					8,300		5,200							13,500
AB1171 - Interchange (ICP, CP2, CP3)	ENV								7,000	7,000	1,500				15,500
AB1171 - Interchange (ICP, CP2, CP3)	PS&E										6,413				6,413
RM2 - Interchange (ICP)	R/W							2,900							2,900
AB1171 - Interchange (ICP)	R/W								14,280	11,776					26,056
AB1171 - Interchange (ICP)	CON										29,448				29,448
STIP (ICP)	CON										11,412				11,412
CMIA (ICP)	CON										24,000				24,000
Br Tolls/Fed/STIP/Local (CP 2)	R/W										6,696				6,696
Br Tolls/Fed/STIP/Local (CP 2,3)	R/W												46,785		46,785
Br Tolls/Fed/STIP/Local (CP 2, 3)	CON											37,354		87,390	124,744
TCRP - EB Truck Scales	ENV					600									600
RM2 - I-80 EB Truck Scales	ENV					5,200		1,000							6,200
RM2 - I-80 EB Truck Scales	PS&E							12,200							12,200
RM2 - I-80 EB Truck Scales	R/W							7,500							7,500
AB1171 - I-80 EB Truck Scales	CON								22,583						22,583
TCIF/SHOPP	CON									37,292					37,292
RM2 - FF-Vac Express Lanes	ENV							1,100	15,300						16,400
RM2 - Vallejo Express Lanes	ENV										2,300				2,300
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
Federal, State - Interchange (CP 1)	CON														
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
Local, Federal or STIP	ENV													14,168	14,168
Local, Federal or STIP	PS&E													122,085	122,085
Local, Federal or STIP	R/W													79,485	79,485
Local, Federal or STIP	CON													1,416,806	1,416,806
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
		8,800	3,000	9,275	7,525	83,001	15,200	38,126	22,300	81,155	93,545	37,354	46,785	1,719,934	2,166,000

Comments:

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

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DATE: March 6, 2013
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Jepson Parkway Implementation

Background:

In March 2009, the STA Board certified the Jepson Parkway Project Environmental Impact Report (EIR). In June 2011, Caltrans signed the Record of Decision for this Project. Alternative B has been selected as the Preferred Alternative. This Alternative connects the new Walters Road extension to Cement Hill Road, widening Vanden and Leisure Town Roads to four lanes. This Project is subject to the STA's 50/50 Policy, where as 50% of the funding is from local sources and 50% is from regional sources. The STA has been working with the Cities of Fairfield, Vacaville and Solano County to implement the first two segments of the project. The first segment or Segment 1 is along Vanden Road between Peabody Road to just south of the Vanden/Leisure Town Road intersection. The City of Fairfield is the lead for the design and construction of this segment. Implementation of the Right-of-Way is the subject of this staff report.

Discussion:

The STA and the City of Fairfield entered into a Funding Agreement in May 2012 for the implementation of Segment 1 of the Project. Since that time, the City of Fairfield has advanced the design to 35% and certified the Train Station Specific Plan Environmental Impact Report (EIR). When the funding agreement was executed, it was anticipated that the City be the lead for the right-of-way activities as well. This assumed the properties would be in the City of Fairfield's jurisdiction as the time the right-of-way acquisition would be initiated. However, this assumption has not played out. Currently, there are 6 properties that are in the County's jurisdiction and these property rights need to be acquired for the project. At the request of the County (Attachment A), the STA has been asked to be the lead for these acquisitions. The County believes it is in the best interest of the Project that the STA serve as Project Lead for those segments in the unincorporated area in consultation with County staff and coordination with the staff from Fairfield and to take all steps necessary to deliver the Project.

Fiscal Impact:

The cost to acquire these properties will be paid for by the State Transportation Improvement Program (STIP) funds already allocated to the Project.

Recommendation:

Approve the following:

1. Authorize STA to be the Co-Lead for the Right-of-Way for Segment 1 of the Jepson Parkway Project; and
2. Designate the Executive Director to execute right-of-way documents and contracts for Segment 1 of the Project consistent with the intent of this item.

Attachment:

- A. Letter Dated March 7, 2013 from Solano County Re Jepson Parkway Project.

COUNTY ADMINISTRATOR'S OFFICE

BIRGITTA E. CORSELLO
COUNTY ADMINISTRATOR
COUNTY OF SOLANO



COUNTY ADMINISTRATOR'S OFFICE
675 TEXAS STREET, SUITE 6500
FAIRFIELD, CALIFORNIA 94533-6342
(707) 784-6100
FAX (707) 784-7975
www.solanocounty.com

March 7, 2013

Daryl Halls, Executive Director
Solano Transportation Authority
One Harbor Center
Suisun, CA 94585-2427

RE: Implementation of Jepson Parkway Concept Plan

Dear Daryl:

I am writing to support the STA's efforts to coordinate the implementation of the Jepson Parkway Project ("Project") between the cities of Fairfield and Vacaville and the County of Solano and to request that STA take the lead for right-of-way acquisition for Segment 1 currently under County jurisdiction. Given a) the synchronization required to deliver the various segments of the roads through cross-jurisdictional boundaries and b) the fact that the area in question is in transition from the County's jurisdiction to Fairfield's under the Train Station annexation which has been approved by LAFCo but not yet recorded, it is in the best interest of the Project that the STA serve as Project Lead for those segments in the unincorporated area. In its role as Project Lead, STA would then be able to consult with County staff and coordinate with the respective staffs from Fairfield and Vacaville as necessary to deliver the Project with uniform standards and oversight.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Birgitta E. Corsello
County Administrator

Re: Bill Emlen, Director of Resource Management
Sean Quinn, City Manager, City of Fairfield
Laura Kuhn, City Manager, City of Vacaville



DATE: March 1, 2013
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Fiscal Year (FY) 2012-13 Mid-Year Budget Revision

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. The budget is usually revised mid-year and finalized at the end of the fiscal year. In July 2012, the STA Board adopted the two-year budget for FY 2012-13 and FY 2013-14. Attachment A is the Mid-Year Budget Revision for FY 2012-13. This budget provides STA the basis for appropriate budgetary control of its financial operations for the fiscal year and for funding multi-year funded projects.

Discussion:

The Proposed FY 2012-13 Mid-Year Budget Revision is balanced with changes to the approved budget from \$42.73 million to \$53.96 million, an increase of \$11.23 million. The increase in the budget amount is primarily due to the different projects that are now in the construction phase and changes to project activities; specifically, the I-80 Eastbound Cordelia Truck Scales Relocation Project, the I-80 Interchange Project, and the State Route (SR) 12/Jameson Canyon Project.

Budget changes are summarized as follows:

FY 2012-13 Revenue Changes

1. The OneBayArea Grant (OBAG)/Surface Transportation Program (STP) fund is increased by \$174,213 to reflect the Metropolitan Transportation Commission (MTC)'s fund allocation under the OBAG process. Beginning FY 2012-13, the STA's Project Development Department is allocated funds for the programming and implementation of the OBAG/STP funding activities. The CMA Planning funds is also used to fund the final phase of the Regional Transportation Impact Fee (RTIF) implementation.
2. The Transportation Development Act (TDA) Article 3 fund is increased by \$15,000 for the implementation of the Solano Countywide Bicycle and Pedestrian Wayfinding and Marking System to enhance the ease of navigation for bicyclists and pedestrians. This also supports the use of the investments placed in the priority bikeway and pedestrian projects as part of planned network of bike routes and walkways that connect to Solano County cities and the unincorporated area.
3. The State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) fund is reduced by \$206,225 to provide carryover funds for FY 2013-14 project activities. Effective FY 2012-13, this fund is significantly reduced from \$589,000 to \$229,000 which would affect STA's planning efforts and program activities; therefore, funds are carried over for future priority project activities.

4. The budget fund from MTC is reduced by \$75,000 to reflect the actual funding for transit marketing. Instead, the Regional Measure (RM) 2 fund in the amount of \$260,000 is added to the budget for the SolTrans transitional cost of bus wraps, signage, and marketing promotions, and for the five RM 2 funded SolanoExpress routes operated by Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST).
5. The Transportation for Clean Air (TFCA) Regional fund is increased by \$25,817 to reflect the carryover funds for the continuation of Safe Routes to School (SR2S) Program activities. Consequently, the Congestion Mitigation & Air Quality (CMAQ) funds is reduced for the same amount for the scope of work and program activities through FY 2014-15.
6. Funding from the California Strategic Growth Council (SGC) Grant in the amount of \$52,301, passed through Solano County, is added to the budget for the development of a multi-agency Climate Action Plan (CAP) and CAP Implementation Strategy, which will cover the cities of Dixon, Fairfield, Rio Vista, Suisun City and Vacaville.
7. Funding for the City of Dixon West B Street Undercrossing project is adjusted to reflect the anticipated project activities in FY 2012-13. This project has funds allocation from the Transportation Development Act (TDA) Article 4/8 fund swap with the City of Vacaville, the STIP/Transportation Enhancement (TE), OBAG Funds, and the City of Dixon. In FY 2012-13, the TDA Article 4/8 fund is programmed for the initial project activities and to carryover the remaining funds for the construction activities in FY 2013-14 and FY 2014-15.
8. The I-80 Interchange Project funding from the RM 2 is increased by \$13.55 million to reflect the actual project activities. With the approval of the Environmental Impact Statement/Environmental Impact Report (EIS/EIR), this project is currently in right-of-way acquisition and utilities relocations phase, the first construction package, and other anticipated ongoing project activities. The project construction is planned to be advertised for construction in summer of 2013.
9. The Vallejo Redwood Parkway Fairgrounds Drive Improvement Project fund is increased by \$42,496 to reflect the anticipated final phase of the project.

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

FY 2012-13 Expenditure Changes

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

1. The ***Operation and Management*** department budget is reduced by \$7,685 (0.4%). The STA Operation & Administration budget expenditures were reviewed and adjusted for potential expenditures reduction opportunities in these current economic times, such as the savings in telephone cost as a result of the lower rates offered under the STA's membership with the State of California Department of Technology Services (DTS) service offerings through CALNET Master Services Agreements (MSAs); copiers cost, office supplies, and office equipment and maintenance.
2. The ***Transit and Rideshare Services/Solano Napa Commuter Information (SNCI)*** department budget is increased by \$131,709 (4.9%). Funding from the RM 2 for transit activities are added to the budget, such as the bus wraps, signage, and marketing promotions for SolTrans and for the five RM 2 funded SolanoExpress routes operated by SolTrans and FAST.

The new Walking School Bus Program for the Safe Route to School (SR2S) Program and the Mobility Management Plan/Program has been initiated with the hiring of the two (2) part-time contract employees, Walking School Bus Coordinators and the Mobility Management Coordinator. These staff positions budgets were adjusted to reflect the payroll cost savings of \$53,048 for the fiscal year.

3. The ***Project Development*** budget is increased by \$11 million (22.8%) to primarily reflect the different projects that are now in the construction phase, specifically the I-80 Interchange Project and the Dixon B Street Undercrossing, which are now in right of way acquisition and construction phase of the project activities.

The Public Private Partnership (P3) Feasibility Study Phase 1 activities are ongoing; the Redwood Parkway Drive Improvement Project is anticipated to be completed in June 2013.

4. The ***Strategic Planning*** budget is increased by \$105,283 (9.2%). The department's budget is adjusted to reflect funding for actual planning activities and studies, such as the Solano County Priority Development Area (PDA), the Jepson Parkway TLC Plan Update, the Alternative Fuel Plan Implementation, and the Climate Change Plan.

The total FY 2012-13 revenue and expenditure is \$53.96 million. The FY 2012-13 Proposed Budget Revision is balanced for the continued delivery of STA's priority projects, and is reflected in the budget.

Public Agency Retirement System (PARS) Funds:

In February 2011, the STA Board approved the modification of the STA Retirement Benefit Plan to replace the 401(a) Nationwide to the PARS Plan contribution effective July 1, 2011. The total plan contribution as of June 30, 2012 is \$90,607 with a plan distribution in the amount of \$919 due to a STA staff retirement. The plan has an anticipated investment return of 7%. As of December 31, 2012; the plan had an investment return of 13.26%.

In September 2012, the Union Bank's Retirement Plan Services business, which includes the trustee services for all PARS programs, was purchased by US Bank and has now assumed the same fiduciary and investment responsibility as Trustee for all PARS programs, including STA's plan.

As of February 2013, the STA's PARS plan has seventeen (17) active participants and one (1) retiree. In conformance with the new Pension Reform Provisions, The California Public Employees' Pension Reform Act of 2013 (PEPRA), STA staff hired after January 1, 2013 will no longer be an eligible member of the STA's PARS plan.

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

Fiscal Impact:

The STA's overall FY 2012-13 budget is \$53.96 million, an increase of \$11.23 million. The increase in the FY 2012-13 expenditures is based on the increased list of work tasks and construction projects.

Recommendation:

Adopt the STA's FY 2012-13 Mid-Year Budget Revision as shown in Attachment A.

Attachments:

- A. STA FY 2012-13 Budget Revision dated March 13, 2013
- B. PARS Portfolios as of December 31, 2012 (Provided to the Board Members under separate enclosure. To obtain a copy, you may contact the STA office at (707) 424-6075)

March 13, 2013

REVENUES			EXPENDITURES		
STA Fund	Adopted FY 12-13	Proposed FY 12-13	Operations & Administration	Adopted FY 12-13	Proposed FY 12-13
Members Contribution/Gas Tax (Reserve Account)	108,000	108,000	Operations Management	1,506,711	1,499,026
Members Contribution/Gas Tax	171,552	177,776	STA Board of Directors/Administration	48,000	48,000
Transportation Dev. Act (TDA) Art. 4/8	403,064	403,064	Expenditure Plan	50,000	50,000
TDA Art. 3	63,297	78,297	Contributions to STA Reserve Account	108,000	108,000
State Transit Assistance Fund (STAF)	1,414,548	1,430,492	Subtotal	\$ 1,712,711	\$ 1,705,026
One Bay Area Grant (OBAG)/STP	741,541	915,754	Transit and Rideshare Services/SNCI/SR2S		
STIP Planning, Programming and Monitoring (PPM)	386,039	179,814	SNCI/SR2S Management/Administration	415,037	413,107
MTC Grant	215,000	140,000	Employer Van Pool Outreach	14,200	16,200
Regional Measure (RM) 2 - Transit	-	260,000	SNCI General Marketing	41,500	66,500
Federal Earmark	42,955	30,514	Commuter Challenge	34,000	30,000
RM 2 - North Connector - Design	2,310	6,590	Bike to Work Campaign	20,000	20,000
RM 2 - I-80 Express Lanes	45,620	40,971	Bike Links	5,000	5,000
RM 2 - I-80 HOV Lanes/SOHIP	14,582	15,028	Emergency Ride Home (ERH) Program	5,000	5,000
RM 2 - I-80 Interchange Project	41,931	53,749	Rideshare Services - Napa	30,000	27,004
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	22,356	16,678	Safe Route to School Program (SR2S)	660,863	660,863
Transportation for Clean Air (TFCA)	252,894	267,978	Transit Management Administration	105,232	105,232
TFCA - NCTPA	30,000	27,004	Transit Corridor Study/SRTP	380,000	380,000
TFCA Regional Grant	24,622	50,439	Lifeline Program	16,000	16,000
Yolo/Solano Air Quality Management District (YSAQMD)	19,493	19,493	Paratransit Coordinating Council (PCC)	45,000	45,000
Congestion Mitigation Air Quality (CMAQ)	581,337	555,520	Solano Express Marketing	150,000	335,000
Eastern Solano Congestion Mitigation Air Quality (ECMAQ)	150,000	155,986	SolTrans Transition & Marketing	100,000	48,635
Regional Rideshare Program (RRP)	240,000	240,000	Mobility Management Plan/Program	500,000	500,000
JARC	250,000	250,000	Solano Senior & People with Disabilities Plan	25,000	25,000
Solano County-Strategic Growth Council (SGC) Grant	-	52,301	Transit Coordination/SRTP Implementation	80,000	60,000
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	10,000	Transit Sustainability Study	60,000	60,000
Local Funds - Cities/County	98,600	98,600	Subtotal	\$ 2,686,832	\$ 2,818,541
Partners	267,500	267,500	Project Development		
Subtotal	\$5,597,241	\$5,851,548	Project Management/Administration	78,241	78,241
TFCA Program			Local Streets & Roads Annual Report	12,250	12,250
Transportation for Clean Air (TFCA)	234,453	234,453	Regional Impact Fee (Feasibility Study/AB 1600)	36,739	36,739
Subtotal	\$234,453	\$234,453	Management Assistant for Projects in Solano (MAPS)	12,000	12,000
Abandoned Vehicle Abatement Program			Public Private Partnership (P3) Feasibility Study-Phase 1	150,000	175,000
Department of Motor Vehicle (DMV)	440,000	440,000	Jepson Parkway	2,997,324	2,997,324
Subtotal	\$440,000	\$440,000	SR 12/Jameson Canyon Project	1,000,000	1,000,000
Dixon B Street Undercrossing Project			I-80/I-680/SR 12 Interchange Project	14,539,498	28,089,519
City of Dixon	2,850,000	-	North Connector-East Project	1,500,000	1,500,000
Transportation Dev. Act (TDA) Art. 4/8	-	250,000	I-80/HOV Lanes Project/SOHIP	50,000	50,000
OBAG	-	-	I-80 East Bound (EB) Truck Scales Relocation Project	10,325,122	10,325,122
Subtotal	\$2,850,000	\$250,000	I-80 Express Lanes Project	3,107,017	3,107,017
Jepson Parkway Project			Redwood Parkway Drive Improvement Project	72,000	114,496
State Transportation Improvement Program (STIP)	2,844,215	2,844,215	SR 12 Bridge Realignment/Economic Analysis Study	20,000	1,000
Federal Earmark	113,109	113,109	Dixon B Street Undercrossing Project	2,850,000	250,000
County of Solano	40,000	40,000	DMV Abandoned Vehicle Abatement (AVA) Program	440,000	440,000
Subtotal	\$2,997,324	\$2,997,324	Subtotal	\$37,190,191	\$48,188,708
I-80 East Bound (EB) Truck Scales Relocation Project			Strategic Planning		
RM 2 Funds	10,325,122	10,325,122	Planning Management/Administration	179,737	162,251
Subtotal	\$10,325,122	\$10,325,122	Events	12,000	12,000
SR 12/Jameson Canyon Project			Model Development/Maintenance	24,000	24,000
STIP/TCRP	1,000,000	1,000,000	Solano County PDA Program	100,000	143,315
Subtotal	\$1,000,000	\$1,000,000	Jepson Parkway TLC Plan Update	131,155	114,152
I-80 High Occupancy Vehicle (HOV) Lanes Project/SOHIP			Climate Change Plan	249,500	301,801
PA/ED Design RM-2	50,000	50,000	Comprehensive Transportation Plan (CTP) Follow Up	62,076	62,076
Subtotal	\$50,000	\$50,000	Water Transportation Plan	50,000	50,000
North Connector East Project			Priority Conservation Area (PCA)	-	-
Right of Way - RM-2 Funds	1,500,000	1,500,000	Alternative Fuel Plan Implementation	50,000	94,156
County of Solano	-	-	Rail Facilities Plan	50,000	50,000
Subtotal	\$1,500,000	\$1,500,000	TFCA Programs	234,453	234,453
I-80/I-680/SR 12 Interchange Project			Subtotal	\$1,142,921	\$1,248,204
RM 2 Funds	14,539,498	28,089,519	TOTAL, ALL EXPENDITURES		
Subtotal	\$14,539,498	\$28,089,519	\$42,732,655	\$53,960,479	
I-80 Express Lanes Project			TOTAL, ALL REVENUE		
RM 2 Funds	3,107,017	3,107,017	\$42,732,655	\$53,960,479	
Subtotal	\$3,107,017	\$3,107,017			
SR 12 Bridge Realignment/Economic Analysis Study					
Federal Earmark	20,000	-			
Members Contribution/Gas Tax	-	1,000			
Subtotal	\$20,000	\$1,000			
Redwood Parkway Drive/Fairgrounds Improvement Project					
Federal Earmark	60,000	97,904			
Local Match Funds-STA	-	4,895			
Local Match Funds-Solano County/City of Vallejo	12,000	11,697			
Subtotal	\$72,000	\$114,496			



DATE: March 4, 2013
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
Nancy Whelan, STA Transit Consultant
RE: Interim Intercity Bus Replacement Funding Plan

Background/Discussion:

The Intercity Transit Funding Working Group (ITFWG) has met three times over the past month to review intercity bus replacement costs, potential funding, and to develop a capital replacement funding plan. The short term purpose of these meetings was to agree upon an interim funding plan for intercity bus replacements for consideration by MTC so Section 5307 funds reserved by MTC could be released.

Funding has been identified for six intercity bus replacements in the near term. A balance of 28 buses will need to be replaced over the next 10 years. The ITFWG reviewed six different scenarios for sharing costs among participating jurisdictions. At its meeting on February 19th, the group agreed that in addition to the 20% funding by STA, MTC should be requested to share in 20% of the costs, and the remaining 60% of the costs would be shared among the intercity participants using the same formula used for sharing intercity operating costs. The intercity cost sharing formula is applied to costs by route and costs are shared based 20% on population share and 80% on ridership by residency. The interim funding plan is shown in Attachment A.

This interim funding plan will be in place until the Coordinated Short Range Transit Plan (SRTP) and I-80/I-680/I-780 Transit Corridor Study is completed this summer. A separate memo detailing the costs and funding assumptions and agreed upon principles for the interim funding plan is being prepared for submittal to MTC.

At its meeting of February 26th, the Consortium members approved to forward the recommendation to the STA Board with a 5 to 1 vote with Dixon voting no. Also, at its meeting of February 27th, the Technical Advisory Committee (TAC) members unanimously approved to forward the recommendation to the STA Board.

Recommendation:

Approve the interim Intercity Bus Replacement Funding Plan as follows:

1. The cost sharing and funding plan for 28 intercity bus replacement over the next 10 years using the formula from the Intercity Transit Funding Agreement as shown in Attachment A;
2. The STA commit to providing 20% of the funding plan over the next 10 years;
3. Request MTC fund 20% of the Intercity Bus Replacement Funding Plan as specified in Attachment A;
4. The other members of the Intercity Transit Funding Group support providing the remaining 60% of the funding plan as specified in Attachment A; and
5. Request that MTC release reserved FY 2014 Section 5307 funds for the Fairfield, Vacaville, and Vallejo urbanized areas based on the interim cost sharing and funding plan.

Attachment:

- A. Interim Funding Plan for Solano County Intercity Bus Fleet Replacement

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Solano County Intercity Bus Fleet Replacement Costs and Funding

Prepared by Nancy Whelan Consulting Feb 19, 2013

Interim Funding Plan

Scenario 2A: All Buses Replaced by FY 22-23, 60% Funding by Locals Using Intercity Funding Agreement Formula

Year of Replacement ^b	Funded		Funded ^a								Total
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23		
Total Buses to be Replaced	3		3	0	14	2	3	5	4	34	
FAST	1		2	0	2	2	3	5	4	19	
SolTrans	2		1		12					15	
Unit Cost -- 45 ft hybrid	\$ 931,730	\$ 961,330	\$ 980,556	\$ 1,000,167	\$ 1,020,171	\$ 1,040,574	\$ 1,061,386	\$ 1,082,613	\$ 1,104,266		
Total Cost	\$ 2,795,190	\$ -	\$ 2,941,669	\$ -	\$ 14,282,389	\$ 2,081,148	\$ 3,184,157	\$ 5,413,066	\$ 4,417,062	\$ 35,114,681	
Funding											
Near Term: 6 Replacements											
Federal Earmarks	\$ 1,260,000									\$ 1,260,000	
Prop 1B Lifeline	\$ 1,000,000									\$ 1,000,000	
Prop 1B Pop Base	\$ 535,190		\$ 2,360,202							\$ 2,895,392	
STAF			\$ 581,467							\$ 581,467	
Longer Term: 28 Replacements											
20% Funding from STA ^c				\$ -	\$ 2,856,478	\$ 416,230	\$ 636,831	\$ 1,082,613	\$ 883,412	\$ 5,875,565	
20% Funding from MTC ^d -- Proposed				\$ -	\$ 2,856,478	\$ 416,230	\$ 636,831	\$ 1,082,613	\$ 883,412	\$ 5,875,565	
60% Funding by Locals										\$ -	
Dixon	1.9%			\$ -	\$ 274,829	\$ 40,046	\$ 61,271	\$ 104,161	\$ 84,995	\$ 565,302	
FAST	24.3%			\$ -	\$ 3,469,568	\$ 505,566	\$ 773,515	\$ 1,314,976	\$ 1,073,021	\$ 7,136,647	
SolTrans	22.2%			\$ -	\$ 3,176,988	\$ 462,933	\$ 708,287	\$ 1,204,088	\$ 982,536	\$ 6,534,831	
Vacaville	11.0%			\$ -	\$ 1,569,955	\$ 228,765	\$ 350,010	\$ 595,017	\$ 485,534	\$ 3,229,282	
Unincorporated County	0.5%			\$ -	\$ 78,093	\$ 11,379	\$ 17,410	\$ 29,598	\$ 24,152	\$ 160,632	
Total Funding		\$ 2,795,190	\$ -	\$ 2,941,669	\$ -	\$ 14,282,389	\$ 2,081,148	\$ 3,184,157	\$ 5,413,066	\$ 4,417,062	\$ 35,114,682

Notes

- a. STA Board approved this funding on Feb 13, 2013.
- b. Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
- c. 20% Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met.
- d. Proposed MTC funding from bridge tolls or Sec. 5307

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DATE: February 28, 2013
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Allocation of OneBayArea Grant (OBAG) Project Funding

Background:

On May 17, 2012, the Metropolitan Transportation Commission (MTC) released guidelines for the OneBayArea (OBAG) program. OBAG is a new program developed by MTC and the Association of Bay Area Governments (ABAG) for the allocation of the region's federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. OBAG combines funds for local streets and roads maintenance, Transportation for Livable Communities (TLC), regional bicycle network, Congestion Management Agency (CMA) Planning activities, and other STP and CMAQ eligible transportation activities into one grant proposal. For STA, OBAG funding is estimated to be \$18.8 M over 4 years.

Between July 2012 and December 2012, the STA Board has programmed \$12.573 M of the available \$18.769 M of STA OBAG funds for the following projects and programs:

1. Local Streets and Roads Projects, \$5.863 M
2. STA Planning, \$3.006 M
3. Dixon West B Street Bicycle Pedestrian Undercrossing, \$2.535 M
4. Vallejo Georgia Street Downtown Streetscaping Projects, \$0.611 M
5. Solano Napa Commuter Information, \$0.533 M
6. STA Priority Development Area (PDA) Investment and Growth Strategy, \$0.025 M (net after backfill)

Of the \$6.196 M remaining, \$0.586 M is Surface Transportation Program (STP) funds (flexible funds for planning and rehabilitation projects) and \$5.610 M is Congestion Mitigation and Air Quality (CMAQ) funds (emission reduction funds for bicycle, pedestrian, and complete streets projects).

Discussion:

Prior to recommending OBAG funding to the STA Board, STA staff have developed project screening & ranking criteria and funding eligibility information to help inform a funding strategy that leverages other funding outside of OBAG, such as State Transit Assistance Funds (STAF), Transportation Development Act Article 3 (TDA-3) funds, and other competitive grants. This balanced strategy will be reviewed by several STA advisory committees prior to coming before the STA Board, as described in the attached schedule (Attachment A).

OBAG Candidate Projects Assessment

On February 13, 2013, the STA Board adopted OBAG Candidate Projects Assessment results, which shows why the 17 remaining OBAG projects are important as measured by various criteria (Attachment B).

OBAG Project and Program Tiers to be Analyzed with Funding Eligibility

On January 9, 2013, STA staff also presented a STA OBAG Funding Eligibility Table that analyzes whether an OBAG project is either a good, partial, or poor match for a variety of STA discretionary or competitive funding sources outside of OBAG funds (Attachment C). STA staff discussed how staff will group OBAG projects into tiers based on assessment results, funding eligibility, and project deliverability within the context of a broader funding strategy, as described by the STA's funding strategy principles, adopted by the STA Board on March 10, 2010 (Attachment D). During the January 30th STA TAC, committee members requested a handout showing project funding requests (\$16.29 M) and total project costs (\$21.72 M) (Attachment E).

OBAG Project Funding Strategy

After reviewing project applications, assessment results, funding eligibility, and deliverability, STA staff recommended programming of a variety of funding sources over the next 3 years to advance the development of Tier 1 projects countywide (Attachment F). This recommendation was discussed at the February 27, 2013 TAC meeting. Local agency planning directors and transit operators were also invited to attend this TAC meeting. TAC members requested a special TAC meeting to be held on March 6th to review the staff proposal in greater detail, prior to recommending action to the STA Board. However, the STA TAC did not recommend any additional changes to the updated STA staff recommendation and unanimously forwarded a recommendation to the STA Board for approval.

Fiscal Impact:

None at this time. Adoption of the funding strategy will help guide subsequent project and programming funding actions by the STA Board. STA staff anticipates STP and CMAQ programming actions to be taken by the STA Board between April and June of 2013. These federal funds would be made available to project sponsors by November 2013, should MTC's 2013 Transportation Improvement Program (TIP) development process remain on schedule.

TDA Article 3 and STAF program funds included in the funding strategy would be acted on by the STA Board after appropriate STA advisory committees review and recommend the OBAG project funding strategy and make subsequent programming recommendations for these fund sources at later dates.

Recommendation:

Approve the STA OneBayArea Grant (OBAG) Funding Strategy as shown in Attachment F.

Attachments:

- A. STA OBAG Development Schedule, 01-17-2013
- B. STA OBAG Candidate Projects Assessment Results, 01-31-2013
- C. STA OBAG Candidate Projects Funding Eligibility Table, 12-31-2013
- D. STA Funding Strategy Principles and Criteria, 04-10-2010
- E. STA OBAG Candidate Project Funding Requests and Total Costs, 02-20-2013
- F. OneBayArea Grant (OBAG) Project Funding Strategy
- G. OBAG Project Funding Strategy Presentation, 3-13-2013

OneBayArea Grant (OBAG) Development Schedule

Solano Transportation Authority

01-17-2013

Date	Meeting	Action
2012		
July 11	STA Board	Call for Projects and programs existing commitment projects and programs (\$6 M)
Sept 12	STA Board	STA Board Programs Local Streets and Roads projects by formula (\$5.86 M as modified Dec 12)
Oct 10	STA Board	STA Board Adopts Eligibility and Ranking Criteria and swaps OBAG funds with Vallejo (\$0.611 M swapped)
Dec 12	STA Board	STA Board Screens out projects that did not meet screening criteria and shifts available funds to Local Streets and Roads projects
<hr/>		
2013		
Jan 29	Consortium	Review OBAG Project Assessment and Funding Eligibility Table
Jan 30	TAC	Recommend Approval of OBAG Project Assessment
Feb 13	STA Board	Approve OBAG Project Assessment
Feb 26	Consortium	Review OBAG Funding Strategy and Approve priorities for State Transit Assistance Funds (STAF) for projects shown in the strategy
Feb 27	TAC	Recommend Approval of OBAG Funding Strategy
Feb 28 tentative	PAC	Review OBAG Funding Strategy and Approve priorities for Transportation Development Act (TDA) Article 3 funds for projects shown in the strategy
Mar 7	BAC	Review OBAG Funding Strategy and Approve priorities for Transportation Development Act (TDA) Article 3 funds for projects shown in the strategy
Mar 13	STA Board	Approve OBAG Funding Strategy
Various	Various	Return to STA Advisory Committees for funding recommendations for STAF and TDA Article 3 funds as shown in the adopted funding strategy.

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Revised Draft STA OneBayArea Assessment
2/13/2013

Jan 30 STA TAC / Feb 13 STA Board Changes Highlighted

	Plan Achievement			Specific Benefits			Area Investments			Regional/Equitable			Delivery Incentives		Total Number of Criteria rated "Yes"
	MTC RTP Goals (10)	STA CTP Goals (50)	STA Planned Priority	Safety	Alt modes or Transit	Complete Streets	Support PDA/PCA	Comm concern / CBTP	Employ- ment Center	County wide or equitable*	Benefit to number of residents	Housing Share	1st two years? 12- 13, 13-14?	Local Match	
Transit Related Projects															
Transit Ambassador Program	3	8	Yes	Yes	Yes	No	Yes	Yes	No	Yes	High	Yes	Yes	Yes	9
Fairfield West Texas Gateway Access	6	13	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Med	Yes	No	Yes	8
Benicia Industrial Park Transit Hub	7	15	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Med	No	No	Yes	7
Suisun/Fairfield Train Station Improvements	8	16	No	Yes	Yes	Yes	Yes	No	Yes	Yes	High	Yes	No	Yes	8
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	3	7	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Low	Yes	No	Yes	8
Complete Streets Style Projects															
Key Destination Sidewalk/St Inventory	6	14	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	High	Yes	Yes	No	9
Vallejo Downtown Streetscape Improvements	7	14	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Med	No	Yes	Yes	8
Safe Routes to School (SR2S) Engineering Projects	6	7	Yes	Yes	Yes	Yes	No	No	No	Yes	High	Yes	No	Yes	7
Vacaville Allison PDA Bike and Ped improvements	6	9	No	Yes	Yes	Yes	Yes	No	Yes	No	Med	No	No	Yes	6
Vacaville Ulatis Creek Bike Path	6	9	Yes	Yes	Yes	Yes	Yes	No	No	No	Low	No	No	Yes	6
Suisun City Lotz Way Improvements	6	9	Yes	Yes	Yes	Yes	Yes	No	No	No	Low	Yes	No	No	6
Vacaville Mason Street at Depot Street Road Diet	6	9	No	Yes	Yes	Yes	Yes	No	Yes	No	Med	No	No	Yes	6
Suisun City Railroad Avenue Extension Project	5	9	No	Yes	Yes	Yes	Yes	No	No	No	Med	Yes	No	Yes	6
Bicycle or Pedestrian Projects															
Solano County Vaca Dixon Bike Path Phase 5B	2	6	Yes	Yes	Yes	Yes	No	No	No	Yes	Low	No	Yes	Yes	7
Solano County Lake Herman Road Bike Path	3	6	No	Yes	Yes	Yes	Yes	No	No	No	Low	No	No	Yes	6
Rio Vista Waterfront Promenade Phase 2	5	11	No	Yes	Yes	Yes	Yes	No	No	No	Low	Yes	No	Yes	6
Benicia First Street Pedestrian Improvements	6	10	Yes	Yes	Yes	Yes	Yes	No	No	No	Med	No	No	No	5

* The "Countywide or Equitable" criteria has been revised to show "yes" for projects that benefit residents from more than one jurisdiction.

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Draft STA Candidate Projects Funding Eligibility Table, 12-31-12

Source Type	STA Discretionary									TOTAL
	Federal	Federal	Local	Local	Local	Local	Federal/Local	State	Federal	
Funding Source	STP (OBAG)	CMAQ (OBAG)	TDA Article 3	TFCA, Program manager	STAF, Population	STAF, Regional Paratransit	Lifeline (STP, Prop 1B, STAF)	Prop 1B, PTMISEA	FTA 5311, Rural (+ JARC MAP21)	
General Project Eligibility	Planning, rehab	Bike/ped, rideshare, pilot transit	Bike/Ped, education	Bay Area Bike/ped, alt fuels, rideshare, marketing	Transit planning, capital, operations, programs	ADA planning, capital, operations, programs	CBTP planning, capital, operations, programs	Transit Capital (STA Board action = Rolling Stock)	Rural Transit Capital and Operating	
per year	\$ 146,500	\$ 1,688,500	\$ 274,000	\$ 270,000	\$ 1,980,000	\$ 400,000	\$ 2,000,000	\$ 716,667	\$ 295,000	\$ 7,770,667
4-yr total (2012-13, 13-14, 14-15, 15-16)	\$ 586,000	\$ 6,754,000	\$ 1,225,000	\$ 1,080,000	\$ 7,920,000	\$ 1,600,000	\$ 6,000,000	\$ 4,300,000	\$ 1,180,000	\$ 30,645,000
% of 4-year total	1.9%	22.0%	4.0%	3.5%	25.8%	5.2%	19.6%	14.0%	3.9%	
Transit Related Projects										
Transit Ambassador Program	Poor	Partial	Poor	Partial	Good	Good	Good	Poor	Partial	
Fairfield West Texas Gateway Access	Poor	Good	Good	Good	Good	Partial	Good	Poor	Poor	
Benicia Industrial Park Transit Hub	Poor	Good	Good	Good	Good	Partial	Poor	Partial	Poor	
Suisun/Fairfield Train Station Improvements	Poor	Good	Good	Good	Good	Partial	Partial	Partial	Poor	
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Poor	Partial	Poor	Partial	Good	Good	Good	Poor	Partial	
Complete Streets Style Projects										
Key Destination Sidewalk/St Inventory	Good	Poor	Poor	Poor	Good	Partial	Good	Poor	Poor	
Vallejo Downtown Streetscape Improvements	Partial	Good	Good	Good	Partial	Poor	Poor	Poor	Poor	
Safe Routes to School (SR2S) Engineering Projects	Poor	Good	Good	Good	Partial	Poor	Partial	Poor	Poor	
Vacaville Allison PDA Bike and Ped improvements	Poor	Good	Good	Poor	Partial	Poor	Good	Poor	Poor	
Vacaville Ulatis Creek Bike Path	Poor	Good	Good	Poor	Poor	Poor	Good	Poor	Poor	
Suisun City Lotz Way Improvements	Poor	Good	Good	Good	Poor	Poor	Poor	Poor	Poor	
Vacaville Mason Street at Depot Street Road Diet	Poor	Good	Good	Poor	Poor	Poor	Good	Poor	Poor	
Suisun City Railroad Avenue Extension Project	Poor	Partial	Partial	Poor	Poor	Poor	Poor	Poor	Poor	
Bicycle or Pedestrian Projects										
Solano County Vaca Dixon Bike Path Phase 5B	Poor	Good	Good	Poor	Poor	Poor	Poor	Poor	Poor	
Solano County Lake Herman Road Bike Path	Poor	Good	Good	Partial	Poor	Poor	Poor	Poor	Poor	
Rio Vista Waterfront Promenade Phase 2	Poor	Good	Good	Poor	Poor	Poor	Poor	Poor	Poor	
Benicia First Street Pedestrian Improvements	Poor	Good	Good	Good	Partial	Poor	Poor	Poor	Poor	

Draft STA Candidate Projects Funding Eligibility Table, 12-31-12

Source Type	MTC Competitive			Air Quality Competitive			Caltrans Competitive (some in flux due to MAP-21, *potential for consolidation)						
	Federal	Federal		Local	Local		State	State	Federal/State	Federal	Federal	Federal	
	STP	STP	TOTAL	BAAQMD, TFCA Regional	YSAQMD, Clean Air Funds	TOTAL	BTA*	EEM*	SRTS/SR2S*	HR3	HSIP	TAP*	TOTAL
General Project Eligibility	Regional PDA & Transit Oriented Affordable Housing (TOAH)	Priority Conservation Areas (PCA)		Bay Area tech demo, alt fuels, bike, regional rideshare, shuttles	Eastern Solano Bike/ped, alt fuels, rideshare, marketing		commuter bikeways, parking, planning,	"restoration, roadside recreation" category for bike projects	Safe Routes to School Planning, Bike/Ped safety projects	Rural Road safety projects (joint call with HSIP)	Safety projects with safety data (Spring 2013)	Enhancement style projects, (spent on Dixon West B St)	
per year	\$ 5,000,000	\$ 2,500,000	\$ 7,500,000	\$ 3,300,000	\$ 260,000	\$ 3,560,000	\$ 7,200,000	\$ 10,000,000	\$ 21,000,000	\$ 3,750,000	\$ 25,000,000	NA	\$ 66,950,000
4-yr total (2012-13, 13-14, 14-15, 15-16)	\$ 20,000,000	\$ 10,000,000	\$ 30,000,000	\$ 13,200,000	\$ 1,040,000	\$ 14,240,000	\$ 28,800,000	\$ 40,000,000	\$ 84,000,000	\$ 15,000,000	\$ 100,000,000	NA	\$ 267,800,000
% of 4-year total	66.7%	33.3%											
Transit Related Projects													
Transit Ambassador Program	Poor	Poor		Poor	Partial		Poor	Poor	Poor	Poor	Poor	Poor	
Fairfield West Texas Gateway Access	Partial	Poor		Poor	Poor		Good	Poor	Poor	Poor	Poor	Good	
Benicia Industrial Park Transit Hub	Poor	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Good	
Suisun/Fairfield Train Station Improvements	Partial	Poor		Poor	Poor		Good	Poor	Poor	Poor	Poor	Good	
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Poor	Poor		Partial	Partial		Poor	Poor	Poor	Poor	Poor	Poor	
Complete Streets Style Projects													
Key Destination Sidewalk/St Inventory	Poor	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Poor	
Vallejo Downtown Streetscape Improvements	Poor	Poor		Poor	Poor		Good	Poor	Poor	Poor	Poor	Good	
Safe Routes to School (SR2S) Engineering Projects	Poor	Poor		Poor	Good		Poor	Poor	Good	Partial	Partial	Good	
Vacaville Allison PDA Bike and Ped improvements	Poor	Poor		Poor	Good		Good	Poor	Poor	Poor	Poor	Good	
Vacaville Ulatis Creek Bike Path	Poor	Poor		Poor	Good		Poor	Partial	Poor	Poor	Poor	Good	
Suisun City Lotz Way Improvements	Poor	Poor		Poor	Poor		Partial	Poor	Poor	Poor	Poor	Good	
Vacaville Mason Street at Depot Street Road Diet	Poor	Poor		Poor	Good		Poor	Poor	Poor	Poor	Poor	Good	
Suisun City Railroad Avenue Extension Project	Poor	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Partial	
Bicycle or Pedestrian Projects													
Solano County Vaca Dixon Bike Path Phase 5B	Poor	Partial		Poor	Good		Poor	Good	Poor	Partial	Poor	Good	
Solano County Lake Herman Road Bike Path	Poor	Partial		Poor	Poor		Poor	Good	Poor	Partial	Poor	Good	
Rio Vista Waterfront Promenade Phase 2	Partial	Poor		Poor	Good		Poor	Partial	Poor	Poor	Poor	Good	
Benicia First Street Pedestrian Improvements	Partial	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Good	

Solano Transportation Authority (STA) Funding Strategy Principles and Criteria

The following set of principles and criteria will help guide the STA Board in prioritizing STA Overall Work Plan (OWP) projects.

- 1. Minimum of One Top Priority Project Per Agency every 10 years**
 - a. To maintain equity between STA member agencies, at least one top priority project from each agency will benefit from STA discretionary dollars every 10 years.
 - b. Criteria: Developed project phases per member agency per decade.
- 2. Create Funding Certainty**
 - a. Projects become STA OWP funding priorities if a project sponsor can demonstrate a project has a funding strategy for each development phase (project concept planning to construction) to cover at least a complete phase of construction.
 - b. Criteria: Funded Project Delivery Phases
 - i. Environmental Review
 - ii. Preliminary Engineering and Design
 - iii. Right-of-Way Acquisition
 - iv. Construction
- 3. Reward Project Progress**
 - a. Projects become STA OWP funding priorities if the project sponsor can show project development progress towards obtaining environmental clearance, completing design, or certifying right-of-way.
 - b. Criteria: Completed Project Delivery milestones
 - i. Environmental Document approval, permits obtained, and Project Approval
 - ii. Final Design complete
 - iii. Right-of-Way acquired
- 4. Maximize Countywide Funding through Leveraging**
 - a. Projects become STA OWP funding priorities if STA investments can help bring additional grant funding into Solano County. There are several ways to leverage funds:
 - b. Provide basic local matches to obligate grant funds**
 - i. Projects become STA OWP funding priorities if STA investments can assist project sponsors with local matches.
 - ii. Criteria: Ratio of STA grants vs. other funding
 - c. Develop projects to compete for “Shovel-Ready” grants**

- i. Projects become STA OWP funding priorities if STA investments can assist a project sponsor develop a project to acquire grants focused on construction.
 - ii. Criteria: Ratio of STA development funds needed vs. construction grant opportunities
- d. Invest comprehensively in a project area to compete for large grants**
- i. Projects become STA OWP priorities if project sponsors can demonstrate multiple transportation connections to their projects.
 - ii. If these choices are not yet available, additional connection projects can become STA funding priorities to support the larger project, enabling it to compete for larger grant funds.
 - iii. Criteria: Ratio of STA investments vs. regional grant funding

STA OBAG Candidate Projects

02-20-2013

Transit Related Projects	Requested Amount	Total Project Cost
Transit Ambassador Program	250,000	282,000
Fairfield West Texas Gateway Access	2,000,000	3,250,000
Benicia Industrial Park Transit Hub	500,000	1,750,000
Suisun/Fairfield Train Station Improvements	550,000	550,000
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Under development	Under development
Complete Streets Style Projects		
Key Destination Sidewalk/St Inventory	Under development	Under development
Vallejo Downtown Streetscape Improvements	1,640,000	2,050,000
Safe Routes to School (SR2S) Engineering Projects	1,200,000	1,355,000
Vacaville Allison PDA Bike and Ped improvements	586,000	665,000
Vacaville Ulatis Creek Bike Path	2,212,000	2,500,000
Suisun City Lotz Way Improvements	1,200,000	1,200,000
Vacaville Mason Street at Depot Street Road Diet	309,000	350,000
Suisun City Railroad Avenue Extension Project	1,522,500	2,878,000
Bicycle or Pedestrian Projects		
Solano County Vaca Dixon Bike Path Phase 5B	1,805,000	2,040,000
Solano County Lake Herman Road Bike Path	2,070,000	2,340,000
Rio Vista Waterfront Promenade Phase 2	450,000	511,000
Benicia First Street Pedestrian Improvements	To be revised	To be revised
TOTAL	16,294,500	21,721,000

STA OBAG Funding Recommendation

Funding Considered in OBAG Strategy		CMAQ	STP	STAF	TDA	TOTAL
FY 2012-13, 13-14, 14-15, 15-16		5,610	586	182	485	6,377
Sponsor	Tier 1 projects					
STA	SR2S Engineering Projects	1,200				1,200
STA	Transit Ambassador Program	250		32		282
Suisun	Suisun Train Station Improvements	315	100	150	35	600
Rio Vista	Waterfront Promenade				450	450
Vacaville	Allison Dr Sidewalk + Class I to Transit Center	450				450
Vacaville	Ulatis Creek Class I (McClellan to Depot)	500				500
Vallejo	Vallejo StreetScape (Maine St)	1,095				1,095
County	Vaca-Dixon Bicycle Path	1,800				1,800
Various	Planning Grants		486			486
TOTAL		5,610	586	182	485	6,377

Sponsor	Tier 2 projects
Benicia	First Street Pedestrian Improvements
Benicia	Industrial Park Transit Hub
Fairfield	West Texas Gateway Access
Suisun	Lotz Way Improvements
Vacaville	Burton Drive and Helen Power Intersection
Vacaville	Vacaville Mason Street at Depot Street Road Diet
Vallejo	Vallejo StreetScape (Maine St, remaining scope)
TBD	Intercity Service for non-ambulatory riders and mobility programs

Sponsor	Tier 3 projects
Suisun	Railroad Avenue Extension
STA	Key Destination sidewalk/Street inventory

OneBayArea Grant Program

Allocation of OBAG Project Funding

Solano Transportation Authority

STA Board Meeting, 03-13-2013



Types of Funding Available in OBAG



Congestion Mitigation & Air Quality (CMAQ): Reduce Emissions

Bike lanes, multiuse paths, pedestrian amenities, streetscaping, lighting, etc.

Surface Transportation Program (STP): Flexible

Planning and Rehabilitation projects on federal aid system, etc.

\$18.8 M was available over 4 years

\$6.2M remaining

Projects and Programs Funded in millions	STP	CMAQ	Transportation Enhancements (TE)
Beginning OBAG Funding, \$18.769 M	9.480	8.148	1.141
Local Streets and Roads Projects	5.863		
STA Planning	3.006		
Dixon West B Street Bicycle Pedestrian Undercrossing		1.394	1.141
Vallejo Georgia Street Downtown Streetscaping Project		0.611	
Solano Napa Commuter Information (SNCI)		0.533	
STA Priority Development Area (PDA) Investment and Growth Strategy	0.025		
Remaining STP	0.586		
Remaining CMAQ		5.610	

OneBayArea Grant (OBAG) Development Schedule

Solano Transportation Authority

01-17-2013

Date	Meeting	Action
2012		
July 11	STA Board	Call for Projects and programs existing commitment projects and programs (\$6 M)
Sept 12	STA Board	STA Board Programs Local Streets and Roads projects by formula (\$5.86 M as modified Dec 12)
Oct 10	STA Board	STA Board Adopts Eligibility and Ranking Criteria and swaps OBAG funds with Vallejo (\$0.611 M swapped)
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2013		
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Mar 7	BAC	Review OBAG Funding Strategy and Approve priorities for Transportation Development Act (TDA) Article 3 funds for projects shown in the strategy
Mar 13	STA Board	Approve OBAG Funding Strategy
Various	Various	Return to STA Advisory Committees for funding recommendations for STAF and TDA Article 3 funds as shown in the adopted funding strategy.

Creating a Balanced Funding Strategy

- Project Assessment Criteria
 - Why are projects important?
- Funding Eligibility
 - What resources are available?
- Project Deliverability
 - How ready is the project?
- Funding Strategy Principles
 - How do we balance project importance with implementation?

O BAG Candidate Projects Assessment

Attachment B

- Plan Achievement
 - Number of Plan Goals
 - Priority Plan Project
- Specific Benefits
 - Safety, Alt modes, transit, complete streets
- Area Investments
 - Priority Development Areas, Communities of Concern, Employment Centers
- Regional/Equitable
 - Countywide program or Equitable distribution, benefit large number of residents, proportional housing share
- Delivery Incentives
 - Early delivery (1st 2 years), Local match available

ATTACHMENT B

Draft STA OneBayArea Projects Assessment
1/2/2013, as revised by STA TAC

	Plan Achievement			Specific Benefits			Area Investments			Regional/Equitable			Delivery Incentives		Total Number of Criteria rated "Yes"	
	MTC RTP Goals (10)	STA CTP Goals (50)	STA Planned Priority	Safety	Alt modes or Transit	Complete Streets	Support PDA/PCA	Comm concern / CBTP	Employ- ment Center	County wide or equitable*	Benefit to number of residents	Housing Share	1st two years? 12- 13, 13-14?	Local Match		
Transit Related Projects																
Transit Ambassador Program	3	8	Yes	Yes	Yes	No	Yes	Yes	No	Yes	High	Yes	Yes	Yes	8	
Fairfield West Texas Gateway Access	6	13	Yes	Yes	Yes	Yes	Yes	Yes	No	TBD	Med	Yes	No	Yes	8	
Benicia Industrial Park Transit Hub	7	15	No	Yes	Yes	Yes	Yes	No	Yes	TBD	Med	No	No	Yes	6	
Suisun/Fairfield Train Station Improvements	8	16	No	Yes	Yes	Yes	Yes	No	Yes	TBD	High	Yes	No	Yes	8	
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	3	7	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Low	Yes	No	Yes	8	
Complete Streets Style Projects																
Key Destination Sidewalk/St Inventory	6	14	Yes	Yes	Yes	No	Yes	Yes	No	Yes	High	Yes	Yes	No	10	
Vallejo Downtown Streetscape Improvements	7	14	Yes	Yes	Yes	Yes	Yes	Yes	No	TBD	Med	No	Yes	Yes	8	
Safe Routes to School (SR25) Engineering Projects	6	7	Yes	Yes	Yes	Yes	No	No	No	Yes	High	Yes	No	Yes	8	
Vacaville Allison PDA Bike and Ped Improvements	6	9	No	Yes	Yes	Yes	Yes	No	Yes	TBD	Med	No	No	Yes	6	

Funding Sources Analyzed

Attachment C

- STA Discretionary Funds
 - **OBAG (STP/CMAQ)**
 - TDA Article 3
 - Bay Area Transportation for Clean Air funds
 - Various Transit Funds

- Competitive Funds
 - MTC Regional Grants
 - Air District Grants
 - Caltrans Grants (subject to MAP-21 changes and potential consolidation)

Draft STA Candidate Projects Funding Eligibility Table, 12-31-12

Source Type	STA Discretionary									
	Federal STP (OBAG)	Federal CMAQ (OBAG)	Local TDA Article 3	Local TFCA, Program manager	Local STAF, Population	Local STAF, Regional Paratransit	Federal/Local Lifeline (STP, Prop 18, STAF)	State Prop 18, PTMISEA	Federal FTA 5311, Rural (+ JARC MAP21)	TOTAL
General Project Eligibility	Planning, rehab	Bike/ped, rideshare, pilot transit	Bike/ped, education	Bay Area Bike/ped, alt fuels, rideshare, marketing	Transit planning, capital, operations, programs	ADA planning, capital, operations, programs	CBTP planning, capital, operations, programs	Transit Capital (STA Board action = Rolling Stock)	Rural Transit Capital and Operating	
per year	\$ 146,500	\$ 1,688,500	\$ 274,000	\$ 270,000	\$ 1,980,000	\$ 400,000	\$ 2,000,000	\$ 716,667	\$ 295,000	\$ 7,770,667
4-yr total (2012-13, 13-14, 14-15, 15-16)	\$ 586,000	\$ 6,754,000	\$ 1,225,000	\$ 1,080,000	\$ 7,920,000	\$ 1,600,000	\$ 8,000,000	\$ 4,300,000	\$ 1,180,000	\$ 30,645,000
% of 4-year total	1.9%	22.0%	4.0%	3.5%	25.8%	5.2%	18.0%	14.0%	3.9%	
Transit Related Projects										
Transit Ambassador Program	Poor	Partial	Poor	Partial	Good	Good	Good	Poor	Partial	
Fairfield West Texas Gateway Access	Poor	Good	Good	Good	Good	Partial	Good	Poor	Poor	
Benicia Industrial Park Transit Hub	Poor	Good	Good	Good	Good	Partial	Poor	Partial	Poor	
Suisun/Fairfield Train Station Improvements	Poor	Good	Good	Good	Good	Partial	Partial	Partial	Poor	
Intercity Service, for Non-Amputatory Riders and Mobility Programs	Poor	Partial	Poor	Partial	Good	Good	Good	Poor	Partial	
Complete Streets Style Projects										
Key Destination Sidewalk/BI Inventory	Good	Poor	Poor	Poor	Good	Partial	Good	Poor	Poor	
Vallejo Downtown Streetscape Improvements	Partial	Good	Good	Good	Partial	Poor	Poor	Poor	Poor	
Safe Routes to School (SR2S) Engineering Projects	Poor	Good	Good	Good	Partial	Poor	Partial	Poor	Poor	
Vacaville Allison PDA Bike and Ped Improvements	Poor	Good	Good	Poor	Partial	Poor	Good	Poor	Poor	

Source Type	MTC Competitive		Air Quality Competitive		Caltrans Competitive (some in flux due to MAP-21, *potential for consolidation)						TOTAL		
	Federal STP	Federal STP	Local BAAQMD, TFCA Regional	Local YSAQMD, Clean Air Funds	State	State	Federal/State	Federal	Federal	Federal			
General Project Eligibility	Regional PDA & Transit Oriented Affordable Housing (TOAH)	Priority Conservation Areas (PCA)	Bay Area tech demo, alt fuels, bike, regional rideshare, shuttles	Eastern Suburban, alt fuels, rideshare, marketing	commuter bikeways, parking, planning,	*restoration, roadside recreation* category for bike projects	Safe Routes to School Planning, Bike/Ped safety projects	Rural road safety projects (Joint call with HSIP)	Safety projects with safety data (Spring 2013)	Enhancement style projects, (spent on Dixon West B St)			
per year	\$ 5,000,000	\$ 2,500,000	\$ 7,500,000	\$ 3,300,000	\$ 260,000	\$ 3,560,000	\$ 7,200,000	\$ 10,000,000	\$ 21,000,000	\$ 3,750,000	\$ 25,000,000	NA	\$ 66,950,000
4-yr total	\$ 20,000,000	\$ 10,000,000	\$ 30,000,000	\$ 13,200,000	\$ 1,040,000	\$ 14,240,000	\$ 28,800,000	\$ 40,000,000	\$ 84,000,000	\$ 15,000,000	\$ 100,000,000	NA	\$ 267,800,000
% of 4-year total	66.7%	33.3%											
Transit Related Projects													
Transit Ambassador Program	Poor	Poor	Poor	Partial			Poor	Poor	Poor	Poor	Poor	Poor	
Fairfield West Texas Gateway Access	Partial	Poor	Poor	Poor			Good	Poor	Poor	Poor	Poor	Good	
Benicia Industrial Park Transit Hub	Poor	Poor	Poor	Poor			Poor	Poor	Poor	Poor	Poor	Good	
Suisun/Fairfield Train Station Improvements	Partial	Poor	Poor	Poor			Good	Poor	Poor	Poor	Poor	Good	
Intercity Service, for Non-Amputatory Riders and Mobility Programs	Poor	Poor	Partial	Partial			Poor	Poor	Poor	Poor	Poor	Poor	
Complete Streets Style Projects													
Key Destination Sidewalk/BI Inventory	Poor	Poor	Poor	Poor			Poor	Poor	Poor	Poor	Poor	Poor	
Vallejo Downtown Streetscape Improvements	Poor	Poor	Poor	Poor			Good	Poor	Poor	Poor	Poor	Good	
Safe Routes to School (SR2S) Engineering Projects	Poor	Poor	Poor	Good			Poor	Poor	Good	Partial	Partial	Good	
Vacaville Allison PDA Bike and Ped Improvements	Poor	Poor	Poor	Good			Good	Poor	Poor	Poor	Poor	Good	

Funding Strategy Principles, Bridging Project Importance with Implementation

1. Minimum of one top priority project per agency every 10 years
 - Equity
2. Create funding certainty
 - Fully funded phases
3. Reward project progress
 - Completed phases
4. Maximize countywide funding through leveraging
 - Local match
 - Shovel-ready
 - * Planning grants to prepare projects to compete for future funds
 - Compete for larger grants

OBAG project Tiers and example criteria results

Tier 1 (8 projects)

- high ranking results,
- are good candidates for federal funding in this OBAG cycle.

- Countywide/equitable
- High Benefit to number of residents
- Community of Concern
- Local Match available
- Broad Funding Eligibility

Tier 2 (5 projects)

- rank less well,
- may still provide a substantial benefit

- Not Countywide/equitable
- Medium to Low Benefit to number of residents
- Not in a community of concern
- Local match usually available
- Narrow Funding Eligibility

Tier 3 (4 projects)

- the lowest ranking or
- are not good candidates for federal funding

- Several rank highly on criteria assessment but are not good candidates for federal funding
- Project areas in PDAs were better candidates for planning funds for additional development

STA OBAG Candidate Projects			02-20-2013
Transit Related Projects	Requested Amount	Total Project Cost	
Transit Ambassador Program	250,000	282,000	
Fairfield West Texas Gateway Access	2,000,000	3,250,000	
Benicia Industrial Park Transit Hub	500,000	1,750,000	
Suisun/Fairfield Train Station Improvements	550,000	550,000	
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Under development	Under development	
Complete Streets Style Projects			
Key Destination Sidewalk/St Inventory	Under development	Under development	
Vallejo Downtown Streetscape Improvements	1,640,000	2,050,000	
Safe Routes to School (SR2S) Engineering Projects	1,200,000	1,355,000	
Vacaville Allison PDA Bike and Ped improvements	586,000	665,000	
Vacaville Ulatis Creek Bike Path	2,212,000	2,500,000	
Suisun City Lotz Way Improvements	1,200,000	1,200,000	
Vacaville Mason Street at Depot Street Road Diet	309,000	350,000	
Suisun City Railroad Avenue Extension Project	1,522,500	2,878,000	
Bicycle or Pedestrian Projects			
Solano County Vaca Dixon Bike Path Phase 5B	1,805,000	2,040,000	
Solano County Lake Herman Road Bike Path	2,070,000	2,340,000	
Rio Vista Waterfront Promenade Phase 2	450,000	511,000	
Benicia First Street Pedestrian Improvements	To be revised	To be revised	
	TOTAL	16,294,500	21,721,000

Transit Ambassador Program



Tier 1 project

\$282,000 Total Cost

\$250,000 Request

\$250,000 CMAQ
recommended

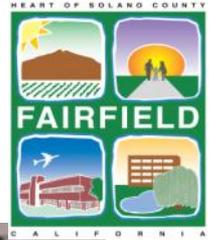
Delivery Strategy

- Transfer or swap CMAQ funds to FTA
- Advance as a pilot program

Travel training involves teaching people to independently use fixed-route public transportation, and is often focused on people with disabilities and seniors. Varieties of travel training include:

- group training,
- one-on-one individualized training, and
- peer-to-peer training.

Fairfield West Texas Gateway Access



Tier 2 project

\$3,250,000 Total
Cost

\$2,000,000
Request

No OBAG funding
recommended



Modify the intersection of the I-80 Eastbound Off-Ramp with west Texas Street to:

- eliminate the free right turn;
- add a bus-only access ramp;
- install enhanced crosswalks;
- construct sidewalk and shared use trail; and
- install hardscape and landscape gateway features.

Delivery Strategy

- RM2 funding for PE/ENV to get CON ready
- Possible candidate for future SR2T and ATP funding

Benicia Industrial Park Transit Hub

Tier 2 project*

\$1,750,000 Total Cost
\$500,000 Request

No OBAG funding
recommended

Delivery Strategy

- Complete PA/ED with existing RM2 funds
- Develop O&M Plan
- Recommended for \$250,000 in STP Planning by STA TAC

* Once environmentally cleared and O&M plan developed, future candidate for STAF



Benicia Industrial Park Transit Hub Project- This project will construct a 1.0 acre bus hub for FAST Route 40 and other providers in the Benicia Industrial Park Priority Development Area consisting of: 50 parking stalls for van pooling, carpooling, and park & ride, electric vehicle charging station, solar array, bus pullouts, bus shelters, bicycle facilities, streetlights, landscaping, food vendors, and restrooms.

Suisun/Fairfield Train Station Improvements



Tier 1

\$550,000 Total Cost

\$550,000 Requested

Recommended:

\$315,000 CMAQ

\$150,000 STAF

\$100,000 STP

\$35,000 TDA-3

(\$600,000 total)

Delivery Strategy

- Finalize O&M Plan
- Finalize Design Plan

Improve pedestrian and bicycle access along the routes to and from the Suisun Train Station in the Historic Waterfront District by removing obstacles, upgrading pedestrian facilities to current ADA standards, installing additional bicycle facilities, providing better lighting, adding signage, pavement markings, installing fencing to discourage/prevent jaywalking across Main Street, installing countdown pedestrian heads at traffic signals.

Intercity Service, for non-ambulatory riders and mobility programs



Tier 2 project

Total Cost & Request under development

No OBAG funding recommended

Delivery Strategy

- Identify project sponsor and clear concept
- Possible candidate for future STAF or Lifeline funding

No project sponsors identified for any concept or strategy during the OBAG development process.

Service and mobility program concepts and strategies are described in the “Solano Transportation Study for Seniors and People with Disabilities.” (Sept 2011)

- explore contracting opportunities with entities that have wheelchair accessible vehicles ... during regular hours
- identify social service agencies who own accessible vehicles that are used for limited hours or days, and which might be available to a taxi service during other times
- public entity to purchase accessible taxis using a capital grant, and then lease them to the cab companies

Key Destination Sidewalk / Street Inventory



Tier 3 project

Total Cost & Request under development

No OBAG funding recommended

Delivery Strategy

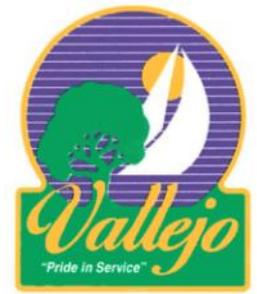
- Identify a project sponsor and clear concept
- Once concept/strategy identified, possible candidate for future STP

No project sponsors identified for any concept or strategy during the OBAG development process.

Service and mobility program concepts and strategies are described in the “Solano Transportation Study for Seniors and People with Disabilities.” (Sept 2011)

- Create walkable communities for seniors and people with disabilities.
- Better walking conditions could improve access to transit and to goods and services,
- and support increased physical activity, providing health benefits to seniors.

Vallejo Downtown Streetscape Improvements



Tier 1

\$2,050,000 Total Cost

\$1,640,000 Requested

Recommended:

\$1,095,000 CMAQ

Delivery Strategy

- Re-scope project to available funding
- Georgia Street funded with CMAQ & STP



Maine Street Project consists of streetscape improvements on Maine Street between Santa Clara Street and Sacramento Street. Improvements incorporate pedestrian enhancements including traffic calming, restriping, diagonal on-street parking, improved signs, decorative lighting, brick pavers, street furniture, and art. 111

Safe Routes to Schools Engineering Projects



Tier 1 project

\$1,355,000 Total Cost

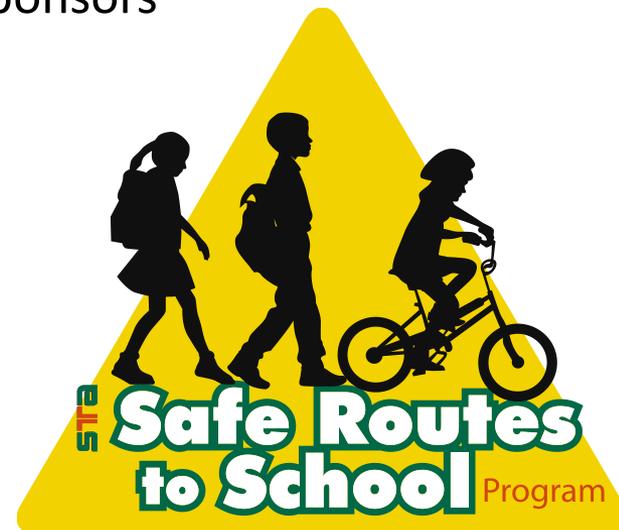
\$1,200,000 Request

\$1,200,000 CMAQ
recommended

Delivery Strategy

- Eligible projects also potential for ATP, YSAQMD, BAAQMD, TDA Article 3 funding

- Project selection based on adopted local SR2S Plans
- Funds distributed by enrollment-based formula with minimum amounts for smaller communities (no less than \$100,000)
- Local match provided by project sponsors



Vacaville Allison PDA Bike & Pedestrian Improvements



Tier 1 project

\$665,000 Total Cost

\$586,000 Request

\$450,000 CMAQ
recommended

Delivery Strategy

- Re-scope project to available funding



Recommended Scope Revisions:

- 1) Allison Drive Sidewalk (East Side)- construct a 7-foot wide sidewalk and 20-foot wide landscape buffer along the east side of Allison Drive from the Vacaville Transportation Center Entrance (across from Travis Way) to Nut Tree Parkway.
- 2) Allison Drive Bike Path (West Side)- construct a 10-foot wide Class 1 bike path on the west side of Allison Drive between Ulatis Creek and Ulatis Drive.

Vacaville Ulatis Creek Bike Path



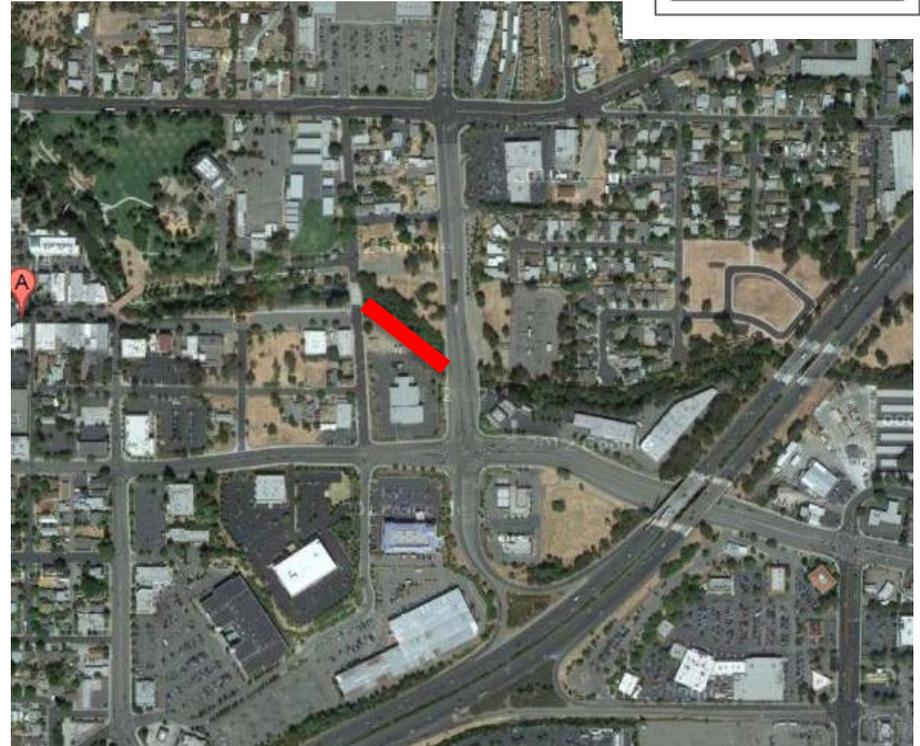
Tier 1 project

\$2,500,000 Total Cost
\$2,212,000 Request

\$500,000 CMAQ
recommended

Delivery Strategy

- Re-scope project to available funding



Recommended Scope Revisions:

Construction of a Class 1 off-street bike/pedestrian path along Ulatis Creek, between the end of the Vacaville Downtown Creekwalk at McClellan Street **and Depot Street.**

Suisun City Lotz Way Improvements



Tier 2 project

\$1,200,000 Total Cost

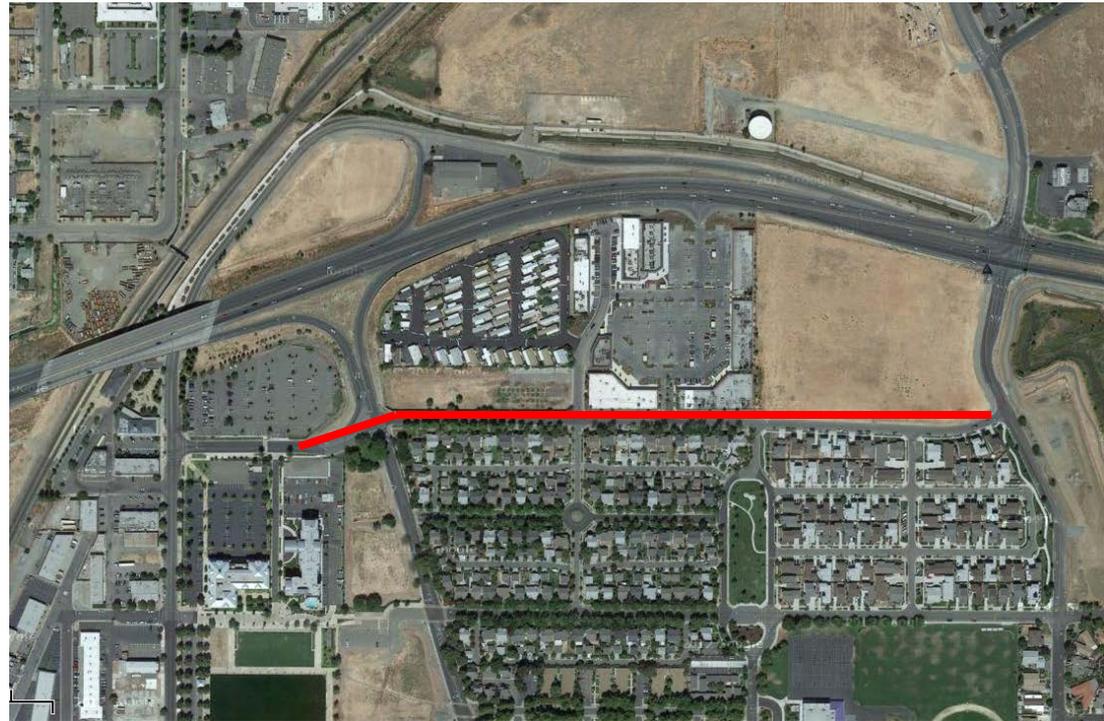
\$1,200,000 Request

No OBAG

funding recommended

Delivery Strategy

- Potential candidate for future TDA Article 3



- construction of a Class I bikeway which will tie into the beginning of the Central County Bike Path.
- complete the gap in the bikeway system between the downtown area (start of the Central County Bike Path) and the Grizzly Island Trail.
- allow for optimum access to the Suisun City Train Station by pedestrians, bicyclists, commuters and seniors.

Vacaville Mason Street at Depot Street Road Diet



Tier 2 project

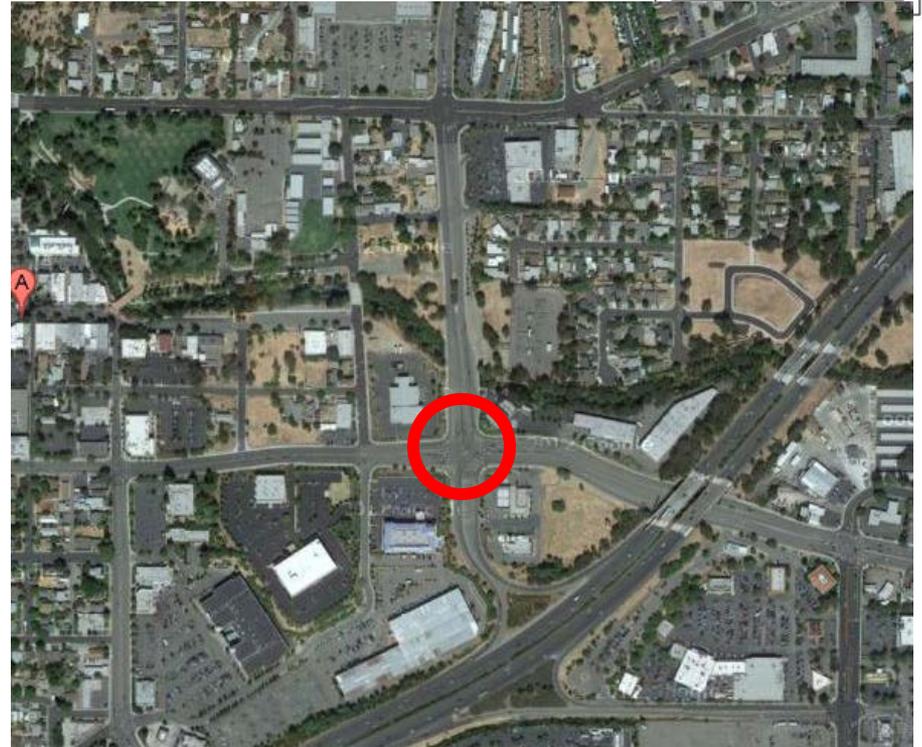
\$350,000 Total Cost

\$309,000 Request

No OBAG funding
recommended

Delivery Strategy

- Examine the area need
- Potential candidate for future YSAQMD, ATP, and PDA planning funds



Construction of pedestrian refuge/right turn channelization islands at three corners of the Mason Street/Depot Street intersection and a corner bulb-out at the fourth corner, as well as striping new bike lanes to promote pedestrian safety and walkability at one of the widest intersections in the City of Vacaville.

Suisun City Railroad Avenue Extension project



Tier 3 project

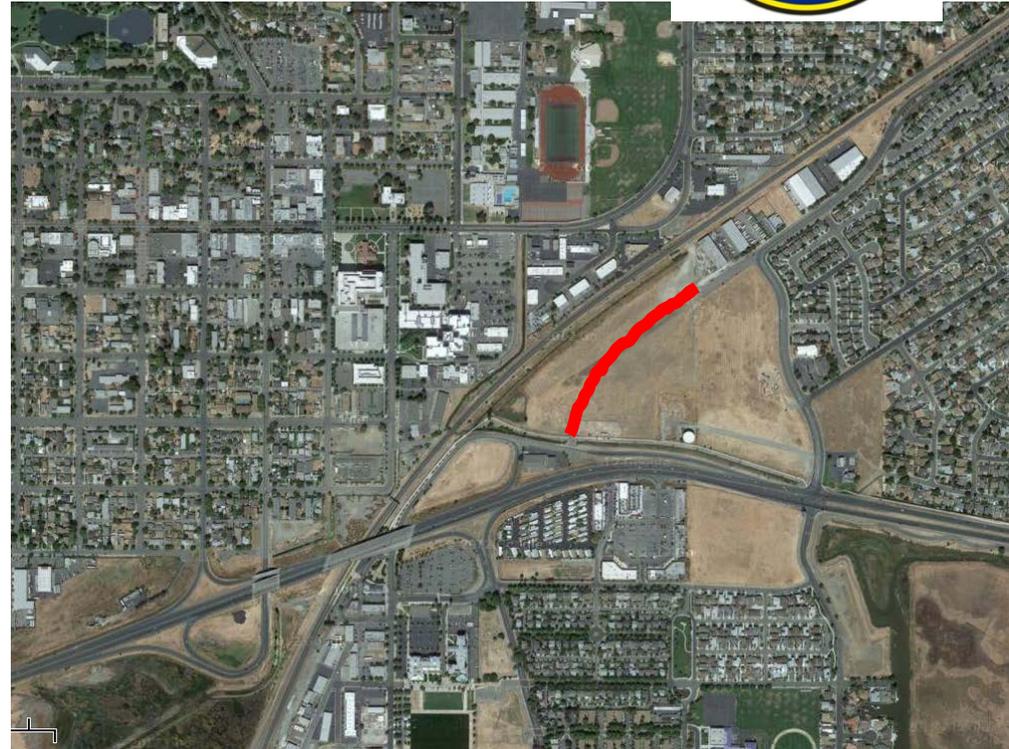
\$2,878,000 Total Cost

\$1,522,500 Request

No OBAG funding recommended

Delivery Strategy

- Identify and finalize adjacent development before applying for future funding
- Not all CMAQ eligible – capacity increasing
- Potential candidate for future TDA Article 3 and CMAQ for portion of project scope



- construct four-lane arterial parkway between Marina Blvd. and Main Street including 1,500 linear feet of street, new bridge over Union Avenue Creek, traffic signal at the intersection of Railroad Ave., Main Street and the Hwy 12 freeway ramp.

Solano County Vaca Dixon Bike Path Phase 5B



Tier 1 project

\$2,040,000 Total
Cost

\$1,805,000
Request

\$1,800,000 CMAQ
recommended

Delivery Strategy

- Build as much project as possible given available funding



The Vaca-Dixon Bike Route completes the 10 mile route from Dixon to Vacaville along Pitt School Road and Hawkins Road.

Solano County Lake Herman Road Bike Path



Tier 2 project

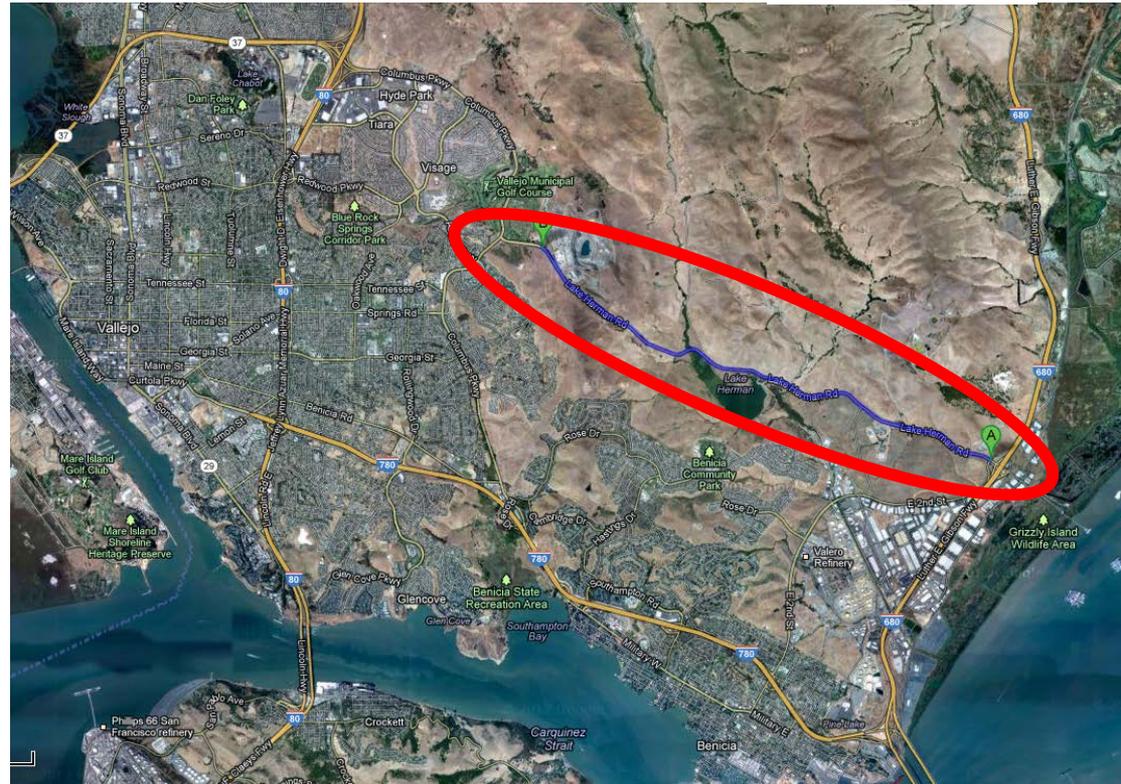
\$2,340,000 Total
Cost

\$2,070,000 Request

No OBAG funding
recommended

Delivery Strategy

- Review with advisory committees
- Examine safety data
- Examine future developments in Benicia
- Potential candidate for future TDA or HR3 funding



The Lake Herman Road Bike Path is a 3 mile class II bike path from Vallejo to Benicia.

Rio Vista Waterfront Promenade Phase 2



Tier 1 project

\$511,000 Total Cost

\$450,000 Request

\$450,000 TDA-3
recommended

Delivery Strategy

- Implement adopted plan
- Connect to downtown to 1st phase (gap closure)
- Identify PM and begin ENV in next year



- Phase 2 promenade improvements proposed in the Rio Vista General Plan and the Waterfront Specific Plan.
- Pedestrian bicycle improvements and ADA access improvements connecting immediately to the south of the Phase 1 improvements and connecting to Front Street at Logan Street.
- This multi-use pathway is expected to revitalize the traditional downtown Rio Vista waterfront/ encourage walking and biking/ stimulate private development including 180 residential dwelling units and result in construction of other mixed-use commercial uses on the adjacent properties as proposed in the Waterfront Specific Plan.

Benicia First Street Pedestrian Improvements

Tier 2 project

Total Cost \$1,000,000

No OBAG funding recommended

Delivery Strategy

- Total cost revised to \$1M
- Phase out project, and prioritize blocks
- Potential candidate for future TDA Article 3 and TFCA



- Construct bicycle and pedestrian friendly improvements in Historic Downtown District on First Street/Benicia Main Street.
- trees, bus stop facilities, benches, decorative lighting, landmarks, signage, curb extensions.

Remaining STP set aside for Planning Funds

Projects and Programs Funded in millions	STP	CMAQ	Transportation Enhancements (TE)
Beginning OBAG Funding, \$18.769 M	9.480	8.148	1.141
Local Streets and Roads Projects	5.863		
STA Planning	3.006		
Dixon West B Street Bicycle Pedestrian Undercrossing		1.394	1.141
Vallejo Georgia Street Downtown Streetscaping Project		0.611	
Solano Napa Commuter Information (SNCI)		0.533	
STA Priority Development Area (PDA) Investment and Growth Strategy	0.025		
Remaining STP	0.586		
Remaining CMAQ		5.610	
Suisun City Train Station Improvements	0.100		
Planning Grant Funds for Specific Area Plans	0.486		

Recommendation

Approve the STA OneBayArea Grant (OBAG) Funding Strategy as shown in Attachment F.

STA OBAG Funding Recommendation

2/15/2013

Funding Considered in OBAG Strategy FY 2012-13, 13-14, 14-15, 15-16		CMAQ	STP	STAF	TDA	TOTAL
		5,610	586	182	485	6,377
Sponsor	Tier 1 projects					
STA	SR2S Engineering Projects	1,200				1,200
STA	Transit Ambassador Program	250		32		282
Suisun	Suisun Train Station Improvements	315	100	150	35	600
Rio Vista	Waterfront Promenade				450	450
Vacaville	Allison Dr Sidewalk + Class I to Transit Center	450				450
Vacaville	Ulatis Creek Class I (McClellan to Depot)	500				500
Vallejo	Vallejo StreetScape (Maine St)	1,095				1,095
County	Vaca-Dixon Bicycle Path	1,800				1,800
Various	Planning Grants		486			485
	TOTAL	5,610	586	182	485	6,377

Sponsor	Tier 2 projects
Benicia	First Street Pedestrian Improvements
Fairfield	West Texas Gateway Access
Suisun	Lotz Way Improvements
Vacaville	Burton Drive and Helen Power Intersection
Vacaville	Vacaville Mason Street at Depot Street Road Diet
Vallejo	Vallejo StreetScape (Maine St, remaining scope)
TBD	Intercity Service for non-ambulatory riders and mobility programs

Sponsor	Tier 3 projects
Benicia	Industrial Park Transit Hub
Suisun	Railroad Avenue Extension
STA	Key Destination sidewalk/Street inventory

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DATE: March 4, 2013
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Allocation of Priority Development Area (PDA) and Surface Transportation Program (STP) Planning Funds

Background:

STA staff initially notified member agencies about the PDA Planning Program Funds in early January 2013 and has held meetings with planning and public works staff to discuss potential PDA planning projects. Each agency expressed interest in the funding and identified worthwhile planning needs; however, their planning needs were more than the estimated amount available. STA staff reviewed options and is recommending providing available Surface Transportation Program (STP) funding to augment MTC's PDA Planning funds. STP planning funds are flexible federal funding that is a good source for planning activities, particularly for planning projects that aren't competitive for regional, state or federal planning grants.

MTC/STA Priority Development Area Planning Fund Background

On October 24, 2012, the Metropolitan Transportation Commission (MTC) approved a shift of \$20 million from regional OBAG funding to the nine Bay Area Congestion Management Agencies for PDA planning, assistance, and implementation. As a follow up action, on November 28th, MTC approved the funding allocations to each county based on the most current OBAG and Regional Housing Needs Assessment (RHNA) formula.

As a result of MTC's action, the STA has \$1.012 million for PDA planning assistance and implementation for the four years of the OBAG funding cycle (i.e. FY 2012-13 to FY 2015-16). The \$1.012 million is Surface Transportation Program (STP) federal funds. The PDA Planning Program Guidelines developed by MTC are included as Attachment A.

STA Surface Transportation Program Planning Funds Background

On October 10, 2012, the STA Board approved a fund swap of Congestion Mitigation Air Quality (CMAQ) Improvement Program funds for Surface Transportation Program (STP) with the City of Vallejo. As a result, a remaining balance of \$486,000 is estimated to be available for allocation, pending the separate action for STA staff's OneBayArea Grant recommendation.

Discussion:

Attachment B is a brief summary of plans put forward by each agency. STA staff is providing two recommendations:

MTC/STA Priority Development Area Planning Fund Recommendation

The purpose of the PDA Planning funds is to intensify land uses around public transit hubs and bus and rail corridors. Key goals of the program are to:

1. Increase both the housing supply, including affordable housing for low-income residents, and jobs within the planning area.
2. By increasing land use intensities in the planning area, boost transit ridership and thereby reduce Vehicle Miles Traveled (VMT) by PDA residents, employees and visitors.
3. Increase walking, bicycling, carpooling and ridesharing by effectively managing parking and driving while promoting multimodal connections for residents, employees and visitors within the PDA.
4. Locate key services and retail within the planning area.

Based on the discussions and the nature of their proposed planning scopes aligning directly with the funding goals, STA staff is recommending funding for City of Suisun City's Downtown Waterfront Specific Plan for \$163,000 and the City of Fairfield's Specific Plan for \$850,000 to complete the Downtown Town and West Texas Street Priority Development Areas (PDA).

Both plans have a logical synergy with the Suisun City Train Station, the County Government Center and County Court complex (a locally significant concentration of both employment and civic uses), and intensified land use visions in each of their downtowns. Staff from the City of Fairfield and the City of Suisun agreed to work in partnership to exchange ideas and compliment each other's planning effort during the development of their separate plans. In addition, both cities agreed to take additional housing units as part of the most recent Regional Housing Needs Allocation. Other considerations for STA staff's recommendation included the cities' commitment to complete streets and the proximity to the Metropolitan Transportation Commission's (MTC) designated Community of Concern.

STA STP Planning Fund Recommendation

A remaining balance of \$486,000 is estimated to be available for allocation from the City of Vallejo CMAQ/STP swap. STA staff is recommending the remaining STP funds be used to fund the City of Benicia's Industrial Transportation Plan for \$250,000; City of Dixon's Downtown Specific Plan for \$75,000 and the City of Rio Vista's Downtown Specific Plan for \$161,000.

All three locations were locally supported and designated by the Association of Bay Area Governments (ABAG) as Investment Area PDA's. The City of Benicia's Industrial Park is located in Benicia's Northern Gateway Employment Investment Area PDA and includes a planned bus transit. The proposed planning funds will be used to develop a Transportation Plan that will focus on all modes of access to the future transit hub as well as access to I-680. The City of Dixon's Downtown Specific Plan proposal is to build upon a downtown revitalization plan completed in 1996. The new Specific Plan will address the change in traffic circulation and land use related to businesses and traffic on SR 113, the relocation of the high school, and Dixon Train Station. The City of Rio Vista's Downtown Specific Plan will be the first Specific Plan for the city's downtown. The proposed Specific Plan will address land use and transportation related to SR 12, the city's waterfront, housing and transit service.

The STA Technical Advisory Committee reviewed this item at their meeting on February 27, 2013 and unanimously approved STA staff's recommendation. If the STA Board approves STA staff's recommendation at their March 13th meeting, the funding for these plans will be amended into the Transportation Improvement Program (TIP) and will likely have access to the funding by August-September timeframe.

Fiscal Impact:

No impact to the STA's General Fund. The STA has \$1.012 million provided by MTC as part of an additional \$20 million dedicated to PDA planning implementation from the OneBayArea Grant. STA staff is also recommending the remaining STP funds obtained from the Vallejo CMAQ/STP swap be used to fund additional planning requests.

Recommendation:

Approve the following planning projects for MTC/STA PDA Planning Funds and remaining STP funds:

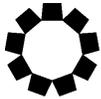
1. MTC PDA Planning Fund:
 - A. \$163,000 to City of Suisun City for the Downtown Waterfront Specific Plan
 - B. \$850,000 to City of Fairfield for the Downtown and West Texas Street PDA

2. STA STP Planning Fund
 - A. \$250,000 to City of Benicia for the Benicia Industrial Park Transportation Plan
 - B. \$75,000 to the City of Dixon for a Downtown Specific Plan
 - C. \$161,000 to the City of Rio Vista for a Downtown Specific Plan

Attachments:

- A. MTC PDA Planning Program Guidelines
- B. PDA Planning Program Discussion Summary

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ABAG

PDA Planning Program
CYCLE FIVE
PROGRAM GUIDELINES



PROGRAM DESCRIPTION & GENERAL GUIDANCE

The PDA Planning Program is an initiative to finance planning in Priority Development Areas (PDA) that will result in intensified land uses around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area. The key goals of this program are to:

- (1) Increase both the housing supply, including affordable housing for low-income residents, and jobs within the planning area
- (2) By increasing land use intensities in the planning area, boost transit ridership and thereby reduce vehicle miles traveled (VMT) by PDA residents, employees and visitors
- (3) Increase walking, bicycling, carpooling and carsharing by effectively managing parking and driving while promoting multimodal connections for residents, employees and visitors within the PDA
- (4) Locate key services and retail within the planning area.

Grantees must address **all** PDA planning elements listed below under Planning Elements. If a precise or specific plan encompassing the PDA has been completed or amended within the last 10 years, select planning elements may be excluded from the planning process. An explanation of how these elements have been addressed must be included in the application.

Note that some of the planning elements listed below (i.e. multimodal access and connectivity, parking demand analysis) should address the relationship between the identified planning area and key surrounding land uses outside of the planning boundaries.

Jurisdictions must be prepared to comply with all federal contracting requirements associated with planning grant funds.

Grant funding works on a reimbursement basis for agreed-upon deliverables associated with the scope of work for the project. The grant and match are to cover direct project costs, including staff and project oversight.

Specific plans—or an equivalent—are preferred due to the ability to conduct programmatic Environmental Impact Reports (EIRs) on the plan in order to facilitate the development process. EIRs are strongly recommended as part of the proposed planning process, although not required. However, there must be a strong implementation component for any planning process funded through this program, including agreement by the local jurisdiction to formally adopt the completed plan. Refer to the chart below for specific award guidelines by place-type. A description of development guidelines associated with each FOCUS Program place-type is found in Appendix 2.

Award Guidelines by Place-type

Place-type	Regional Center, City Center, Suburban Center, Urban Neighborhood	Transit Neighborhood, Transit Town Center, Mixed-Use Corridor,
Award	<ul style="list-style-type: none"> ▪ Up to \$750,000 if both Specific Plan & EIR ▪ Up to \$400,000 if EIR only 	<ul style="list-style-type: none"> ▪ Up to \$500,000 if both Specific Plan & EIR ▪ Up to \$250,000 if EIR only
Outcome	Specific Plan and/or EIR	Specific Plan and/or EIR

PLANNING ELEMENTS

Plans funded under this program should address the Station Area Planning Principles outlined in the *Station Area Planning Manual* (http://www.mtc.ca.gov/planning/smart_growth/Station_Area_Planning_Manual_Nov07.pdf). At a minimum, plans should include the planning elements listed below.

As noted above, if a precise or specific plan encompassing the planning area has been completed or amended within the last 10 years, select planning elements from the list below may be excluded from the planning process. In that case, the applicant should outline the requested needs **and explain how all remaining planning elements outlined below have been satisfied.**

A detailed description of each planning element is included in **Appendix 1**. Additional information is also found in the *Station Area Planning Manual* referenced above.

- (1) An ***overview profile*** of the planning area including demographic and socio-economic characteristics, transit/travel patterns and use, physical aspects of the PDA, as well as any known issues to be addressed in the planning process
- (2) A significant public ***outreach and community involvement*** process targeting traditionally under-served populations
- (3) The development of several detailed ***land use alternatives***
- (4) A ***market demand analysis*** for housing at all levels of affordability, jobs and retail in the planning area
- (5) A ***housing strategy*** that promotes housing affordable to low-income residents and attempts ***to minimize displacement*** of existing residents
- (6) A multi-modal ***access and connectivity*** component
- (7) ***Pedestrian-friendly design standards*** for streets, buildings and open space
- (8) An ***accessibility analysis*** for people with disabilities that ensures fully accessible transit stations, paths of travel between stations and surrounding areas, and visitable and habitable housing units
- (9) A ***parking analysis*** to create a parking policy and management element that aims at reducing parking demand and supply through pricing, zoning, and support for alternative modes
- (10) An ***infrastructure development analysis*** and budget
- (11) An ***implementation plan***, along with a financing strategy, to ensure that the plan will be adopted and all necessary supporting policies, zoning, and programs will be updated.

EVALUATION CRITERIA (100 POINTS TOTAL)

1. Location within a Community of Concern (7 points)

Project area includes a Community of Concern as defined by MTC's Lifeline Transportation Program - see <http://geocommons.com/maps/110983>

2. Project Impact (25 points)

- (a) Potential to increase the following within the planning area:
 - Housing supply, particularly affordable housing for low-income residents
 - Employment, key services and retail
 - Transit ridership and multi-modal transportation options
- (b) If applicable, potential for the transit station and/or transit serving the station or planning area to be operational within 10 years
- (c) Selection of appropriate place-type and ability to meet associated development guidelines as found in Appendix 2.

3. Existing Policies (15 points)

- (a) Jurisdiction has demonstrated a commitment to provide an increase in housing and transportation choices demonstrated through existing policies, such as innovative parking policies, TOD zoning, transportation

demand management strategies, existing citywide affordable housing policies and approved projects, supportive general plan policies, sustainability policies, including green building policies and alternative energy policies, etc.

4. Planning Process (23 points)

- (a) Potential for plan to address the planning elements described above and in Appendix 1. Narrative includes strong strategic approach to addressing **all** of the planning elements and highlights any local issues or conditions related to the elements, indicating how they may factor into the planning process. If any planning element(s) will not be included in plan because the jurisdiction has completed or updated a precise or specific plan in the last 10 years, applicant has demonstrated that policies, programs or analyses already exist that satisfy the intent of each element.

5. Local Commitment (15 points)

- (a) Planning process is ready to begin. City is prepared to see the plan through to implementation, including any associated updates to the jurisdiction's general plan and zoning code.
- (b) Demonstration of community, major property owner(s), City Council, relevant transit operator(s) and congestion management agency support for planning process (public involvement to date, support letters, etc.).

6. Implementation (15 points)

- (a) Plan, related zoning changes and general plan amendments and EIR (if applicable) are intended for adoption by City Council or Board of Supervisors
- (b) Jurisdiction has plans to ensure that development proposals conform to both the plan and community expectations.

PDA Plans must be completed within 30 months from execution of the funding agreement. Planning funds not invoiced within 30 months will revert to the planning program.

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PDA Planning Program Discussion Summary

	PDA	Brief Description	Estimated Funding	Local Match
Benicia	I-780/Benicia Industrial Park Employment Growth Area	Traffic circulation analysis. Employment and Soltrans transit link. In-county employment retention opportunities.	\$150,000	Yes
Dixon	Downtown Specific Plan	Update the Dixon Downtown Revitalization Plan (1996) to a Specific Plan. The Specific Plan will take into account land use changes and traffic circulation related to, but not limited to housing, SR 113, Future Capitol Corridor Train Station, and Dixon High School relocation.	\$75,000	Yes
Fairfield	Downtown and West Texas St PDA Specific Plan	Builds upon existing planning to develop a comprehensive vision for the Downtown South and West Texas Street Gateway Priority Development Areas.	\$850,000	Yes
Rio Vista	Downtown Specific Plan	Develop a Downtown Specific Plan for the waterfront, downtown, housing, SR 12 corridor and transit.	\$250,000	yes
Suisun	Downtown Specific Plan	Updates 1999 Downtown Specific PlanUpdate the 1999 Downtown Specific Plan to assist in the City's General Plan Update and Zoning Ordinance Update to provide policy and guidelines for developers; staff commented that current specific plan is strong enough. Updated Specific Plan to focus on sustainable communities strategies, parking policies, consistency in land use and policy among the General Plan and Zoning ordinance, and programmatic environmental review.	\$150,000	Yes
Vacaville	Not Defined	Not Defined. City of Vacaville is concentrating on General Plan completion. The City would benefit from a later call for projects.	Not Defined	Not Defined
Vallejo	Staff discussed several options including Downtown Specific Plan	Vallejo has opportunity areas for consideration and the likely candidate is a follow up planning implementation document for Sonoma Blvd. which builds on the recently adopted concept plan. Sonoma Blvd is largely outside of their current PDA. Other opportunity is for Downtown Specific Plan.	Not Defined	Yes

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DATE: March 4, 2013
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Allocation of Priority Conservation Area (PCA) Project and Planning Funds

Background:

The Association of Bay Area Governments (ABAG) designated Priority Conservation Areas (PCA) in 2007. PCA's are locally identified areas for conservation which provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. Although agriculture preservation was an intent for PCA designations, ABAG's original emphasis focused on areas for conservation and open space acquisition. Solano County currently has five (5) ABAG designated PCA's:

<u>PCA</u>	<u>Sponsor Agency</u>
Vacaville-Fairfield-Solano Greenbelt and Cement Hill	City of Fairfield
Blue Ridge Hills (Vaca Mountains)	Solano County
Western Hills (including part of the Vallejo Lakes Property)	Solano County
Tri City and County Cooperative Planning Area	Solano County
Baytrail and Ridge Trail	ABAG

ABAG has not accepted new PCA submittals since 2007 and no funding programs were established to implement PCA's until recently. A map illustrating the locations of the PCA's is included as Attachment A.

Discussion:

The Metropolitan Transportation Commission (MTC) approved \$5 million in Surface Transportation Program (STP) funds as a pilot program for implementing PCA's in the North Bay. The funding was included as part of the OneBayArea Grant (OBAG) Program. Solano County is anticipated to receive \$1.25 million out of the \$5 million available. This funding amount is with concurrence of MTC and based on discussions with Marin, Napa, and Sonoma counties. Each of the four North Bay Congestion Management Agencies have discussed this distribution of the \$5 million available to the North Bay.

The goal for this pilot funding cycle is to demonstrate to MTC and ABAG that Solano County has ideal projects that correspond with the intention of PCA's and to advocate for a permanent fund program for these types of activities. To achieve this goal, STA staff is recommending a two part approach:

1. Initiate a Farm to Market/ Agriculture Preservation Capital Improvement Project; and
2. Develop a Priority Conservation Area Assessment Plan.

STA partnered with the County of Solano to identify an initial ideal capital improvement project for the PCA funding within the Suisun Valley. The County previously adopted a Strategic Plan

for Suisun Valley to provide a vision and plan for the long-term agricultural viability of the valley. The Strategic Plan was adopted by the County Supervisors on February 1, 2011 as a follow up to their General Plan Update completed in 2008. STA staff is recommending \$1.175 million for the County to construct improvements identified in the Plan. The Suisun Valley Farm to Market Phase 1 project involves construction of bicycle and pedestrian improvements and staging areas at Mankas Corner, Rockville Road, Abernathy Road and Ledgewood Road. A complete project description is included as Attachment B. County staff is confident the project can be delivered within the required timeframe of the PCA funding and can meet the local match requirement of 11.47%.

STA staff is also recommending \$75,000 to develop a PCA Assessment Plan. The initial goal is to re-evaluate the PCA's that were designated back in 2007 and look for other opportunity areas for PCA Designation. An example for designation consideration includes the Vacaville–Dixon Green Belt. In addition, at least one PCA boundary needs to be realigned (i.e. the Fairfield–Vacaville Greenbelt). A tentative scope of work is included as Attachment C. The scope of work is expected to be discussed further with a stakeholder group before a formal STA staff recommendation for approval. The stakeholder group is intended to include representatives from:

- Solano Land Trust
- Tri-City and County Cooperative
- Greater Vallejo Recreation District
- Solano Irrigation District
- Department of Water Resources (Suisun Marsh Program)
- Resource Conservation Districts
- Solano Farm Bureau
- Solano Planning Directors Group
- Suisun Valley Growers
- Bay Trail and Ridge Trail
- Association of Bay Area Governments (ABAG)
- Metropolitan Transportation Commission (MTC)
- Other Participants

The PCA Assessment Plan Scope of Work is anticipated to be brought back to the STA Board for formal approval.

The STA Technical Advisory Committee (TAC) reviewed this item at their February 27, 2013 meeting and unanimously approved STA staff's recommendation.

Fiscal Impact:

No impact to the STA's General Fund. The \$1.25 million for implementing Solano County PCAs is from Federal Surface Transportation Program (STP) funds provided by MTC to the STA. \$1.175 million is recommended for the Suisun Valley Farm to Market Phase 1 project. \$75,000 is recommended to develop a PCA Assessment Plan for Solano County.

Recommendation:

Forward a recommendation to the STA Board to approve the following project and plan for PCA fund allocation:

1. \$1.175 million for the County of Solano for the Suisun Valley Farm to Market Phase 1 Project; and
2. \$75,000 for a Solano PCA Assessment Plan.

Attachments:

- A. Solano PCA Map
- B. Suisun Valley Farm to Market Phase 1 Construction Project Description
- C. Draft PCA Assessment Plan Scope of Work

Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) in Solano County

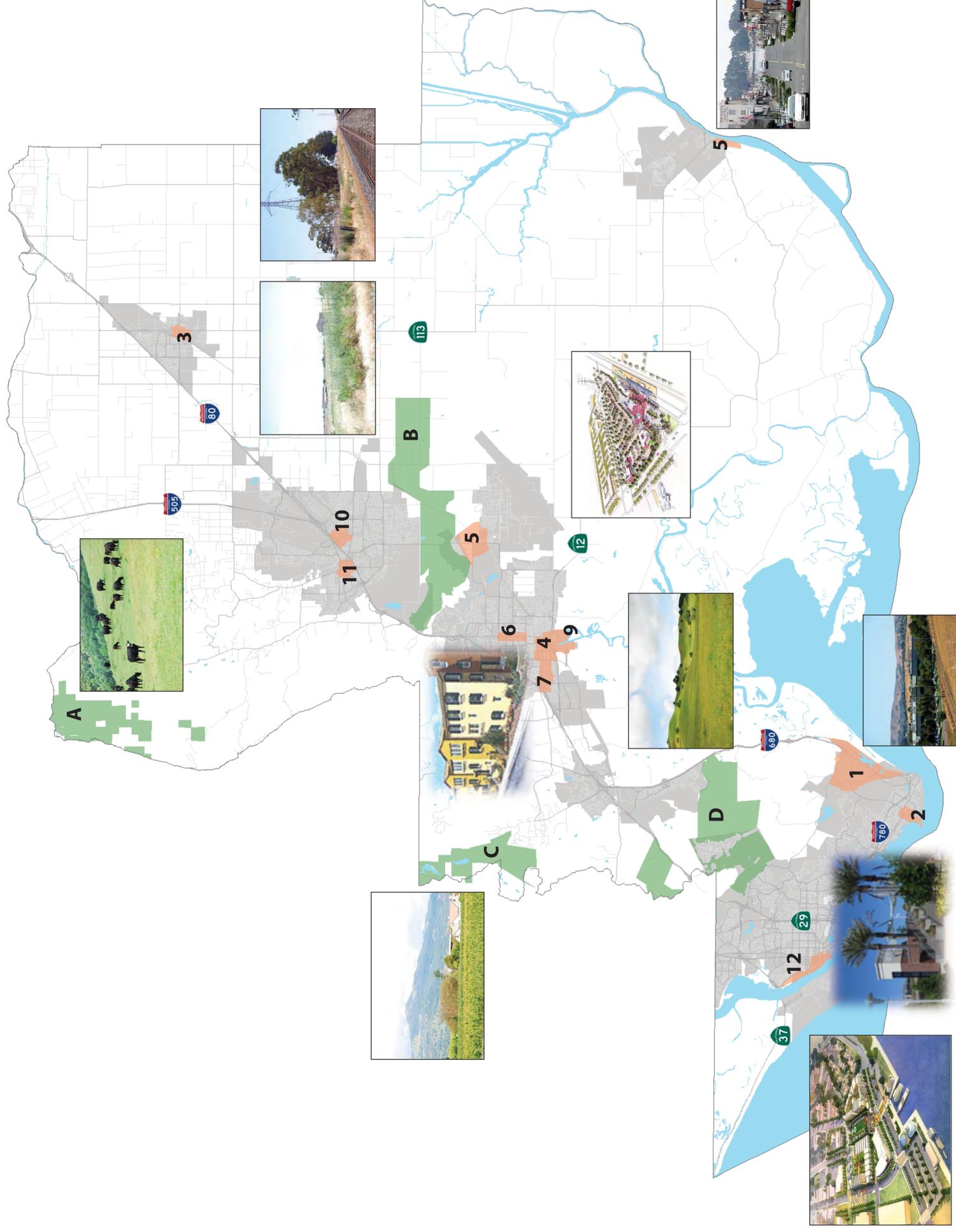


Priority Development Areas

PDAs are locally-identified, infill and employment development opportunity areas within existing communities. They are generally areas of at least 100 acres where there is local commitment to developing more housing or fostering more employment along with land use amenities and transit services.

Priority Conservation Areas

PCAs are areas of regional significance that provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. The purpose of designating priority conservation areas is to accelerate protection of these key natural lands in Solano County.



Priority Development Areas (PDAs)	
Agency	PDA Name
Benicia	Benicia Industrial Park
Benicia	Downtown
Dixon	Downtown
Fairfield	Downtown South
Fairfield	Fairfield/Vacaville Train Station
Fairfield	North Texas Street Core
Fairfield	West Texas Street Gateway
Rio Vista	Waterfront
Suisun City	Downtown & Waterfront
Vacaville	Allison/Ulatis Area
Vacaville	Downtown
Vallejo	Downtown & Waterfront

Priority Conservation Areas (PCAs)	
Agency	PCA Name
Fairfield	Vacaville-Fairfield-Solano Greenbelt and Cement Hill
Solano County	Blue Ridge Hills (Vaca Mountains)
Solano County	Western Hills (including part of the Vallejo Lakes Property)
Solano County	Tri-City and County Cooperative Planning Area

Detail Project Information Table

BASIC INFORMATION

Sponsor: Solano County	Project Title: Farm to Market Phase 1	Project Description Construct staging area with bicycle and pedestrian improvements at Mankas Corners and a Class II Bike Path on Rockville Road (from Rockville Trails Park to Fairfield City Limit), Susuin Valley Road (from Fairfield City Limit to Napa County Line), Mankas Corner Road (from Fairfield City limit to Suisun Valley Road), Abernathy Road (from Suisun Parkway to Mankas Corner Road) and Ledgewood Road (from Suisun Valley Road to Mankas Corner Road).
TIP or Project ID:	Primary Contact: Nick Burton	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
Farm to Market	13-14		\$ 265,000				\$ 265,000
Local	13-14		\$ 35,000				\$ 35,000
Farm to Market	14-15			\$ 35,000			\$ 35,000
Local	14-15			\$ 5,000			\$ 5,000
Farm to Market	15-16					\$ 904,000	\$ 904,000
Local	15-16					\$ 118,000	\$ 118,000
							\$ -
							\$ -
Project Phase Total:			\$ 300,000	\$ 40,000	\$ -	\$ 1,022,000	\$ 1,362,000

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval			
OBAG Planning Requirements Met			
TIP Programming			
Request PE authorization?			
Receive PE authorization?			
Field Review	6/15/2013		
Federal Environmental Type			CE
Technical Reports to Caltrans			
Environmental Circulation/Permits			
Environmental Adopted	1/15/2015		
Request PS&E authorization?			
Receive PS&E authorization ?			
Final Design	12/1/2014		
Request ROW Authorization			N/A
Receive ROW Authorization			N/A
Need ROW Acquisition?			N/A
Need Utilities Relocation?			N/A
ROW Cert	2/15/2015		
Request CON Authorization?	2/15/2015		
Receive CON Authorization?	3/15/2015		
Advertise Date	4/1/2015		
Contract Award Date	5/1/2015		
Project Completion	9/15/2015		
Project Closeout	11/15/2015		

Project Map

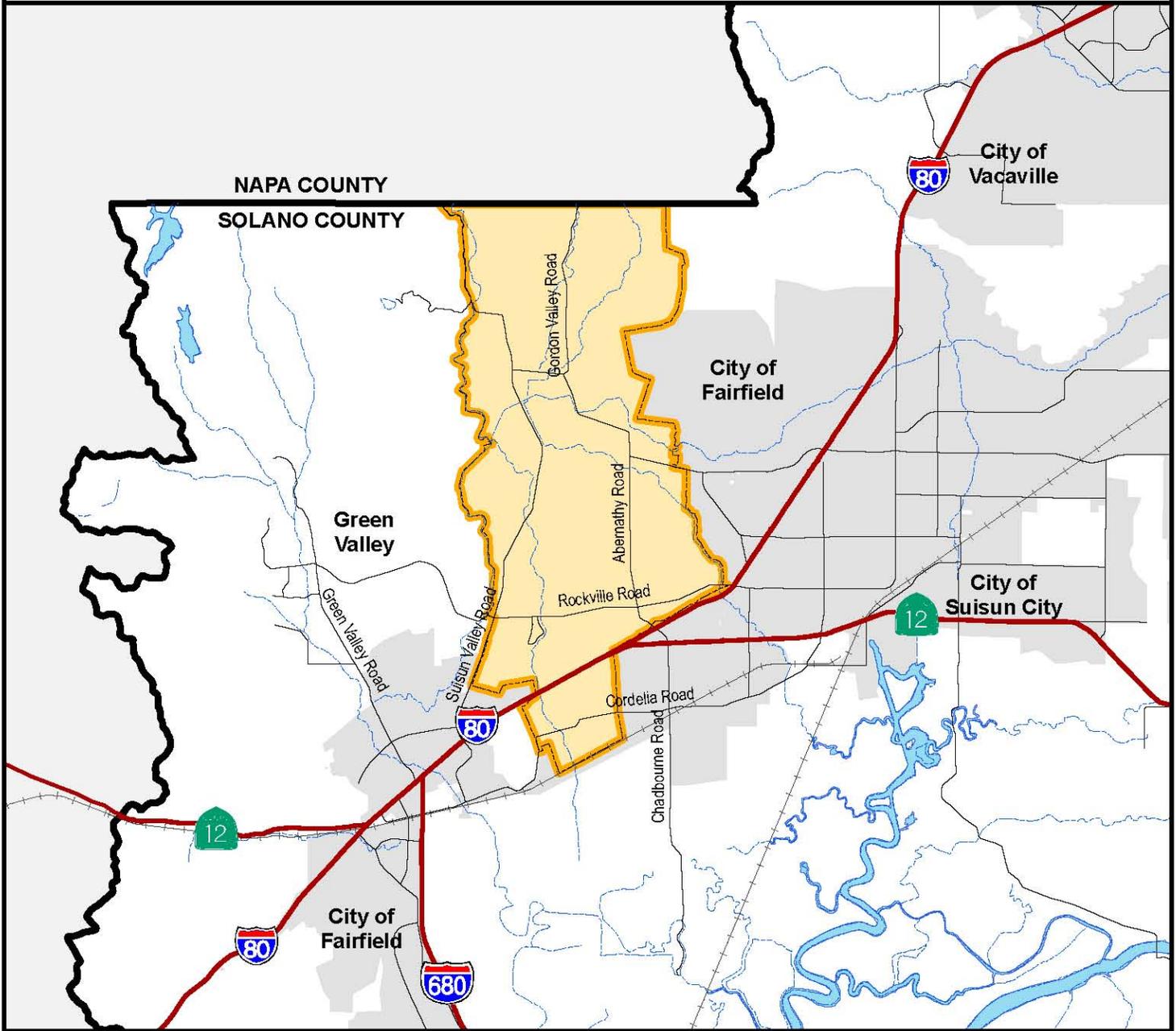
Potential Project Issues

Additional Comments:

Suisun Valley Strategic Plan

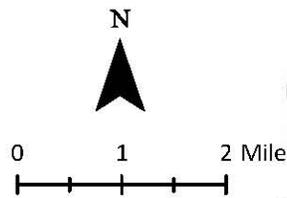
Figure 1-1

Regional Context



Legend

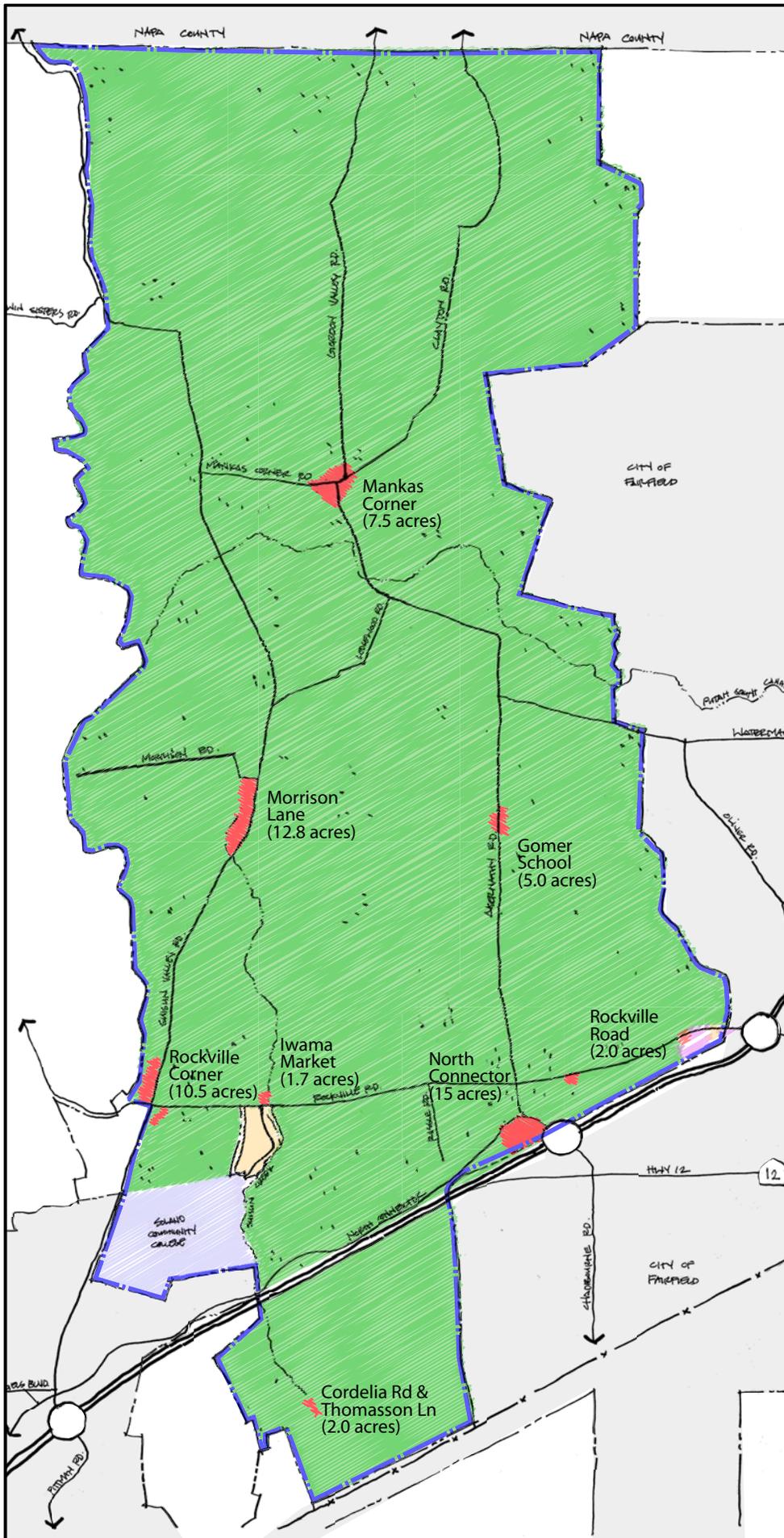
- Highways
- Roads
- Railroads
- Streams and Creeks
- Major Water Features
- Suisun Valley Strategic Plan Area
- City Boundaries



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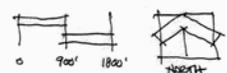
Figure 2-2

Neighborhood Agricultural/
Tourist Centers



Land Use Designations

-  Agriculture
-  Traditional Community - Residential
-  Neighborhood Commercial
-  Service Commercial
-  Public/Quasi-Public
-  Neighborhood Agricultural/Tourist Center



Draft Scope of Work – Solano Priority Conservation Areas (PCA) Assessment Plan

1. PCA Background/ABAG and MTC Designation Process

2. Identify and describe existing designated PCA's:

<u>PCA</u>	<u>Sponsor Agency</u>
Vacaville-Fairfield-Solano Greenbelt and Cement Hill	City of Fairfield
Blue Ridge Hills (Vaca Mountains)	Solano County
Western Hills (including part of the Vallejo Lakes Property)	Solano County
Tri City and County Cooperative Planning Area	Solano County
Baytrail and Ridge Trail	ABAG

3. Identify area opportunities for new PCA designations and barriers for existing PCA implementation

- a. Explore agency designations/affiliated policies

4. Define or quantify the viability of an agricultural area or an open space area sustainability

- a. Are there areas or resources that are especially important to the viability of agriculture and open space?
- b. Map existing agricultural and open space areas, and show areas critical to viability.
- c. Which areas produce the most revenue?
- d. Which areas have the most visitors?

5. Transportation/Land Use link to PCAs

- a. Identify how agricultural and open space areas are accessed
- b. What roadways provide access to identified agricultural and open space areas, and/or to areas critical to viability?
- c. What bicycle and pedestrian facilities are used to access these areas?
- d. What are the conditions of these roadways and facilities?
- e. Map/list congestion

6. What transportation investments will maintain or enhance agricultural and open space viability?

- a. Fix it First/maintain what we have
- b. Improve local access
- c. Improve non-local access
- d. Identify existing plans and projects that will meet any of the identified needs

7. Implementation Strategies

- a. Policies
- b. Performance Measures
- c. Potential fund sources



DATE: March 5, 2013
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update - – AB 935 (Frazier) Regarding Representation on Water Emergency Transit Authority (WETA)

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 9, 2013, the STA Board adopted its 2013 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2013.

Discussion:

FEDERAL

Monthly legislative updates have been provided by STA's State and Federal lobbyists for your information (Attachments A and C). A Legislative Bill Matrix listing state bills of interest is included as Attachment B. A Federal Funding Matrix is included as Attachment D.

Staff is working with STA's federal lobbyist, Susan Lent of Akin Gump, to coordinate meetings June 17-20th in Washington DC with Solano County's federal legislative representatives and with key federal agency staff. The strategy will focus on the following as they align with STA's Federal legislative priorities (Attachment E):

1. Monitor the Department of Transportation's Implementation of Moving Ahead for Progress in the 21st Century (MAP-21) and Comment on Proposed Regulations and Policies
2. Identify and Advocate for Grant Opportunities
3. Develop Positions on Reauthorization of MAP-21 and Advocate in Support of those Positions
4. Schedule annual Board Trip to Washington DC to meet with Federal Agencies, Members of Congress and Committee Staff in Support of STA priorities.

MAP-21 has added additional requirements with regard to Buy America. MAP-21 now requires all contracts, which includes all Utility Agreements (even if the work is not funded with federal funds or is being used as federal matching funds) associated with Federal Aid projects to implement the Federal Highway Administration's (FHWA) "Buy America" requirements.

An unintended consequence of the "Buy America" requirement will jeopardize the delivery schedule and funding for the I-80/I-680/SR 12 Interchange – Phase 1 project due to stringent requirements without exception clauses.

The immediate issue is the potential loss of funding for I-80/I-680/SR 12 Interchange – Phase 1 Initial Construction Package project, which is on a very critical timeline this year. In order to meet that timeline, the project needs to receive an allocation at the May 7, 2013 California Transportation Commission (CTC) meeting.

STA staff is working with Susan Lent to address both the immediate and long-term concerns with Solano Congressional representative John Garamendi, who serves on the Transportation and Infrastructure Committee. A solution needs to be found before project progress is negatively impacted not only in Solano County, but in projects across the United States. Staff from STA, Alameda and Contra Costa are planning to meet with Caltrans Director Malcolm Dougherty to seek assistance in addressing the issue.

STATE

Gus Khouri from STA's state lobbying firm, Shaw/Yoder/Antwih, arranged for members of the STA Board to meet with the following legislators and agencies at the State Capitol on February 13th:

- Senator Lois Wolk, Senate District 3
- Assembly Member Jim Frazier, Assembly District 11
- Assembly Member Mariko Yamada, Assembly District 4
- Assembly Member Susan Bonilla, Assembly District 14 (met with leg. staff)
- Brian Annis, Business, Transportation & Housing (BT&H) Deputy Director
- Andre Boutros, California Transportation Commission (CTC) Acting Executive Director

The message to the legislators was to request that they:

1. Engage on our behalf to help maintain a permanent state revenue stream for transportation
2. Assist us with passing legislation to lower the vote threshold
3. Assist us with acquiring 40% of Cap-and-Trade for transportation purposes
4. Continue to support STIP funding of the Jepson Parkway Project (I-80 Reliever Route)
5. Support CTC fund swap (Prop 1B CMIA) between construction contracts for the SR 12 Jameson Canyon Project

The message to the CTC and BT&H staff was to request that they:

1. Continue to support STIP funding of the Jepson Parkway Project (I-80 Reliever Route)
2. Support CTC fund swap (Prop 1B CMIA) between construction contracts for the SR 12 Jameson Canyon Project
3. Know the STA is interested in viable solutions for permanent state funding for transportation
4. Advise what we can do to assist with the administration's efforts of making this a reality

Staff and Chair Hardy met with Assembly Member Jim Frazier and his staff on February 28th to provide an update and tour of transportation projects relevant to his district. Staff is also scheduling transportation briefings and tours in the near future with Senator Lois Wolk and Assembly Member Susan Bonilla.

Cap-and-Trade

The State Cap-and-Trade program is part of the California Air Resources Board's (ARB) effort to reduce greenhouse gas (GHG) emissions to 1990 levels by 2020. Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, sets a limit on the total GHG emissions that can be emitted by specific sources in California. Those emitters that plan to produce higher volumes of

emissions than they hold “allowances” for must purchase more allowances through a market-based, auction system. Likewise, those emitters that plan to produce lower volumes of emissions than they hold “allowances” for can sell their extra allowances.

According to the Legislative Analyst’s Office, revenues expected from the auction may range anywhere from \$650 million to upwards of \$14 billion per year during the life of the program. The first two auctions were held on November 14th and February 19th (results listed below). The next Auction is scheduled for May 16. The Reserve Sale scheduled for March 8th has been cancelled because no covered entities or opt-in entities had indicated an intent to bid at the March 2013 reserve sale and provided a bid guarantee by the deadline of February 27th. The next reserve sale is scheduled for June 27, 2013, at which time all allowances for the March 2013 reserve sale will be made available as well.

Results of Auction 1 held on November 14, 2012:

Auction	Allowances Offered	Allowances Sold	Settlement Price
Current Auction (2013 Vintage)	23,126,110	23,126,110	\$10.09
Advance Auction (2015 Vintage)	39,450,000	5,576,000	\$10.00

The first Cap-and-Trade auction resulted in \$55.76M in proceeds to the state.

Results of Auction 2 held on February 19, 2013:

Auction	Allowances Offered	Allowances Sold	Settlement Price
Current Auction (2013 Vintage)	12,924,822	12,924,822	\$13.62
Advance Auction (2016 Vintage)	9,560,000	4,440,000	\$10.71

In 2012, the Governor signed AB 1532 (Pérez) into law [Chapter 807, Statutes of 2012], which will guide the development of an investment plan for Cap-and-Trade funds. AB 1532 directs that “Moneys appropriated from the fund may be allocated....for the purpose of reducing greenhouse gas emissions in this state through investments that may include, but are not limited to....funding to reduce greenhouse gas emissions through....low-carbon and efficient public transportation.” The STA Board approved the following language to be included in the STA 2013 Legislative Priorities and Platform:

Support the State Cap and Trade program:

1. Dedicate the allocation revenues related to fuels to transportation investments.
2. Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
3. Structure the investments to favor integrated transportation and land use strategies.
4. Allow flexibility at the regional and local level to develop the most cost effective ways to meet GHG reduction goals through transportation and land use investments.
5. Provide the incentives and assistance that local governments need to make SB 375 work.

On February 25th, ARB held the second of three statewide public workshops (this one in Sacramento). The purpose of the workshops is to seek input on their Draft Concept Paper on the Cap-and-Trade Auction Proceeds Investment Plan (Attachment F) to support the State's effort to reduce the greenhouse gases that contribute to climate change.

ARB is requesting that written comments on the material discussed at the workshops and ARB's Concept Paper be submitted through their website no later than March 8, 2013 (<http://www.arb.ca.gov/cc/capandtrade/capandtrade.htm>). Comments as well as all materials provided at the workshops can be viewed on their site.

At the direction of the STA Board Executive Committee, staff is preparing a letter stating the STA's priorities for Cap-and-Trade Proceeds in Solano County to be submitted by the March 8th deadline.

Water Emergency Transportation Authority (WETA)

As directed in 2007 by Senate Bill (SB) 976, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) Board is comprised of five members with a term of six years. Members of the board are appointed as follows:

- Three members shall be appointed by the Governor, subject to confirmation by the Senate
- One member shall be appointed by the Senate Committee on Rules
- One member shall be appointed by the Speaker of the Assembly

Currently the WETA Board of Directors consists of the following members:

- Charlene Haught Johnson – Chair, Governor's Appointee
- Anthony J. Intintoli, Jr. – Vice Chair, Governor's Appointee
- Gerald Bellows – Governor's Appointee
- Hon. Beverly Johnson – Senate Rules Committee Appointee
- Timothy Donovan – Assembly Committee on Rules Appointee

Solano County, with 53% of the ferry ridership under WETA's jurisdiction, has been represented by Former Vallejo Mayor and STA Board Member Tony Intintoli since the authority's creation. His appointment was made in 2008 by former Governor Schwarzenegger and will expire in 2014.

SB 1093 (Wiggins) made amendments to SB 976 in 2008 to clarify property transfers, reimbursements and items to be included in the WETA transition plan. The bill, however, did not address a concern of STA's to "specify that the City of Vallejo will have a statutorily-designated representative on the WETA Board (Section 66540.12 (c))."

On February 22, 2013, Assembly Bill (AB) 935 (Attachment G) was introduced by Assembly Member Jim Frazier. The bill, co-authored by Assembly Member Bonilla, proposes:

to expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would also require that one of the members appointed by the Governor be selected from a list of 3 nominees provided by the Contra Costa Transportation Authority and one from a

list of 3 nominees provided by the San Mateo County Transportation Authority. This bill contains other existing laws.

Staff recommends the STA seek an amendment to AB 935 to include similar language for Solano Transportation Authority as one of the Governor's three appointees. Gus Khouri has already spoken with Assembly Member Frazier and he is amenable to drafting an amendment to include Solano in the bill.

At the request of the STA Board Executive Committee, STA staff is seeking direction from the STA Board at the March 13th meeting regarding submitting an amendment to include Solano County in AB 935, including a discussion about STA policy for representation from Solano County/City of Vallejo.

Staff recommends the addition of the following to the 2013 STA Legislative Priorities and Platform under Section V. Ferry:

Seek legislation to specify that the Solano Transportation Authority will have a statutorily-designated representative on the WETA Board.

Fiscal Impact:

None.

Recommendation:

Approve the following:

1. Authorize the Executive Director to seek amendments to include Solano County in AB 935 (Frazier); and
2. Add to the 2013 STA Legislative Priorities and Platform under Section V. Ferry:
Seek legislation to specify that Solano County will have a statutorily-designated representative on the WETA Board.

Attachments:

- A. Shaw/Yoder/Antwih State Legislative Update
- B. STA Legislative Bill Matrix
- C. Akin Gump Federal Legislative Update
- D. Federal Funding Matrix
- E. Federal Funding Priorities
- F. Draft Concept Paper on the Cap-and-Trade Auction Proceeds Investment Plan
- G. AB 935 (Frazier) introduced 2/22/13

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

February 28, 2013

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

RE: STATE LEGISLATIVE UPDATE- FEBRUARY

On January 10, Governor Brown released his FY 2013-14 State Budget. He emphasizes that significant progress in trimming down the state's chronic budget deficit (\$26.6 billion shortfall in FY 2011-12, \$20 billion in FY 2012-13) has been made by making spending cuts, primarily in corrections, health and human services, and education. As a result, the FY 13-14 budget does not project a deficit. Overall, General Fund spending is down from its peak of \$103 billion in 2007-08 to \$93 billion in 2012-13, a decrease of \$10 billion, or 10 percent. As a share of the economy, General Fund spending in 2011-12 and 2012-13 remains at its lowest level since 1972-73.

The Governor emphasized that the State must live within its means. He identified four major variables for the budget going forward: actions on the federal deficit, the uncertain economic recovery, the federal government and/or the courts blocking actions, and potential increases in health care costs.

Regarding the "wall of debt," the Governor noted that in 2011 it was pegged at \$35 billion and that it remains a significant challenge. The Governor is proposing to spend \$4.2 billion in his budget to pay down existing state debt. Furthermore, the budget document notes the State's unfunded retirement obligations.

The passage of Proposition 30 on last November's ballot helped avert severe cuts to education, health and human service and public safety programs.

Impact on Transportation

The Transportation Agency (Agency) is the successor to the Business, Transportation and Housing Agency. The Agency is responsible for addressing mobility, safety, and air quality issues as they relate to transportation. Key priorities include developing and integrating the highspeed rail project into California's existing transportation system and supporting regional agencies in achieving the greenhouse gas emission reductions and environmental sustainability objectives required by state law.

The Agency, established as part of the Governor's 2012 Reorganization Plan, becomes operational on July 1, 2013. The Agency consists of the following six state entities responsible for administering programs that support the state's transportation system:

- Department of Transportation

- California Transportation Commission
- HighSpeed Rail Authority
- Department of Motor Vehicles
- California Highway Patrol
- Board of Pilot Commissioners

The Office of Traffic Safety operates within the Office of the Secretary for Transportation. The Budget includes total funding of \$21.1 billion (\$0.2 billion General Fund and \$20.9 billion other funds) for all programs administered within the Agency.

The Governor makes a reference to California Transportation Commission's "2011 Statewide Transportation Needs Assessment" which identifies \$538.1 billion in total infrastructure needs, including substantial local streets & roads and local mass transit needs, in addition to highway and intercity rail needs over the next decade.

Over the past decade, the voters have approved almost \$30 billion of general obligation bonds for transportation purposes, including \$19.9 billion for Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, and \$9.9 billion for Proposition 1A, the Safe, Reliable HighSpeed Passenger Train Bond Act for the 21st Century. As a result, approximately 13 percent of annual state transportation revenues will continue to be dedicated to offsetting debt service costs. These debt service costs are expected to total over \$1 billion in 201314 and are projected to grow in future years, significantly exceeding the amount of existing transportation funds legally available to offset these costs and therefore creating General Fund expenses.

Beginning in the spring of 2013, the Agency will convene a workgroup consisting of state and local transportation stakeholders to refine the transportation infrastructure needs assessment, explore longterm, payasyougo funding options, and evaluate the most appropriate level of government to deliver highpriority investments to meet the state's infrastructure needs.

The Budget also reflects changes to the Local Assistance and Planning Programs within Caltrans, including the consolidation of five programs into a single Active Transportation Program which will simplify and enhance funding for pedestrian and bicycle projects.

Impact on Transit Funding

The Governor projects that the State Transit Assistance program will be at approximately \$391 million for FY 2013-14, and \$415 million for FY 2012-13. If accurate, this would represent a 12% reduction from last Fall's number of \$468 million for FY 2012-13 and 17% drop in comparison to the budget year number. This number is subject to change, as the program no longer relies on a budget line-item but rather on sales tax receipts associated with the consumption of diesel fuel.

The budget also proposes \$479,717,000 in funding for the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA), which serves as the sole source of funding for transit capital projects and rolling stock

purchases. It is uncertain, however, whether this is a carryover balance of the existing appropriation authority from subsequent fiscal years. To date, approximately \$1.8 billion of the \$2.8 billion that has been appropriated by the legislature has been allocated to program recipients.

The intercity rail program is projected to receive \$130 million.

Proposition 1A Funding

SB 1029 (Leno) [Chapter 152, Statutes of 2012], amended The 2012 Budget Act to appropriate approximately \$8 billion for the highspeed rail project for the following purposes:

- \$5.8 billion for the first phase of the Initial Operating Section from Madera to Bakersfield.
- \$1.1 billion for early improvement projects to upgrade existing rail lines in Northern and Southern California, which will lay the foundation for future highspeed rail service as it expands into these areas.
- \$819.3 million for connectivity projects to enhance local transit and intercity rail systems that will ultimately link to the future high speed rail system. The CTC allocated funding during the Fall to those agencies that made a request.

Since the enactment of the 2012 Budget Act, significant progress on the project has been made:

In September, the Federal Railroad Administration approved the necessary environmental impact assessments for the Merced to Fresno alignment.

- The public comment period for the draft environmental assessments for the Fresno to Bakersfield alignment concluded in October.
- The High Speed Rail Authority (Authority) has started to solicit bids from private contractors to begin the rightofway land acquisition phase of the project.

The Authority is continuing to identify early “bookend” investments that will generate immediate benefits and, through blended service, enhance future highspeed rail ridership. Projects currently being evaluated include the electrification of the Caltrain corridor in Northern California and regional rail improvement projects, such as grade separations, in Southern California. Final selection of specific projects and lead agencies will be completed by the end of the current fiscal year. Initial construction work is scheduled to begin in the Central Valley during the summer of 2013.

As noted in the Authority’s revised 2012 Business Plan, additional funding will be necessary to complete the Initial Operating Section from Merced to the San Fernando Valley. Cap-and-Trade funds will be available as a fiscal backstop.

Cap-and-Trade

The Budget acknowledges that transportation is the single largest contributor to GHGs in California (38 percent), and reducing transportation emissions should be a top priority (including mass transit, high speed rail, electrification of heavy duty and light duty vehicles, sustainable communities, and electrification and energy projects that complement high speed rail). The Budget recognizes that the first Cap-and-Trade auction resulted in \$55.8 million in proceeds to the state (two more auctions will occur on February 19, 2013 and May 16, 2013); therefore the Budget only addresses the expenditure of auction proceeds of \$200 million in 201213 and \$400 million in 201314. Total revenues from the auctions may exceed these amounts (more on this topic in the section below).

Securing New Funding

The Governor's budget had some language that acknowledged the need to continue the state's investment in transportation infrastructure given that existing resources are dwindling and will soon expire. Acting Business, Transportation and Housing Secretary Brian Kelly has stated that he intends to convene a working group in March to discuss the prospects of creating a pay-as-you-go funding stream for the future. Your advocacy team will be at the table to provide input and shape that conversation in order to help position STA to acquire prospective funding.

As a result, Shaw/Yoder/Antwih has already spent a considerable amount of time trying to shape and figure out what will happen in transportation this year. We have met with the Speaker, Senate President pro Tempore, Committee Chairs and members, California Air Resources Board, Business Transportation & Housing Agency, and California Transportation Commission on a number of issues.

Here's a menu of options thus far and the prospect for each item this year:

1. Lowering the vote threshold:

Thanks to the 2/3 majority in both houses, many non-self-help counties are hoping that the legislature will consider passing a constitutional amendment to allow for the vote threshold to be reduced from 66% to 55% for transportation sales tax measures. There are currently 19 counties that have a sales tax dedicated to transportation, which represents nearly 70% of available resources for transportation financing.

The Self-Help Counties Coalition will sponsor legislation on this issue. Our caution would be that such a proposal should be part of a package (such as a redo of Proposition 1B) that still requires the state to remain as funding partner rather than further placing the burden on counties to make improvements to state assets. Think realignment 2.0. Another problem is each county's taxing capacity. Would we need a Bradley-Burns waiver (10%)? How much do you tax folks in the county?

Senators Carol Liu (D-Glendale) and Ellen Corbett (D-Alameda) have introduced SCA 4 and SCA 8, respectively, for purposes of lowering the vote threshold to 55% for local transportation sales tax measures. STA has taken a support position on both bills. Senator Hancock (D-Berkeley) has also introduced SCA 11, which would allow the threshold to be lowered for all sectors.

Early Prediction: There is a good chance that a proposal will make it through the process this year. The question is whether an accommodation is also made for other sectors such as public safety.

2. Bonds: Proposition 1B Version 2.0?

Given that transportation funding falls off of a cliff after the exhaustion of key Proposition 1B programs, several transportation stakeholders have discussed pursuing an additional bond measure that could be recalibrated to focus more intently on programs such as the State Highway Operations and Protection Program which focuses on highway rehabilitation and safety, public transportation, grade separations, etc. Proposition 1B was approved by over 61 % of the voters in 2006 resulting in over \$1.5 billion of the nearly \$20 billion bond being recycled to improve the state's transportation infrastructure. The Governor, and more specifically the Department of Finance, are not interested in accruing additional bond debt service, which stands at 14% of the General Fund. The Treasurer has repeatedly advised that we should not be over 6% because it hurts the state's credit rating and costs more to borrow as a result.

The General Fund no longer funds transportation in California. The gas tax (18 cents motorists pay at the pump), has not been indexed since 1990, and bonds, which were originally intended to supplement traditional resources, have buoyed funding. Cars are more fuel efficient and the system has gotten bigger, which means that we cannot stretch our dollar as far to maintain what we have, let alone expand. Furthermore, 13% of all transportation revenue goes to pay for bond debt service. Proposition 1A, the high-speed rail bond, adds pressure especially after last year's nearly \$8 billion appropriation in SB 1029.

Lastly, there is a school facilities and water bond to compete with, so no dice on a transportation bond.

Early Prediction: Not going to happen.

3. Cap-and-Trade:

In October 2010 the California Air Resources Board (CARB) adopted the Cap-and-Trade regulation, which is expected to help California achieve the goals of AB 32 (the Global Warming Solutions Act of 2006) – to lower statewide greenhouse gas (GHG) emissions to the equivalent of the 1990-level, by 2020. The Cap-and-Trade program will set a limit on the total GHG emissions that can be emitted by specific sources within the state; those emitters that plan to emit more than they hold “allowances” for must purchase more allowances through this market-based system (i.e. if they cannot otherwise reduce their actual emissions). Likewise, those emitters that plan to produce lower volumes of emissions than they hold “allowances” for can sell their extra allowances.

CARB reports that the regulation will cover 360 businesses representing 600 facilities and is divided into two phases. The first, beginning in 2013, will include all major industrial sources along with electricity utilities. The second, starting in 2015, brings in distributors of transportation fuels, natural gas and other fuels.

CARB will provide the majority of allowances to all industrial sources during the initial period (2013-2014), using a calculation that rewards the most efficient companies. Those that need additional allowances to cover their emissions can purchase them at regular quarterly auctions CARB will conduct, or buy them on the market. The first auctions of allowances (for 2013 allowances) occurred in November 2012. As the emissions cap declines each year, the total number of allowances issued in the state drops, requiring companies to find the most cost-effective and efficient approaches to reducing their emissions. The first compliance year when covered sources will have to turn in allowances is 2013.

Initial revenue estimates from the auctions were expected to range anywhere from \$650 million to upwards of \$14 billion per year during the life of the program. In January 2012, the Governor estimated that \$1 billion would be generated by the sale of credits through three auctions to be conducted through the fiscal year with \$500 million going towards the General Fund and an accommodation being made to fund high-speed rail bond debt service. The total revenue forecast for FY 2012-13 was revised to \$700 million prior to the November auction.

Last year, the Governor signed AB 1532 (Pérez) into law [Chapter 807, Statutes of 2012], which will guide the development of an investment plan for Cap-and-Trade funds. AB 1532 directs that “Moneys appropriated from the fund may be allocated....for the purpose of reducing greenhouse gas emissions in this state through investments that may include, but are not limited to....funding to reduce greenhouse gas emissions through....low-carbon and efficient public transportation.”

On November 14, CARB held its first auction. The results were as follows:

Auction	Allowances Offered	Allowances Sold	Settlement Price
Current Auction (2013 Vintage)	23,126,110	23,126,110	\$10.09
Advance Auction (2015 Vintage)	39,450,000	5,576,000	\$10.00

Therefore, a total of roughly \$287 million was acquired through the sale of credits, well below the anticipated \$700 million estimate, although two auctions remain within the fiscal year.

Of the roughly \$287 million in credits that were sold, \$231 million were 2013 vintage credits and \$56 million were for 2015 vintage credits. The 2013-14 State Budget recognized the underwhelming revenue generated by last November’s auction and therefore only addresses the expenditure of auction proceeds of \$200 million in 2012-13 and \$400 million in 2013-14. Total revenues from the auctions may exceed these amounts.

The 2013 vintage credits are intended for the Public Utilities Commission’s (PUC) rebate program for rate increases passed on to ratepayers by investor-owned utilities (IOUs) from the purchase of Cap-and-Trade emissions credits. Currently, residential,

small business, and emission-intensive trade exposed customers (glass manufacturers, cement mixers) qualify to receive such credits, as directed by SB 1018 (Committee on Budget), [Chapter 39, Statutes of 2012]. The PUC has been very reluctant to entertain additional entities (including transit) to be eligible for the rebate program.

The 2015 vintage credits are intended for the state's program of reducing GHGs, but the first \$500 million will go towards the General Fund for "AB 32 purposes."

Per AB 1532, we may have to wait until the release of the May Revise to figure out how to divide up a pie that is still in the making. The balance for the fiscal year will not be known until after the third auction in March.

The Transportation Coalition for Livable Communities (Coalition) spearheaded by the California Transit Association (CTA) and California Alliance for Jobs is pursuing long-term dedication of the allocation revenues related to fuels to investments that reduce GHG emissions from the transportation sector. CARB is very supportive of providing funds for transit.

The Budget acknowledged that transportation is the single largest contributor to GHGs in California (38 percent), and reducing transportation emissions should be a top priority (including mass transit, high speed rail, electrification of heavy duty and light duty vehicles, sustainable communities, and electrification and energy projects that complement high speed rail).

The Coalition will soon be meeting with members of the legislature to promote the plan to invest all of the fuels related Cap-and-Trade auction revenue to GHG-reducing transportation projects. CARB is responsible for developing an investment plan which will be submitted to the Department of Finance this spring.

The Coalition is also working to provide relief to transit systems for a credit against the rate increase that would be passed through by IOUs resulting from the IOUs purchasing Cap-and-Trade allowances administered by the PUC (the SB 1018 issue).

The legislative fix will be aimed at acquiring rebates or offsets from the PUC Cap and Trade revenue source, or appropriate cost exemptions, to mitigate increased electricity costs to transit systems. The Coalition is currently reaching out to other public agency stakeholders as we work to craft this legislation and strategize for the best outcome.

Early Prediction: Good chance that transportation, specifically transit, will benefit from auction proceeds in 2015, if not from fiscal year revenue.

4. Vehicle License Fee Proposal

Senator Ted Lieu (D-Torrance) agreed, then quickly retracted on his commitment, to introduce legislation to increase that the state's vehicle license fee (VLF) from .65% to 2% in order to fund transportation infrastructure projects. The Senator received pressure from several interest groups in education, and public safety among others,

before deciding not to introduce the bill. Transportation unions will attempt to shop the proposal to other members as Session progresses.

Many have cited that the reduction of this revenue stream, which used to go towards General Fund purposes has created anywhere from a \$4 to \$6 billion hole in the state's budget. Governor Schwarzenegger famously reduced the VLF as his first act as Governor after the recall of Governor Davis in 2003.

It was raised to 1.15% in 2009 with public safety being the beneficiary of the additional increment. However, the proposal was allowed to sunset in 2011.

There is a revised proposal that is being circulated which would impose a Transportation User Fee, essentially a 1% add-on to the current VLF.

Early Prediction: Seems like a tough sell.

**STA Bill Matrix
as of 2/27/2013**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 8</u> <u>Perca D</u></p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	ASSEMBLY TRANS.	<p>Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission (commission), to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program. This bill would provide that the State Air Resources Board (state board), until January 1, 2024, has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. The bill would require the state board to aggregate and make available to the public, no later than January 1, 2014, and every two years thereafter, the number of vehicles that automobile manufacturers project to be sold or leased, as reported to the state board. The bill would require the commission to allocate \$20 million each fiscal year, as specified, and up to \$20 million each fiscal year thereafter, as specified, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the state board to jointly review and report on the progress toward establishing a hydrogen fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state, as specified. The bill would authorize the commission to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance, as specified, for purposes of assisting in the implementation of these provisions. The bill, no later than July 1, 2013, would require the state board and air districts to jointly convene working groups to evaluate the specified policies and goals of specified programs.</p>	
<p><u>AB 26</u> <u>Bonilla D</u></p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	ASSEMBLY PRINT	<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 authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill would make a technical, non-substantive change to this provision.</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 29 Williams D</p> <p>Proposition 39: implementation.</p>	<p>ASSEMBLY PRINT</p>	<p>The California Clean Energy Jobs Act, an initiative approved by the voters at the November 6, 2012, statewide general election as Proposition 39, made changes to corporate income taxes and provides for the transfer of \$550,000,000 annually from the General Fund to the Clean Energy Job Creation Fund for 5 fiscal years beginning with the 2013-14 fiscal year. Moneys in the Clean Energy Job Creation Fund are available, upon appropriation by the Legislature, for purposes of funding eligible projects that create jobs in California improving energy efficiency and expanding clean energy generation. Existing law provides for allocation of these funds to public school facilities, university and college facilities, other public buildings and facilities, as well as job training and workforce development, and public-private partnerships, for eligible projects. This bill would state the intent of the Legislature to enact legislation that would use a portion of funds available in the Clean Energy Job Creation Fund to create 3 revolving loan funds for the University of California, the California State University, and the California Community Colleges for energy efficiency retrofit projects, clean energy installations, and other energy system improvements to reduce costs and achieve energy savings and environmental benefits. The revolving loan funds would be administered by the respective institutions.</p>	
<p>AB 37 Perea D</p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require, until January 1, 2017, 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. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 39 Skinner D</p> <p>Proposition 39: implementation.</p>	<p>ASSEMBLY NAT. RES.</p>	<p>The California Clean Energy Jobs Act, an initiative approved by the voters as Proposition 39 at the November 6, 2012, statewide general election, made changes to corporate income taxes and, except as specified, provides for the transfer of \$550,000,000 annually from the General Fund to the Clean Energy Job Creation Fund (Job Creation Fund) for 5 fiscal years beginning with the 2013-14 fiscal year. Moneys in the Job Creation Fund are available, upon appropriation by the Legislature, for purposes of funding eligible projects that create jobs in California improving energy efficiency and expanding clean energy generation. Existing law provides for the allocation of available funds to public school facilities, university and college facilities, other public buildings and facilities, as well as job training and workforce development, and public-private partnerships, for eligible projects, as specified. Existing law establishes prescribed criteria that apply to all expenditures from the Job Creation Fund. Existing law creates the Citizens Oversight Board with specified responsibilities relative to the review of expenditures from the Job Creation Fund, including the submission of an evaluation to the Legislature. This bill would require the State Energy Resources Conservation and Development Commission (Energy Commission) to administer grants, no-interest loans, or other financial assistance to an eligible institution, defined as a public school providing instruction in kindergarten or grades 1 to 12, inclusive, for the purpose of projects that create jobs in California by reducing energy demand and consumption at eligible institutions. This bill would continuously appropriate for prescribed fiscal years an unspecified amount to the Energy Commission for this purpose in each year that at least that amount of money is transferred to the Job Creation Fund. This bill would require the Energy Commission to administer the grants, no-interest loans, or other financial assistance program to ensure that projects satisfy the prescribed criteria that apply to all expenditures from the Job Creation Fund. This bill would require an eligible institution that receives a grant, no-interest loan, or other financial assistance to report the amount of energy saved to the Energy Commission and to compute the cost of energy saved as a result of implementing projects funded by the grant, as prescribed. This bill contains other related provisions.</p>	
<p>AB 114 Salas D</p> <p>Proposition 39: implementation.</p>	<p>ASSEMBLY PRINT</p>	<p>The California Clean Energy Jobs Act, an initiative approved by the voters at the November 6, 2012, statewide general election as Proposition 39, made changes to corporate income taxes and, except as specified, provides for the transfer of \$550,000,000 annually from the General Fund to the Clean Energy Job Creation Fund for 5 fiscal years beginning with the 2013-14 fiscal year. Moneys in the Clean Energy Job Creation Fund are available, upon appropriation by the Legislature, for purposes of funding eligible projects that create jobs in California, improving energy efficiency and expanding clean energy generation. Existing law, among other things, provides for allocation of available funds to job training and workforce development. This bill would require the Employment Development Department, using funds made available from the Clean Energy Job Creation Fund for job training and workforce development purposes, to administer grants, no-interest loans, or other financial assistance for allocation to existing workforce development programs for the purposes of creating green energy jobs in California. The bill would require the California Conservation Corps, certified community conservation corps, YouthBuild, and other existing workforce development programs to give higher priority to disadvantaged youth and veterans who reside in an economically disadvantaged community or in a community with a higher unemployment rate than the statewide unemployment rate. The bill would make legislative findings and declarations.</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 153 Bonilla D</p> <p>California Global Warming Solutions Act of 2006: offsets.</p>	<p>ASSEMBLY NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and 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. The act requires the state board 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 the use of market-based compliance mechanisms. This bill, if the state board uses its authority to include the use of market-based compliance mechanisms, would require the state board, on or before January 1, 2014, to adopt a specified process for the review and consideration of new offset protocols and, commencing in 2014 and continuing annually thereafter, use that process to review and consider new offset protocols.</p>	
<p>AB 160 Alejo D</p> <p>California Public Employees' Pension Reform Act of 2013: exceptions.</p>	<p>ASSEMBLY P.E.,R. & S.S.</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act, as specified. Among other things, PEPRA prohibits a public employer from offering a defined benefit pension plan exceeding specified retirement formulas, requires new members of public retirement systems to contribute at least a specified amount of the normal cost, as defined, for their defined benefit plans, and prohibits an enhancement of a public employee's retirement formula or benefit adopted after January 1, 2013, from applying to service performed prior to the operative date of the enhancement. This bill would except from PEPRA, by excepting from the definition of public retirement system, certain multiemployer plans authorized under federal law and retirement plans for public employees whose collective bargaining rights are protected by a specified provision of federal law.</p>	
<p>AB 164 Wieckowski D</p> <p>Infrastructure financing.</p>	<p>ASSEMBLY L. GOV.</p>	<p>Existing law permits a governmental agency to solicit proposals and enter into agreements with private entities for the design, construction, or reconstruction by, and may lease to, private entities, for specified types of fee-producing infrastructure projects. Existing law requires certain provisions to be included in the lease agreement between a governmental agency undertaking an infrastructure project and a private entity. This bill would require a lease agreement between a governmental agency undertaking an infrastructure project and a private entity to include performance bonds to ensure the completion of the construction of the facility and payment bonds to secure the payment of claims of laborers, mechanics, and materialmen employed on the work under contract.</p>	
<p>AB 168 Wilk R</p> <p>Local government finance: vehicle license fee revenues: allocations.</p>	<p>ASSEMBLY PRINT</p>	<p>The Vehicle License Fee Law establishes, in lieu of any ad valorem property tax upon vehicles, an annual license fee for any vehicle subject to registration in this state. Under existing law, the Controller is required to allocate vehicle license fee revenues in the Motor Vehicle License Fee Account according to a specified order, with moneys allocated on or after July 1, 2004, but before July 1, 2011, first to the County of Orange, next to each city and county meeting specified criteria, and on or after July 1, 2011, to the Local Law Enforcement Services Account in the Local Revenue Fund, for allocation to cities, counties, and cities and counties. This bill would make technical, non-substantive changes to these provisions.</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 179 Bocanegra D</p> <p>Public transit: electronic transit fare collection systems: disclosure of personal information.</p>	ASSEMBLY TRANS.	Existing law prohibits a transportation agency from selling or providing personally identifiable information of a person obtained through the person's participation in an electronic toll collection system or use of a toll facility that uses an electronic toll collection system. Existing law requires a transportation agency to discard personally identifiable information after 4 1/2 year. Existing law provides various remedies in that regard. This bill would make these and other related provisions applicable to a transportation agency that employs an electronic transit fare collection system for payment of transit fares. The bill would require transportation agencies that obtain personally identifiable information of a person from electronic toll collection or electronic transit fare collection systems to discard that information after 6 months, as specified.	
<p>AB 185 Hernández, Roger D</p> <p>Open and public meetings: televised meetings.</p>	ASSEMBLY L. GOV.	The Ralph M. Brown Act requires that an audio or video recording of an open and public meeting made at the direction of a local agency is subject to inspection pursuant to the California Public Records Act and may be erased or destroyed 30 days after the recording. Existing law requires that any inspection of an audio or video recording shall be provided without charge on equipment made available by the local agency. The bill would provide that an audio or video recording of an open and public meeting made at the direction of a local agency may be erased or destroyed 2 years after the recording. This bill contains other related provisions and other existing laws.	
<p>AB 204 Wilk R</p> <p>Vehicles: green vehicles: fees.</p>	ASSEMBLY PRINT	Existing law establishes the Department of Motor Vehicles. Existing law provides for the registration of vehicles by the Department of Motor Vehicles, including the imposition of various fees and requirements in connection with registration. This bill would express the intent of the Legislature to enact legislation to impose a fee in conjunction with registration on green vehicles to address the costs of those vehicles using public roads and highways.	
<p>AB 206 Dickinson D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	ASSEMBLY TRANS.	Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or trolley and a bus, except a school bus, that is operated by a public agency or passenger stage corporation that is used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles, does not materially affect efficiency or visibility of vehicle safety equipment, and does not extend more than 36 inches from the front of the body of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is transported on the above-described device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle. This bill would authorize the Sacramento Regional Transit District to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles if the use of the device meets certain requirements, including, but not limited to, that the device does not extend more than 40 inches from the front of the bus when fully deployed, and that the handlebars of the bicycles being transported do not extend more than 46 inches from the front of the bus. The bill would require the district to submit a report to the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing on or before December 31, 2018.	

Bill ID/Topic	Location	Summary	Position
<p>AB 210 Wieckowski D</p> <p>Transactions and use taxes: County of Alameda.</p>	<p>ASSEMBLY L. GOV.</p>	<p>Existing law authorizes the County of Alameda to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.5% that, in combination with other specified taxes, exceeds the combined rate of all these taxes that may be imposed, if certain requirements are met, including a requirement that the ordinance proposing the transactions and use tax be submitted to, and approved by, the voters on a certain date. Existing law repeals this authority on January 1, 2014, if the ordinance is not approved by the voters on that date. This bill would extend the authority of the County of Alameda to impose the transactions and use tax for countywide transportation programs until January 1, 2017 conditioned, upon prior voter approval.</p>	
<p>AB 220 Ting D</p> <p>Vehicles: low emissions: financial incentives.</p>	<p>ASSEMBLY PRINT</p>	<p>Existing law requires the Department of Motor Vehicles to make available for issuance, for a specified fee, distinctive decals, labels, and other identifiers that clearly distinguish specified vehicles from other vehicles, including, but not limited to, a vehicle that meets California's super ultra-low emission vehicle (SULEV) standard for exhaust emissions and the federal inherently low-emission vehicle (ILEV) evaporative emission standard, as defined. This bill would state the intent of the Legislature to enact legislation to develop and implement a policy consisting of financial incentives to promote the purchase of certain low-emission vehicles.</p>	
<p>AB 229 John A. Pérez D</p> <p>Local government: infrastructure and revitalization financing districts.</p>	<p>ASSEMBLY L. GOV.</p>	<p>Existing law authorizes the creation of infrastructure financing districts, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to division of taxes and 2/3 voter approval. Existing law authorizes the legislative body to, by majority vote, initiate proceedings to issue bonds for the financing of district projects by adopting a resolution, subject to specified procedures and 2/3 voter approval. Existing law requires an infrastructure financing plan to include the date on which an infrastructure financing district will cease to exist, which may not be more than 30 years from the date on which the ordinance forming the district is adopted. Existing law prohibits a district from including any portion of a redevelopment project area. Existing law, the Polanco Redevelopment Act, authorizes a redevelopment agency to take any action that the agency determines is necessary and consistent with state and federal laws to remedy or remove a release of hazardous substances on, under, or from property within a project area, whether the agency owns that property or not, subject to specified conditions. Existing law also declares the intent of the Legislature that the areas of the district created be substantially undeveloped, and that the establishment of a district should not ordinarily lead to the removal of dwelling units. This bill would authorize the creation of an infrastructure and revitalization financing district, as defined, and the issuance of debt with 2/3 voter approval. The bill would authorize the creation of a district for up to 40 years and the issuance of debt with a final maturity date of up to 30 years, as specified. The bill would authorize a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases. The bill would authorize the legislative body of a city to dedicate any portion of its funds received from the Redevelopment Property Tax Trust Fund to the district, if specified criteria are met. The bill would authorize a city to form a district to finance a project or projects on a former military base, if specified conditions are met. This bill contains other related provisions.</p>	

Bill ID/Topic	Location	Summary	Position
<p><u>AB 266</u> <u>Blumenfield D</u></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	ASSEMBLY TRANS.	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2015, or until the Secretary of State receives a specified notice, by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. A violation of provisions relating to HOV lane use by vehicles with those identifiers is a crime. This bill would extend the operation of those provisions to January 1, 2025, or until the Secretary of State receives that specified notice.	
<p><u>AB 278</u> <u>Gatto D</u></p> <p>California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.</p>	ASSEMBLY NAT. RES.	The California Global Warming Solutions Act of 2006 (the act), establishes the State Air Resources Board (state board) as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The state board is additionally required to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. This bill would require the state board, in determining the carbon intensity of fuels under the Low Carbon Fuel Standard regulations or another scoring system, to consider specified matters.	
<p><u>AB 284</u> <u>Quirk D</u></p> <p>Energy: Road to 2050 Board.</p>	ASSEMBLY NAT. RES.	Existing law establishes the State Energy Resources Conservation and Development Commission and vests the commission with various authorities and duties regarding energy-related issues. This bill would require the commission to convene the Road to 2050 Board consisting of representatives from specified entities. The bill would require the board to undertake specified studies regarding the achievement of a goal of reducing greenhouse gas emissions by 80% of the 1990 emissions level by 2050. The bill would require the board to conduct a review and provide a full public accounting of energy efficiency programs, alternative energy programs, and alternative fuel programs administered by the members of the board. The bill would require the board to make the accounting available on a publicly available Internet Web site and would require the board to submit to the Legislature the accounting, and a report on the findings of the studies.	
<p><u>AB 294</u> <u>Holden D</u></p> <p>Infrastructure financing districts: use of incremental property tax revenue.</p>	ASSEMBLY PRINT	Existing law authorizes a legislative body to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, to finance specified public facilities, upon voter approval. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined. This bill would authorize an infrastructure financing district to utilize the Educational Revenue Augmentation Fund (ERAF) portion of incremental tax revenue. The bill would require an infrastructure financing district that proposes to utilize the ERAF portion of incremental tax revenue to include that intention in the financing plan, and prior to adopting a resolution authorizing the first debt issuance utilizing the ERAF share, obtain and submit an economic analysis to the California Infrastructure and Economic Development Bank for review and approval, as specified.	

Bill ID/Topic	Location	Summary	Position
<p>AB 313 Frazier D</p> <p>Vehicles: electronic wireless communications devices: prohibitions.</p>	<p>ASSEMBLY PRINT</p>	<p>Under existing law, a person is prohibited from driving a motor vehicle while using an electronic wireless communications device to write, send, or read a text-based communication, unless the person is using an electronic wireless communications device that is specifically designed and configured to allow voice-operated and hands-free operation to dictate, send, or listen to a text-based communication, and it is used in that manner while driving. A violation of this provision is an infraction. This bill would delete the exception to that prohibition for the use, while driving, of an electronic wireless communications device that is specifically designed and configured to allow voice-operated and hands-free operation to dictate, send, or listen to a text-based communication.</p>	
<p>AB 317 Hall D</p> <p>Transportation: state highways.</p>	<p>ASSEMBLY PRINT</p>	<p>Existing law requires the California Transportation Commission to program interregional and regional transportation capital improvement projects through the State Transportation Improvement Program process, consistent with estimated available funding. Existing law sets forth specified program categories for which funds made available for transportation capital improvement projects may be programmed and expended. This bill would make a non-substantive change to these provisions.</p>	
<p>AB 380 Dickinson D</p> <p>California Environmental Quality Act: notice requirements</p>	<p>ASSEMBLY PRINT</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 additionally require the above mentioned notices to be filed with both the Office of Planning and Research and the county clerk and be posted by county clerk for public review. The bill would require the county clerk to post the notices within one business day, as defined, of receipt and stamp on the notice the date on which the notices were actually posted. By expanding the services provided by the lead agency and the county clerk, this bill would impose a state-mandated local program. The bill would require the county clerk to post the notices for at least 30 days. The bill would require the Office of Planning and Research to post the notices on a publicly available online database established and maintained by the office. The bill would require the office to stamp the notices with the date on which the notices were actually posted for online review and would require the notices to be posted for at least 30 days. The bill would authorize the office to charge an administrative fee not to exceed \$10 per notice filed. The bill would specify that a time period or limitation periods specified by CEQA does not commence until the notices are actually posted for public review by the county clerk or is available in the online database, whichever is later. The bill would require the notice of determination to be filed solely by the lead agency. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p><u>AB 410</u> <u>Jones-Sawyer D</u></p> <p>Public employee health benefits: enrollment.</p>	<p>ASSEMBLY PRINT</p>	<p>Existing law requires the Board of Administration of the Public Employees' Retirement System (PERS) to administer the Public Employees' Medical and Hospital Care Act (PEMHCA). PEMHCA further grants the board the power to approve health benefit plans and contract with carriers offering health benefit plans. Under PEMHCA, an employee or annuitant may enroll in a health benefit plan approved or maintained by the board either as an individual or for self and family. This bill would permit an annuitant who reinstates from retirement under PERS for employment by the state or a contracting agency and who subsequently retires again on or after January 1, 2014, to enroll in a health benefit plan under PEMHCA as an annuitant of the employer from which he or she first retired, upon meeting specified conditions, including that the person's subsequent retirement occurs within 120 days after separation of employment or the person is subject to disability retirement, as specified, the person had at least 5 years of credited service for the employer from which he or she first retired or qualifies for a contribution payable by an employer under disability retirement, and that the person is not eligible for a postretirement health benefit contribution from the employer from which he or she subsequently retires. This bill contains other existing laws.</p>	
<p><u>AB 416</u> <u>Gordon D</u></p> <p>California Air Resources Board: Local Emission Reduction Program.</p>	<p>ASSEMBLY PRINT</p>	<p>Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. This bill would create the Local Emission Reduction Program and would require money to be available from the general fund, upon appropriation by the Legislature, for purposes of providing grants to develop and implement greenhouse gas emission reduction projects in the state. The bill would require the state board to award moneys under the program to eligible recipients and would permit the state board to give consideration to the ability of a project to create local job training and job creation benefits and provide opportunities to achieve greenhouse gas emission reduction in ways that increase localized energy resources.</p>	
<p><u>AB 417</u> <u>Frazier D</u></p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>ASSEMBLY PRINT</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 that 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 OPR and the county clerk. This bill would require OPR to post specified information on its Internet Web site, as prescribed. This bill contains other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
AB 441 Patterson R High-Speed Rail Authority: contracts.	ASSEMBLY PRINT	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified. This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more.	
AB 453 Mullin D Sustainable communities.	ASSEMBLY PRINT	The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative measure approved by the voters at the November 7, 2006, statewide general election, makes about \$5,400,000,000 in bond funds available for safe drinking water, water quality and supply, flood control, natural resource protection, and park improvements. Existing law establishes the Strategic Growth Council and appropriated \$500,000 from the funding provided by the initiative to the Natural Resources Agency to support the council and its activities. The council is required to manage and award grants and loans to a council of governments, metropolitan planning organization, regional transportation planning agency, city, county, or joint powers authority for the purpose of developing, adopting, and implementing a regional plan or other planning instrument to support the planning and development of sustainable communities. This bill would make a local agency formation commission eligible for the award of financial assistance for those planning purposes.	
AB 463 Logue R High-Speed Rail Authority: contracts.	ASSEMBLY PRINT	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified. This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more. The bill would also require each contractor and subcontractor, as specified, to provide this information.	
AB 466 Quirk-Silva D Public transportation: local transportation fund.	ASSEMBLY PRINT	Existing law provides for the allocation by the designated transportation planning agency of funds in a county's local transportation fund derived from 1/4% of the sales tax to transit operators for public transportation purposes and, in certain cases, to cities and counties for street and road purposes. Existing law defines "transportation planning agency" for these purposes. This bill would make a non-substantive change to this definitional provision.	

Bill ID/Topic	Location	Summary	Position
AB 481 Lowenthal D High-speed rail.	ASSEMBLY PRINT	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of rights-of-way through purchase and eminent domain. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. This bill would enact similar exceptions and authorizations relative to real property obtained for high-speed rail purposes by the High-Speed Rail Authority. The bill would make various additional conforming changes. The bill would also enact new provisions governing acquisition or disposal of right-of-way property by the authority. The bill would require payments for leases or other conveyances of property controlled by the authority to be deposited with the authority for use in development, improvement, and maintenance of the high-speed rail system. This bill contains other related provisions and other existing laws.	
AB 493 Daly D Toll facilities.	ASSEMBLY PRINT	Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, as specified, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing federal law, pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21), requires all toll facilities on federal-aid highways to implement technologies or business practices that provide for the interoperability of electronic toll collection programs no later than July 6, 2016. This bill would authorize operators of toll facilities on federal-aid highways to fully implement technologies or business practices that provide for the interoperability of electronic toll collection programs on and after July 6, 2016.	
AB 515 Dickinson D Environmental quality: California Environmental Quality Act: judicial review.	ASSEMBLY PRINT	The California Constitution vests the judicial power of the state in the Supreme Court, the courts of appeal, and the superior courts. Existing law establishes a superior court of one or more judges in each county and provides that the superior courts have original jurisdiction, except as provided in the Constitution. Existing law requires the presiding judge of each superior court to distribute the business of the court among the judges, and to prescribe the order of business, subject to the rules of the Judicial Council. This bill would provide for at least 2 CEQA compliance court districts within the state, with the appropriate boundaries for the districts and locations for seating CEQA compliance courts to be determined by rule of court. The bill would establish a CEQA compliance court in every district, consisting of at least 3 judges. The bill would require the Governor to appoint judges to the CEQA compliance court based upon their expertise in CEQA and related land use and environmental laws, so that those judges will be able to hear and quickly resolve those actions or proceedings. The bill would require the Chief Justice of California to designate one of the judges of each CEQA compliance court district as the presiding judge of that district. The bill would give the CEQA compliance court jurisdiction over actions or proceedings involving CEQA, as well as joined matters involving related land use and environmental laws. The bill would provide that decisions of the CEQA compliance court may be appealed only to the Supreme Court. The bill would require the CEQA compliance court to issue a preliminary decision before the opportunity for oral argument is granted. If the CEQA compliance court finds that a determination of a public agency violated CEQA, the bill would require that the court order specify what action taken by the public agency was in error.	

Bill ID/Topic	Location	Summary	Position
AB 519 Logue R Working hours: meal periods.	ASSEMBLY PRINT	Existing law, subject to certain exceptions, prohibits an employer from requiring an employee to work more than 5 hours per day without providing a meal period and, notwithstanding that provision, authorizes the Industrial Welfare Commission to adopt a working condition order permitting a meal period to commence after 6 hours of work if the commission determines the order is consistent with the health and welfare of affected employees. Existing law exempts employees in certain occupations from these provisions. This bill would make technical, non-substantive changes to the above provisions.	
AB 528 Lowenthal D State Rail Plan.	ASSEMBLY PRINT	Existing law requires the Department of Transportation to prepare a 10-year State Rail Plan biennially for submission to the Legislature, Governor, and specified entities. The plan consists of 2 elements, a passenger rail element and a freight rail element, and sets forth various items that are required to be included in each element. This bill would make a non-substantive change to these provisions.	
AB 529 Lowenthal D Vehicles: motor carriers: inspections and fees.	ASSEMBLY PRINT	Existing law establishes the Biennial Inspection of Terminals Program to ensure the safe operation of certain vehicles by a motor carrier through the inspection of these vehicles at the motor carrier's terminal by the Department of the California Highway Patrol. Existing law imposes certain fees on a motor carrier of property, and requires that the Department of the California Highway Patrol recommend that the Department of Motor Vehicles suspend or revoke a motor carrier's permit if it determines that the motor carrier failed to pay specified fees. This bill would declare the intent of the Legislature to enact legislation to streamline the commercial truck inspection system and to transfer duties relating to the accounting of motor carrier fees to the Department of Motor Vehicles.	
AB 541 Daly D Buses: illuminated advertising: University of California, Irvine.	ASSEMBLY PRINT	Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions. This bill would authorize, until January 1, 2019, the University of California, Irvine (university) to operate a pilot program similar to the one operated by the City of Santa Monica. The bill would request that the university submit a report by July 1, 2018, on the viability of advertisement sales relating to illuminated signs on public buses to the Legislature. This bill contains other related provisions and other existing laws.	
AB 543 Campos D California Environmental Quality Act: translation.	ASSEMBLY PRINT	Existing law, 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 require a lead agency to translate any notice, document, or executive summary required by the act when the impacted community has a substantial number of non-English-speaking people, as specified. By requiring a lead agency to translate these writings, this bill would impose a state-mandated local program.	

Bill ID/Topic	Location	Summary	Position
<p>AB 572 Atkins D</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms.</p>	<p>ASSEMBLY PRINT</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. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill, for purposes of determining the viability of incentivizing greenhouse gas emissions reductions through increased energy efficiency, would require the state board, in consultation with the State Energy Resources Conservation and Development Commission, to identify and evaluate the energy efficiency investments of at least one large-scale building development project that the state board determines will likely provide a significant low-cost opportunity for greenhouse gas emissions reductions through investment in energy efficient measures that are more stringent than applicable building code standards.</p>	
<p>AB 574 Lowenthal D</p> <p>State highways: relinquishment.</p>	<p>ASSEMBLY PRINT</p>	<p>Existing law gives the Department of Transportation full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law also provides for the commission to relinquish state highway segments to local agencies that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would generally authorize the California Transportation Commission to relinquish any portion of a state highway or related facility within a county or city to that county or city, subject to an agreement between the department and the local agency, without requiring a legislative enactment deleting the state highway segment from the state highway system. The bill would also require the department to expeditiously consider and respond to each request it receives from a city or county relative to an agreement relating to the proposed relinquishment of a state highway segment within the jurisdiction of the entity making the request, and would require the department, from time to time, to recommend to the Legislature any revisions to the statutory descriptions of state highway routes occasioned by relinquishments approved by the commission.</p>	
<p>AB 600 Bonta D</p> <p>Heavy-duty vehicles: smoke emissions.</p>	<p>ASSEMBLY PRINT</p>	<p>Existing law requires the State Air Resources Board to adopt regulations requiring owners or operators of heavy-duty diesel motor vehicles to perform regular inspections of their vehicles for excessive emissions of smoke. This bill would make a technical, non-substantive change to this provision.</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 603 Cooley D</p> <p>Public contracts: design-build.</p>	ASSEMBLY PRINT	<p>Existing law provides for a Design-Build Demonstration Program that allows for a local transportation entity to utilize the design-build method of procurement for a specified amount of projects for local and state projects. Existing law defines "local transportation entity" as a designated transportation authority, a consolidated agency, the Santa Clara Valley Transportation Authority, any other local or regional transportation entity that is designated as a regional transformation agency. Existing law subjects both local and state projects to specified procedural requirements to qualify as a design-build project. Existing law repeals these provisions on January 1, 2014. This bill would include in the definition of a local transportation entity a city, county, city and county, and a joint powers authority. This bill would only apply the specified procedural requirements to the state design-build projects. This bill would delete the repeal date. This bill would also authorize the Capital Southeast Connector Joint Powers Authority to use design-build procurement, as specified.</p>	
<p>AB 616 Bocanegra D</p> <p>Local public employee organizations: dispute: factfinding panel.</p>	ASSEMBLY PRINT	<p>Existing law requires the governing body of a public agency, or such boards, commissions, administrative officers, or other representatives as may be properly designated by law or by such governing body, to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law provides that an employee organization may request that the parties' differences be submitted to a fact-finding panel, as specified. This bill would make non-substantive changes to that provision.</p>	
<p>AB 662 Atkins D</p> <p>Local government: infrastructure financing districts.</p>	ASSEMBLY PRINT	<p>Existing law authorizes the creation of infrastructure financing districts, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to the division of taxes and voter approval requirements. Existing law prohibits an infrastructure financing district from including any portion of a redevelopment project area. Existing law, effective February 1, 2012, dissolved all redevelopment agencies and community development agencies and provides for the designation of successor agencies, as specified. This bill would delete the prohibition on infrastructure financing district including any portion of a redevelopment project area.</p>	
<p>AB 680 Salas D</p> <p>Transportation funds.</p>	ASSEMBLY PRINT	<p>Existing law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Existing law requires the Department of Transportation to provide certain information to the Legislature to substantiate the department's proposed capital outlay support budget.</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 690 Campos D</p> <p>Jobs and infrastructure financing districts: voter approval.</p>	<p>ASSEMBLY PRINT</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon approval by 2/3 of the voters. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined. This bill would revise and recast the provisions governing infrastructure financing districts and instead provide for the creation of jobs and infrastructure financing districts (JIDs) with 55% voter approval. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to nontaxing authority or powers only. The bill would authorize a district to implement hazardous cleanup pursuant to the Polanco Redevelopment Act.</p>	
<p>AB 695 Mansoor R</p> <p>Public employees' health benefits.</p>	<p>ASSEMBLY PRINT</p>	<p>The Public Employees' Medical and Hospital Care Act (PEMHCA), which is administered by the Board of Administration of the Public Employees' Retirement System (PERS), authorizes the board to contract for health benefit plans for employees and annuitants, as defined. PEMHCA requires the state and each employee or annuitant to contribute a portion of the cost of providing the benefit coverage afforded under the approved health benefit plan in which the employee or annuitant is enrolled. Contributions and premiums paid under PEMHCA are deposited in the Public Employees' Health Care Fund and the Public Employees' Contingency Reserve Fund, which are continuously appropriated funds. This bill would make technical, non-substantive changes to a provision of the Public Employees' Medical and Hospital Care Act.</p>	
<p>AB 696 Mansoor R</p> <p>Public employment: pensions.</p>	<p>ASSEMBLY PRINT</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan, setting the maximum benefit allowable for employees first hired on or after January 1, 2013, as a formula commonly known as 2.5% at age 67 for nonsafety members, one of 3 formulas for safety members, 2% at age 57, 2.5% at age 57, or 2.7% at age 57, and 1.25% at age 67 for new state miscellaneous or industrial members who elect to be in Tier 2. Under PEPRA, the Judges' Retirement System I and the Judges' Retirement System II are not required to adopt the defined benefit formula contained in certain other provisions. This bill would make technical, non-substantive changes to this provision.</p>	
<p>AB 738 Harkey R</p> <p>Public entity liability: bicycles.</p>	<p>ASSEMBLY PRINT</p>	<p>Existing law specifies that a public entity or a public employee shall not be liable for an injury caused by the plan or design of a construction of, or an improvement to, public property in specified cases. Existing law allows public entities to establish bicycle lanes on public roads. This bill would provide that a public entity or an employee of a public entity acting within his or her official capacity is not be liable for an injury caused to a person riding a bicycle while traveling on a roadway, if the public entity has provided a bike lane on that roadway.</p>	

Bill ID/Topic	Location	Summary	Position
AB 749 Gorell R Public-private partnerships.	ASSEMBLY PRINT	Existing law, until January 1, 2017, authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides for the Public Infrastructure Advisory Commission to perform various functions relative to projects identified as suitable for development and delivery under these provisions, including the review of a proposed agreement submitted to it by the department or a regional transportation agency, and to charge a fee for certain of those functions. The bill would instead create a new Public Infrastructure Advisory Commission, with 12 members, of which 5 would be appointed by the Governor, 3 by the Senate Committee on Rules, and 2 by the Speaker of the Assembly. The bill would assign additional duties to the commission, including a requirement for the commission to make a determination for each agreement submitted to it relative to whether the public-private partnership procurement method is suitable for the project, or whether another procurement method should be used, as specified. This determination would be binding on the department or regional transportation agency. The bill would require the commission to establish best practices for public-private partnerships, and to identify other state departments that would benefit from similar contracting authority. The bill would authorize the commission to charge a fee for certain of these new duties. The bill would also extend the operation of the provisions governing public-private partnerships from January 1, 2017, to January 1, 2019.	
AB 756 Melendez R Environmental quality: California Environmental Quality Act.	ASSEMBLY PRINT	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, 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. This bill would make technical, non-substantive changes to those provisions.	
AB 792 Mullin D Local government: open meetings.	ASSEMBLY PRINT	The Ralph M. Brown Act enables the legislative body of a local agency to call both regular and special meetings. The act requires the legislative body of a local agency to post, at least 72 hours before the meeting, an agenda containing a brief general description of each item of business to be transacted or discussed at a regular meeting, in a location that is freely accessible to members of the public, and to provide a notice containing similar information with respect to a special meeting at least 24 hours prior to the special meeting. The act requires that the agenda or notice be freely accessible to members of the public, and be posted on the local agency's Internet Web site, if the local agency has one. This bill, if the local agency is unable to post the agenda or notice on its Internet Web site because of software or hardware impairment beyond the local agency's reasonable control, would require the local agency to post the agenda or notice immediately upon resolution of the technological problems. The bill would provide that the delay in posting, or the failure to post, the agenda or notice would not preclude a local agency from conducting the meeting or taking action on items of business, provided that the agency has complied with all other relevant requirements.	

Bill ID/Topic	Location	Summary	Position
AB 797 Gordon D Santa Clara County Valley Transportation Authority: contracts.	ASSEMBLY PRINT	Existing law creates the Santa Clara County Valley Transportation Authority with various powers and duties relative to transportation projects and services. Existing law authorizes the authority to enter into contracts, as specified. This bill would authorize the authority to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within its jurisdiction, subject to certain conditions and requirements. The bill would require the authority to reimburse the Department of Industrial Relations for certain costs of performing wage monitoring and enforcement on projects using this contracting method, and would require those funds to be used by the department for enforcement of prevailing wage requirements on those projects.	
AB 822 Hall D Local government retirement plans.	ASSEMBLY PRINT	Under existing law, the adoption of a charter or amendment to a charter of a city or city and county may be submitted to the voters at a statewide general, statewide primary, or regularly scheduled municipal election. This bill would require a charter or charter amendment that proposes to alter, replace, or eliminate the retirement benefit plan of employees of the city or city and county to be submitted to voters at a statewide general election. This bill contains other related provisions and other existing laws.	
AB 842 Donnelly R High-speed rail.	ASSEMBLY PRINT	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to the development and implementation of a high-speed train system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. Existing law appropriates certain amounts of federal funds and state bond funds to the authority for purposes of funding the construction of the initial segment of the high-speed rail project. This bill, notwithstanding any other law, would prohibit federal or state funds, including state bond funds, from being expended by the authority or any other state agency on the construction of the high-speed rail project, except as necessary to meet contractual commitments entered into before January 1, 2014. The bill would also make a statement of legislative intent.	
AB 863 Torres D Transit projects: environmental review process.	ASSEMBLY PRINT	Existing federal law authorizes the United States Secretary of Transportation to enter into an agreement with a state under which the state assumes the responsibilities of the secretary with respect to federal environmental review and clearance under the National Environmental Policy Act of 1969 (NEPA) with respect to one or more transportation projects, as specified. Existing law, until January 1, 2017, authorizes the Department of Transportation, for transportation projects under its jurisdiction, to assume those responsibilities for federally funded surface transportation projects subject to NEPA. Existing law provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of those responsibilities, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under federal law. This bill would authorize the department to assume similar responsibilities for federal review and clearance under NEPA for a transit project, as defined, that is subject to NEPA. The bill would provide that the State of California consents to the jurisdiction of the federal courts in that regard, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under federal law.	

Bill ID/Topic	Location	Summary	Position
<p><u>AB 898</u> <u>Ting D</u></p> <p>Zero-emission vehicles: infrastructure.</p>	<p>ASSEMBLY PRINT</p> <p>.</p>	<p>Existing law requires the State Air Resources Board to select projects for zero-emission vehicle leases or purchases and zero-emission vehicle infrastructure for the purpose of implementing any program to encourage the use of zero-emission vehicles through a competitive grant process that includes a public bidding process. This bill would state the intent of the Legislature to enact subsequent legislation that would reduce motor vehicle emissions through the construction of infrastructure to charge zero-emission electric vehicles, with the goal of expanding the travel range of zero-emission electric vehicles by January 2015 pursuant to a specified executive order.</p>	
<p><u>AB 909</u> <u>Gray D</u></p> <p>Metal theft and related recycling crimes.</p>	<p>ASSEMBLY PRINT</p> <p>.</p>	<p>Existing law establishes the Board of State and Community Corrections to, among other things, promote effective state and local efforts and partnerships in California's adult and juvenile criminal justice system. This bill, on and after January 1, 2015, would require the board to establish a Metal Theft Task Force Program to provide grants to applicant regional task forces for the purpose of providing local law enforcement and district attorneys with the tools necessary to successfully interdict the commission of metal theft and related metal recycling crimes. The bill, on and after January 1, 2015, would establish the Metal Theft Task Force Fund, to be administered by the board, and, upon appropriation by the Legislature, would make moneys in the fund available for purposes of the program.</p>	
<p><u>AB 935</u> <u>Frazier D</u></p> <p>San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</p>	<p>ASSEMBLY PRINT</p> <p>.</p>	<p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority (WETA) with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined. This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would also require that one of the members appointed by the Governor be selected from a list of 3 nominees provided by the Contra Costa Transportation Authority and one from a list of 3 nominees provided by the San Mateo County Transportation Authority. This bill contains other existing laws.</p>	
<p><u>AB 953</u> <u>Ammiano D</u></p> <p>California Environmental Quality Act.</p>	<p>ASSEMBLY PRINT</p> <p>.</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 defines "environment" and "significant effect on the environment" for its purposes. CEQA requires the EIR to include a detailed statement setting forth specified facts. This bill would revise those definitions, as specified. This bill would additionally require the lead agency to include in the EIR a detailed statement on any significant effects that may result from locating the proposed project near, or attracting people to, existing or reasonably foreseeable natural hazards or adverse environmental conditions. Because the lead agency would be required to undertake this additional consideration, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 971 Garcia D</p> <p>Contracts and applications for employment: paratransit services.</p>	<p>ASSEMBLY PRINT</p>	<p>Existing law prohibits an employer, whether a public agency or private individual or corporation, from asking an applicant for employment to disclose, or utilizing as a factor in determining any condition of employment, information concerning an arrest or detention that did not result in a conviction, except as specified. Existing law authorizes a health care facility, as defined, to ask an applicant for employment to disclose an arrest for specified offenses, including offenses specified in the sex offender registration statute. This bill would authorize a specified social services paratransit agency to require its service contractors, as specified, to ask applicants for employment with regular access to persons with disabilities to disclose arrests for offenses specified in the sex offender registration statute. The bill would also authorize that agency to receive specified state and local criminal history information. The bill would, in addition, authorize a service contractor of a paratransit agency, as specified, to ask applicants for employment with regular access to persons with disabilities to disclose arrests for offenses specified in the sex offender registration statute, if required by the paratransit agency to do so. The bill would further make technical, non-substantive, and conforming changes. This bill contains other existing laws.</p>	
<p>AB 1002 Bloom D</p> <p>Vehicles: registration fee: sustainable communities strategies.</p>	<p>ASSEMBLY PRINT</p>	<p>Existing law imposes a registration fee to be paid to the Department of Motor Vehicles for the registration of every vehicle or trailer coach of a type subject to registration, except those vehicles that are expressly exempted from the payment of registration fees. Existing law, until January 1, 2016, imposes a \$3 increase on that fee, \$2 of which is to be deposited into the Alternative and Renewable Fuel and Vehicle Technology Fund and \$1 of which is to be deposited into the Enhanced Fleet Modernization Subaccount. This bill would, in addition to any other fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a fee of \$6 to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code, except as specified. This bill would require the Department of Motor Vehicles, after deducting all costs incurred pursuant to that provision, to remit all moneys realized pursuant to that provision for deposit in the Sustainable Communities Strategy Subaccount which is hereby established in the Motor Vehicle Account and made available, upon appropriation by the Legislature, for implementation of sustainable communities strategies. This bill contains other related provisions and other existing laws.</p>	
<p>AB 1031 Achadjian R</p> <p>Local government: open meetings.</p>	<p>ASSEMBLY PRINT</p>	<p>Existing law, the Ralph M. Brown Act, requires each legislative body of a local agency to provide notice of the time and place for holding regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public and all persons be permitted to attend unless a closed session is authorized. This bill would make technical, non-substantive changes to a provision of the Ralph M. Brown Act.</p>	
<p>AB 1046 Gordon D</p> <p>Department of Transportation: Innovative Delivery Team Demonstration Program.</p>	<p>ASSEMBLY PRINT</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara. This bill would state the intent of the Legislature to enact legislation that would facilitate the implementation of the master agreement executed by the Department of Transportation and the Santa Clara Valley Transportation Authority for the Innovative Delivery Team Demonstration Program in order to improve project delivery, traffic operations analysis, and local assistance services in the County of Santa Clara.</p>	

Bill ID/Topic	Location	Summary	Position
AB 1047 Linder R Vehicles: high-occupancy vehicle lanes.	ASSEMBLY PRINT .	Existing law authorizes the Department of Transportation and local authorities to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, non-substantive changes to that provision.	
AB 1066 Holden D Infrastructure.	ASSEMBLY PRINT .	Existing law authorizes the legislative body of a city, a county, or a city and county to create infrastructure financing districts for the sole purpose of financing public facilities, as specified. This bill would state the intent of the Legislature to promote infrastructure development.	
AB 1070 Frazier D California Transportation Financing Authority.	ASSEMBLY PRINT .	The California Transportation Financing Authority Act 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, subject to certain conditions, authorizes the authority to grant a request that a project sponsor, rather than the authority, be the issuer of the bonds. This bill would revise the act to further define the roles of the authority and an issuer of bonds under the act if the project sponsor, rather than the authority, is the issuer of bonds, and would define "issuer" in that regard.	
AB 1077 Muratsuchi D Sales and use taxes: vehicle license fee: exclusion: alternative fuel motor vehicles.	ASSEMBLY PRINT	Existing laws impose state sales and use taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law defines the terms "gross receipts" and "sales price." This bill would, on and after January 1, 2014, and before January 1, 2022, exclude from the terms "gross receipts" and "sales price" the amount of the incremental cost, as defined, included in the sales price of a new alternative fuel motor vehicle.	
AB 1096 Nestande R Vehicles: high-occupancy vehicle lanes.	ASSEMBLY PRINT .	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which 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 HOV lanes if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. This bill would make technical, non-substantive changes to these provisions.	

Bill ID/Topic	Location	Summary	Position
<p>AB 1181 Gray D</p> <p>Public employee organizations: members: paid leaves of absence.</p>	<p>ASSEMBLY PRINT</p> <p>.</p>	<p>The Meyers-Milias-Brown Act requires that local public agencies allow a reasonable number of local public agency employee representatives of recognized employee organizations reasonable time off without loss of compensation or other benefits when formally meeting and conferring with representatives of the public agency. This bill would additionally require the local public agency to give reasonable time off, without loss of compensation or other benefits, to public agency employee representatives when they are testifying or representing the employee organization in proceedings before the Public Employment Relations Board in matters relating to a charge filed by the employee organization against the public agency, or when they are testifying or representing the employee organization in other employment relations matters. The bill would require the employee organization being represented to provide reasonable notification to the employer requesting a leave of absence without loss of compensation pursuant to these provisions.</p>	
<p>AB 1193 Ting D</p> <p>Bikeways.</p>	<p>ASSEMBLY PRINT</p> <p>.</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. Existing law authorizes a city or county to prepare a bicycle transportation plan with specified required elements for these purposes. This bill would declare the Legislature's intent to enact subsequent legislation that would authorize all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways to exercise the same discretion in the design of their bikeways that they exercise in the design of local streets, roads, and highways.</p>	
<p>AB 1194 Ammiano D</p> <p>Safe Routes to School Program.</p>	<p>ASSEMBLY PRINT</p> <p>.</p>	<p>Existing law creates the Safe Routes to School Program, administered by the Department of Transportation in consultation with the Department of the California Highway Patrol. Existing law requires the department to award grants to local government agencies based on the results of a statewide competition, under which proposals submitted for funding are rated based on various factors. Existing law provides for the program to be funded from state and federal funds, as specified. This bill would require the program to be funded by an annual appropriation in the budget act of not less than \$46,000,000, consisting of federal and state transportation funds eligible to be expended for this purpose. The bill would authorize the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the California Transportation Commission, at the discretion of the Transportation Agency. The bill would also delete references to a superseded federal transportation act.</p>	
<p>AB 1211 Linder R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY PRINT</p> <p>.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which 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 HOV lanes if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. This bill would make technical, non-substantive changes to these provisions.</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1290 John A. Pérez D</p> <p>Transportation planning.</p>	<p>ASSEMBLY PRINT</p>	<p>Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects, pursuant to the state transportation improvement program and various other transportation funding programs. Existing law provides that the commission consists of 13 members, including 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation and 2 are appointed by the Legislature. In addition, 2 members of the Legislature are appointed as ex officio members without vote. This bill would provide for 2 additional voting members of the commission to be appointed by the Legislature. The bill would also provide for the Secretary of the Transportation Agency, the Chairperson of the State Air Resources Board, and the Director of Housing and Community Development to serve as ex officio members without vote.</p>	
<p>AB 1314 Bloom D</p> <p>Vehicles: compressed natural gas.</p>	<p>ASSEMBLY PRINT</p>	<p>Existing law requires all motor vehicles with compressed natural gas fuel systems used for propulsion to comply either with specified regulations or with certain federal standards. This bill would declare the intent of the Legislature to enact legislation to ensure the reliability and safety of compressed natural gas vehicles by addressing the inspection of cylinders and tank brackets on these vehicles.</p>	
<p>AB 1369 Patterson R</p> <p>Transportation capital projects: intercity rail: programming.</p>	<p>ASSEMBLY PRINT</p>	<p>Existing law provides for programming of various transportation funds that are available for transportation capital projects through the state transportation improvement program process administered by the California Transportation Commission. Under these provisions, 75% of available resources are programmed for regional improvement projects nominated by regional transportation agencies, and 25% of available resources are programmed for interregional improvement projects nominated by the Department of Transportation. Existing law requires 60% of the funds available for interregional improvement projects to be programmed for state highway projects in rural areas and for intercity rail improvement projects, with a requirement for at least 15% of those funds to be programmed for intercity rail improvement projects. This bill would make a non-substantive change to these provisions.</p>	
<p>AB 1375 Chau D</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: Clean Technology Investment Fund.</p>	<p>ASSEMBLY PRINT</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 act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would state the intent of the Legislature to enact subsequent legislation to establish the Clean Technology Investment Fund that would consist of public moneys from the auction or sale of allowances as part of a market-based compliance mechanism with matching moneys from private investment sources and would be used to facilitate economic, environmental, and public health benefits through the funding of research, development, and the deployment of innovative technologies while creating jobs, reducing greenhouse gas emissions, and increasing the state tax base.</p>	

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1380</u> Committee on Public Employees, Retirement and Soci</p> <p>County employees' retirement.</p>	<p>ASSEMBLY PRINT</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its pension plan or plans to comply with the act and, among other provisions, generally prohibits a public employer that offers a defined benefit plan from offering new employees defined benefit retirement formulas other than those established by the act. This bill would prohibit the application of the above-described authorizations to a member who is subject to the PEPRA for that member's membership in the county retirement system. The bill would also authorize a member who is subject to the PEPRA and has completed 5 years of service and has reached the minimum retirement age applicable to that member, or has reached 70 years of age, to retire upon filing a written application with the board, as specified. This bill contains other existing laws.</p>	
<p><u>ACA 8 Blumenfield D</u></p> <p>Local government financing: voter approval.</p>	<p>ASSEMBLY PRINT</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable.</p>	
<p><u>SB 1 Steinberg D</u></p> <p>Sustainable Communities Investment Authority.</p>	<p>SENATE G. & F.</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies. This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years.</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 11 Pavley D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>SENATE T. & H.</p>	<p>Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission (commission), to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies to transform California's fuel and vehicle types to help attain the state's climate change goals. Certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to adopt an investment plan to determine priorities and opportunities for the program. This bill provides that the State Air Resources Board (state board), until January 1, 2024, has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. The bill would require the state board to make available to the public, no later than January 1, 2014, and every two years thereafter, the number of vehicles that automobile manufacturers project to be sold or leased. The bill requires the commission to allocate \$20 million each fiscal year, and up to \$20 million each fiscal year thereafter for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill, on or before December 31, 2015, and annually thereafter, requires the commission and the state board to jointly review and report on the progress toward establishing a hydrogen fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state. The bill authorizes the commission to design grants, loan incentive programs, revolving loan programs for purposes of assisting in the implementation of these provisions.</p>	
<p>SB 13 Beall D</p> <p>Public employees' retirement benefits.</p>	<p>SENATE APPR.</p>	<p>The Public Employees' Retirement Law (PERL) establishes the Public Employees' Retirement System (PERS) and the Teachers' Retirement Law establishes the State Teachers' Retirement System for the purpose of providing pension benefits to specified public employees. Existing law also establishes the Judges' Retirement System II which provides pension benefits to elected judges and the Legislators' Retirement System which provides pension benefits to elective officers of the state other than judges and to legislative statutory officers. The County Employees Retirement Law of 1937 authorizes counties to establish retirement systems pursuant to its provisions in order to provide pension benefits to county, city, and district employees. This bill would correct an erroneous cross-reference in the above provision and would instead specify that the Judges' Retirement System I and the Judges' Retirement System II are not required to adopt the defined benefit formula contained in other provisions for nonsafety and safety members. The bill would clarify the application of PEPRA to employees who were employed prior to January 1, 2013, who have service credit in a different retirement system. The bill would authorize a public retirement system to adopt regulations and resolutions in order to modify its retirement plan or plans to conform with PEPRA. Last Amended on 2/6/2013</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 24 Walters R</p> <p>Public employees' retirement: benefit plans.</p>	<p>SENATE P.E. & R.</p>	<p>Existing law regulates state and local public retirement systems and generally requires public employees who are new members, as defined, of those systems, on and after January 1, 2013, to participate in specified benefit plans. Existing law permits a public employer that, before January 1, 2013, offers a defined benefit pension plan that provides a defined benefit formula with a lower benefit factor at normal retirement age, and results in a lower normal cost, than the defined benefit formula required for new employees on and after January 1, 2012, to continue to offer that defined benefit formula and excepts the employer from specified requirements regarding pensionable compensation. Existing law requires, in the case of these plans, if a new defined benefit formula is adopted on or after January 1, 2013, that the formula meet certain requirements and, among other things, be approved by the Legislature. Existing law prescribes the same requirements for a retirement benefit plan that consists solely of a defined contribution plan if the employer, on or after January 1, 2013, adopts a new defined benefit pension plan or defined benefit formula, as specified. This bill would eliminate the requirement that the Legislature approve the changes in the instances described above. This bill would also authorize a local agency public employer or public retirement system that offers a defined benefit pension plan to offer a benefit formula with a lower benefit factor at normal retirement age and that results in a lower normal cost than the benefit formulas that are currently required, for purposes of addressing a fiscal necessity.</p>	
<p>SB 33 Wolk D</p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>SENATE G. & F.</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined. This bill would revise and recast the provisions governing infrastructure financing districts. The bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. The bill would instead authorize a newly created public financing authority, consisting of 5 members, 3 of whom are members of the city council or board of supervisors that established the district, and 2 of whom are members of the public, to adopt the infrastructure financing plan, subject to approval by the legislative body, and issue bonds by majority vote of the authority by resolution. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to nontaxing authority or powers only. The bill would authorize a district to finance specified actions and projects, and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer, as defined. The bill would create a public accountability committee, as specified, to review the actions of the public financing authority. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
SB 54 Hancock D Retirement: county employees.	ASSEMBLY DESK	The California Public Employees' Pension Reform Act of 2013 requires each county retirement system created pursuant to the County Employees Retirement Law of 1937 to use a retirement formula commonly known as 2.5% at 67 years of age for nonsafety members first hired on or after January 1, 2013, except that a lower retirement formula may be used as specified. The County Employees Retirement Law of 1937 authorizes the Alameda County Board of Supervisors to provide service retirement allowances for general members based on one of 2 formulas commonly known as the 2% at 57 years of age formula or the 1.64% at 57 years of age formula. This bill would authorize the Alameda County Board of Supervisors to adopt a resolution that would provide service retirement allowances based on a formula commonly known as the 2% at 65 years of age formula for general members hired after approval of the resolution, as specified. Last Amended on 2/13/2013	
SB 64 Corbett D Proposition 39: implementation.	SENATE RLS.	The California Clean Energy Jobs Act, an initiative approved by the voters at the November 6, 2012, statewide general election as Proposition 39, made changes to corporate income taxes and, except as specified, provides for the transfer of \$550,000,000 annually from the General Fund to the Clean Energy Job Creation Fund for 5 fiscal years beginning with the 2013-14 fiscal year. Moneys in the Clean Energy Job Creation Fund are available, upon appropriation by the Legislature, for purposes of funding eligible projects that create jobs in California improving energy efficiency and expanding clean energy generation. Existing law provides for the allocation of these funds for eligible projects at public school facilities, university and college facilities, and other public buildings and facilities, as well as job training and workforce development, and public-private partnerships, as specified. This bill would state the intent of the Legislature to install clean energy at public schools, universities, and colleges, and at other public buildings and facilities consistent with the California Clean Energy Jobs Act.	
SB 110 Steinberg D California Transportation Commission: guidelines.	SENATE T. & H.	Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act.	
SB 142 DeSaulnier D Public transit.	SENATE G. & F.	Existing law provides for creation of one or more special benefit districts within a transit district or rapid transit district relative to the issuance of bonds to be repaid through special assessments levied on property within the special benefit district, or certain zones within the special benefit district, with the proceeds of the bonds to be used for specified transit improvements. Existing law enacts similar provisions applicable to a municipal transit system owned by a city or city and county. This bill would repeal all of these provisions.	

Bill ID/Topic	Location	Summary	Position
<p>SB 230 Knight R</p> <p>Local transportation funds: performance audits.</p>	<p>SENATE RLS.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain requirements for the operator to maintain a specified farebox ratio of fare revenues to operating costs. The act requires the transportation planning agency to designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds. The act requires the transportation planning agency to consult with the entity to be audited prior to designating the entity to make the performance audit and defines "operating cost" for this purpose. This bill would correct an obsolete cross-reference in this definition of operating costs.</p>	
<p>SB 232 Monning D</p> <p>Private employment: public transit employees.</p>	<p>SENATE L. & I.R.</p>	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	
<p>SB 286 Yee D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE PRINT</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2015, or until the Secretary of State receives a specified notice, by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. A violation of provisions relating to HOV lane use by vehicles with those identifiers is a crime. This bill would extend the operation of those provisions to January 1, 2018, or until the Secretary of State receives that specified notice. By extending a crime that otherwise would be repealed, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>SB 408 De León D</p> <p>Transportation funds.</p>	<p>SENATE PRINT</p>	<p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects. This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 436 Jackson D</p> <p>California Environmental Quality Act: notice.</p>	<p>SENATE PRINT</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires the lead agency to call at least one scoping meeting for a project that may affect highways or other facilities under the jurisdiction of the Department of Transportation if the meeting is requested by the department, or for a project of statewide, regional, or areawide significance. CEQA requires the lead agency to provide to specified entities a notice of at least one scoping meeting. This bill would require a lead agency to conduct at least one public scoping meeting for the specified projects and to provide notice to the specified entities of at least one public scoping meeting. This bill contains other related provisions and other existing laws.</p>	
<p>SB 444 De León D</p> <p>California Transportation Financing Authority.</p>	<p>SENATE PRINT</p>	<p>The California Transportation Financing Authority Act sets forth the duties of the California Transportation Financing Authority in issuing certain transportation financing instruments, or approving their issuance by various local or regional agencies. The authority is authorized to expend moneys in the continuously appropriated California Transportation Financing Authority Fund to secure the issuance of bonds issued by the authority and cover various related costs, among other things. This bill would make a technical, non-substantive change to these provisions.</p>	
<p>SB 469 Corbett D</p> <p>Public contracts: local agencies: public transit vehicles.</p>	<p>SENATE PRINT</p>	<p>Existing law establishes various bidding requirements for local agencies entering into construction contracts. This bill would require a local authority awarding a procurement contract for the purchase of a public transit vehicle to give a 10 percent preference to any bidder that agrees that all vehicles to be purchased under the contract are to be manufactured within the State of California. This bill would also state that this is an issue of statewide concern.</p>	
<p>SB 525 Galgiani D</p> <p>California Environmental Quality Act: exemptions.</p>	<p>SENATE PRINT</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify 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. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities. This bill would provide that a project by the San Joaquin Regional Rail Commission and the High-Speed Rail Authority to improve the existing tracks, structure, bridges, signaling systems, and associated appurtenances located on the existing railroad right-of-way used by the Altamont Commuter Express service qualifies for this exemption from CEQA.</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 557 Hill D</p> <p>High-speed rail.</p>	<p>SENATE PRINT</p> <p>.</p>	<p>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. Existing law appropriates specified funds from the High-Speed Passenger Train Bond Fund and from federal funds for high-speed rail and connecting rail projects. This bill would add detail to provisions governing the expenditure of certain of those appropriated funds. The bill would specify that of the \$1,100,000,000 appropriated for early high-speed rail improvement projects in the Budget Act of 2012, \$600,000,000 and \$500,000,000 shall be allocated solely for purposes of specified memoranda of understanding approved by the High-Speed Rail Authority for the Metropolitan Transportation Commission region and the southern California region, respectively. The bill would limit fund transfer authority between certain appropriations to temporary transfers for account management purposes. The bill would restrict use of certain appropriated funds, to the extent they are allocated to the San Francisco-San Jose segment of the high-speed rail system, to implement a rail system in that segment that primarily consists of a 2-track blended system to be used jointly by high-speed trains and Caltrain commuter trains, with the system to be contained substantially within the existing Caltrain right-of-way.</p>	
<p>SB 613 DeSaulnier D</p> <p>Bay Area Toll Authority.</p>	<p>SENATE PRINT</p> <p>.</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay Area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to do all acts necessary or convenient for the exercise of its powers and the financing of projects, including the authorization to acquire, construct, manage, maintain, lease, or operate any public facility or improvements and to invest any money not required for immediate necessities as the authority deems advisable. This bill would impose certain limitations on the actions of the authority in exercising its powers. The bill would provide that the authority may acquire, construct, manage, maintain, lease, or operate facilities required solely for the management of Bay Area state-owned toll bridges or to provide access to those bridges. The bill would prohibit revenues in any reserve funds established by bond covenants or other agreements from being invested in real estate. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 617 Evans D</p> <p>California Environmental Quality Act.</p>	<p>SENATE PRINT</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 additionally require the above mentioned notices to be filed with both the Office of Planning and Research and the county clerk and be posted by county clerk for public review. The bill would require the county clerk to post the notices within one business day, as defined, of receipt and stamp on the notice the date on which the notices were actually posted. By expanding the services provided by the lead agency and the county clerk, this bill would impose a state-mandated local program. The bill would require the county clerk to post the notices for at least 30 days. The bill would authorize the office to charge an administrative fee not to exceed \$10 per notice filed. The bill would specify that a time period or limitation period specified by CEQA does not commence until the notice is actually posted for public review by the county clerk or is available in the online database, whichever is later.</p>	
<p>SB 628 Beall D</p> <p>Infrastructure financing.</p>	<p>SENATE PRINT</p>	<p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district. Existing law requires a city or county that elects to participate in the program to amend its general plan, and any related specific plan, to authorize participating developers to build at an increased height of a minimum of 3 stories within the newly created infrastructure financing district. Existing law exempts from these provisions a city or county that has adopted specified language in its charter, or by ordinance or resolution. This bill would eliminate the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit priority project. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit priority project to use at least 20% of the revenue from those bonds for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing; to require that those housing units remain available and occupied by moderate-, low-, very low, and extremely low income households for at least 55 years for rental units and 45 years for owner-occupied units; and to rehabilitate, develop, or construct for rental or sale to persons and families of low or moderate income an equal number of replacement dwellings to those removed or destroyed from the low- and moderate-income segment of the housing market as a result of the development of the district, as specified.</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 633 Pavley D</p> <p>CEQA: environmental impact reports.</p>	<p>SENATE PRINT</p> <p>.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify 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 prescribes certain requirements for the review of draft EIRs, as specified. CEQA prohibits a lead agency or responsible agency from requiring a subsequent or supplemental EIR when an EIR has been prepared for a project pursuant to its provisions, unless one or more of specified events occurs, including, among other things, that new information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available. This bill would specifically require that the new information that becomes available was not known and could not have been known by the lead agency or any responsible agency at the time the EIR was certified as complete.</p>	
<p>SB 731 Steinberg D</p> <p>Environment: California Environmental Quality Act and sustainable communities strategy.</p>	<p>SENATE PRINT</p> <p>.</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 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 state the intent of the Legislature to enact legislation revising CEQA to, among other things, provide greater certainty for smart infill development, streamline the law for specified projects, and establish a threshold of significance for specified impacts.</p>	
<p>SB 751 Yee D</p> <p>Local planning: metropolitan planning organizations.</p>	<p>SENATE PRINT</p> <p>.</p>	<p>Existing law establishes various regional agencies for the purpose of addressing planning issues, including transportation planning. Certain of these agencies are designated, pursuant to federal law, as metropolitan planning organizations, and are charged with specified transportation planning duties. This bill would declare the intent of the Legislature to enact legislation to ensure transparency in connection with the functioning of metropolitan planning organizations, including, but not limited to, the individual voting records of their members.</p>	
<p>SB 785 Wolk D</p> <p>Design-build.</p>	<p>SENATE PRINT</p> <p>.</p>	<p>Existing law authorizes the Department of General Services, the Department of Corrections and Rehabilitation, and various local agencies to use the design-build procurement process for specified public works under different laws. This bill would repeal those authorizations, and enact provisions that would authorize the Department of General Services, the Department of Corrections and Rehabilitation, and those local agencies, as defined, to use the design-build procurement process for specified public works. The bill would require moneys that are collected under these provisions to be deposited into the State Public Works Enforcement Fund, subject to appropriation by the Legislature. The bill would provide that specified information related to the procurement of design-build contracts is exempt from the California Public Records Act. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 787 Berryhill R</p> <p>Environmental quality: the Sustainable Environmental Protection Act.</p>	<p>SENATE PRINT</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 enact the Sustainable Environmental Protection Act and would specify the environmental review required pursuant to CEQA for projects related to specified environmental topical areas. For a judicial action or proceeding filed challenging an action taken by a lead agency on the ground of noncompliance with CEQA, the bill would prohibit a cause of action that (1) alleges noncompliance with CEQA based on any topical area or criteria for which compliance obligations are identified or (2) challenges the environmental document based on noncompliance with CEQA if: (A) the environmental document discloses compliance with applicable environmental law, (B) the project conforms with the use designation, density, or building intensity in an applicable plan, as defined, and (C) the project approval incorporates applicable mitigation requirements into the environmental document. This bill contains other related provisions and other existing laws.</p>	
<p>SB 788 Committee on Transportation and Housing</p> <p>Transportation.</p>	<p>SENATE PRINT</p>	<p>Existing law requires that on July 1 of each succeeding year, the prepayment rate per gallon for aircraft jet fuel, rounded to the nearest \$0.005, be established by the State Board of Equalization based upon 80% of the combined state and local sales tax rate and the California Constitution, as specified, on the arithmetic average selling price, excluding sales and state excise taxes, as determined by the board. Existing law requires the board to make its determination of the rate no later than March 1 of the year prior to the effective date of the new rate. Existing law requires the rate of the prepayment required to be collected for aircraft jet fuel be equal to 80% of the arithmetic average selling price of aircraft jet fuel as specified by industry publications. Existing law requires that immediately upon making its determination and setting of the rate, the board must each year, no later than May 1, notify every supplier, wholesaler, and retailer of aircraft jet fuel. Existing law permits the board to readjust the rate in the event the price of aircraft jet fuel decreases or increases, and the established rate results in prepayments that consistently exceed or are significantly lower than the retailers' sales tax liability. This bill would revise the provision that requires the board to make its determination of the rate no later than March 1 of the year prior to the effective date of the new rate, and instead would require this determination to be made no later than March 1 of the same year as the effective date of the new rate. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 792 DeSaulnier D</p> <p>Regional entities: Bay Area.</p>	<p>SENATE PRINT</p> <p>.</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 entities in this 9-county area 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 pursuant to Senate Bill 375 of the 2007-08 Regular Session coordinating transportation, land use, and air quality planning, with specified objectives. This bill would require the joint policy committee to prepare a regional organization plan for the affected regional entities. The organization plan would include a plan for consolidating certain functions that are common to the regional entities and reducing overhead costs. The bill would require the joint policy committee to hold at least one public hearing in each county of the region and to adopt a final plan by June 30, 2015. The bill would also require the joint policy committee to develop and adopt public community outreach programs and to maintain an Internet Web site. The bill would require the joint policy committee to conduct a review of the policies and plans, and associated regulations, of each regional entity, including an assessment of the consistency of the policies, plans, and regulations among the regional entities with the requirements of Senate Bill 375 of the 2007-08 Regular Session. The bill would provide that the joint policy committee shall be responsible for ensuring that the sustainable communities strategy for the region integrates transportation, land use, and air quality management consistent with that legislation. This bill contains other related provisions and other existing laws.</p>	
<p>SB 811 Lara D</p> <p>California Transportation Commission.</p>	<p>SENATE PRINT</p> <p>.</p>	<p>Existing law creates the California Transportation Commission as the successor to the California Highway Commission and specifies its authority and duties. This bill would make a non-substantive change to these provisions.</p>	
<p>SCA 4 Liu D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>SENATE G. & F.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	<p>Support 2/13/13</p>

Bill ID/Topic	Location	Summary	Position
SCA 8 Corbett D Transportation projects: special taxes: voter approval.	SENATE G. & F.	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 transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.	Support 2/13/13
SCA 9 Corbett D Local government: economic development: special taxes: voter approval.	SENATE G. & F.	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 community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.	
SCA 11 Hancock D Local government: special taxes: voter approval.	SENATE G. & F.	The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits a local government from imposing an ad valorem tax on real property or a transactions tax or sales tax on the sale of real property. This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.	

M E M O R A N D U M
February 27, 2013

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

During the month of February we monitored the Department of Transportation's implementation of MAP-21 and Congress and the President's budget negotiations and drafted a strategy for STA to pursue federal funding for its priorities.

State of the Union

In his State of the Union Address, President Obama called on Congress to pass legislation that would fund a "Fix it First" program that would provide \$50 billion to repair the country's deteriorating infrastructure, including 70,000 structurally deficient bridges. The President also proposed a "Partnership to Rebuild America" to tap private sector investment to rebuild infrastructure. The proposal is intended to attract private investment through the creation of an infrastructure bank, an "America Fast-Forward" bond program, similar to the Build America Bonds program, and the expanded TIFIA loan program. The White House also announced that it will implement a new infrastructure permitting initiative intended to reduce project delivery.

Sequester and Fiscal Year 2013 Appropriations

Congress and the White House have not been able to reach agreement on a plan to avoid across-the-board reductions in federal spending. Absent a last minute agreement, the sequestration will take effect on March 1, resulting in a reduction of about \$80 billion in federal spending (\$43 billion in defense spending and \$26 billion in nondefense discretionary spending) in fiscal year 2013 and approximately \$1.2 trillion over the next decade.

President Obama asked Congress to adopt another short-term legislative fix to postpone sequestration while Congress and the White House negotiate a combination of tax increases and spending cuts. House Republicans have opposed any additional tax increases and support replacing the mandatory cuts with targeted spending reductions aimed at balancing the budget over 10 years. House Speaker John Boehner (R-OH) has said that the Senate should act first, before the House will consider a compromise.

Senate Majority Leader Harry Reid (D-NV) proposed a plan that included tax increases for people earning over \$1 million, a new tax on oil produced by tar sands, \$55 billion in cuts to defense spending and savings resulting from the termination of direct agriculture payments. Although votes are scheduled for this week, Leader Reid has stated that an agreement may not be reached until after the March 1 deadline. The continuing resolution that funds current year spending expires on March 27, so Congress may wait to address spending cuts as it considers spending for the remainder of fiscal year 2013.

Solano Transportation Authority
February 27, 2013
Page 2

While most spending from the Highway Trust Fund is mandatory and would not be affected by the Sequester, the Sequester would result in cuts to non-trust funded programs and certain operations of the Department of Transportation (DOT). On February 5, Secretary LaHood sent a memorandum to DOT employees explaining that DOT may be forced to make cuts to certain programs and curtail spending on contracts. If DOT is forced to furlough employees it may impact the schedule for implementing the provisions in MAP-21.

Secretary of Transportation

On January 29, DOT Secretary Ray LaHood announced that he will resign and leave the Department after a successor is confirmed. Senate Commerce Committee Chairman John Rockefeller (D-WV) has recommended National Transportation Safety Board Chair Deborah Hersman as a possible successor. While Los Angeles Mayor Antonio Villaraigosa had been touted as a leading candidate (and whom Senator Boxer supported) he withdrew his name from consideration. The President has not announced his timing for naming his candidate.

Freight Movement

On February 14, Secretary Ray LaHood announced that DOT will seek nominations for membership on the National Freight Advisory Committee. The Committee will consider recommendations to improve goods movement and meet the President's goal of doubling exports by 2015. We expect the official request for nominations to be published in the Federal Register next week. Also, on March 5 DOT will hold a public meeting on Freight in America. During the meeting senior DOT officials will offer updates about freight related initiatives across the department and participants will have a chance to share their insights and ask questions.

Regulatory Streamlining

The Hurricane Sandy emergency relief legislation that Congress enacted to provide emergency funding to rebuild damaged infrastructure included provisions intended to expedite the review of environmental and historic resource impacts of projects that would rebuild damaged infrastructure. The legislation includes a limited dispute resolution pilot to resolve disputes and shorten the time before reimbursement to allow projects to be completed and avoid cost overruns. The bill also requires FEMA to submit to Congress recommendations for the development of a national strategy for reducing future costs, loss of life, and injuries associated with extreme disaster events in vulnerable areas of the United States.

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Economic Development Assistance Programs - Public Works and Economic Development Facilities Program	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	FY2013: \$111 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)	December 13, 2012 for funding cycle 2 of FY 2013; March 13, 2013 for funding cycle 3 of FY 2013; June 13, 2013 for funding cycle 4 of FY 2013 ; and September 13, 2013 for funding cycle 1 of FY 2014	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."		
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.	Vallejo Downtown Streetscape Project. \$1,150,000 awarded 08/02/12	David Kleinschmidt

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
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.	\$1.5M FAST for replacement buses	Mona Babauta
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
Veterans Transportation and Community Living Initiative (VTCLI)*	VeteransTransportation@dot.gov	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.		

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
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.		
Economic Development Assistance Programs - Economic Adjustment Assistance Program	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	\$50 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)	FY2012: 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."		

STA Federal Funding Matrix

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."		

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Smart Growth Implementation Assistance (SGIA) Program*	EPA – Abby Hall (hall.abby@epa.gov, 202-566-2086)	Open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity)	\$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.		

STA Federal Funding Matrix

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.		

STA Federal Funding Matrix

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

STA Federal Funding Matrix

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M E M O R A N D U M

March 2, 2013

To: Solano Transportation Authority
From: Susan Lent
Re: Federal Funding for Solano Transportation Authority Priorities

As a follow up to our December 31 strategy memo, we have identified funding sources and strategies for securing funding for STA priority projects. While this memo references all of the projects and programs identified in STA's 2013 Legislative Platform, we have ranked the projects based on our understanding of the projects and potential available funding. We are happy to discuss further narrowing the list of projects. Our strategy also should include communicating the need for additional funding for STA's priorities in the next transportation bill, since MAP-21 expires on September 30, 2014. The outlook for fiscal year 2013 is currently unsettled since Congress is currently under a continuing resolution that expires on March 27, 2013. This memo assumes that Congress will fund the programs authorized in MAP-21.

1. Roadway/Highway

- I-80/I-680/SR 12 Interchange (1)
 - Candidate for TIGER or Projects of National or Regional Significance grant
 - Build local support for project.
 - Monitor appropriations to determine if Congress makes funds available for either program in FY 2013.
 - Brief Department of Transportation on project.
 - Brief members of Congress and obtain their support.
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
 - Develop needs-based argument that demonstrates why the improvements will meet the objectives of one or more of the three programs.
 - Brief MTC, CTC and CalTrans on funding need.

Solano Transportation Authority
March 2, 2013
Page 2

- Enlist support of members of Congress since the funding for the programs is federal.
- I-90 Westbound Truck Scales
 - Potential candidate for TIGER or Project of National or Regional Significance grant (in lieu of the I-80/I-680/SR-12 project)
 - Build local support for project.
 - Monitor appropriations process to see if Congress makes funds available for either program in FY 2013.
 - Brief Department of Transportation on project.
 - Brief members of Congress and obtain their support.
 - Pursue funding under Surface Transportation Program
 - See strategy above.
- Jepson Parkway
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
 - Develop needs-based argument that demonstrates why the road improvements will meet the objectives of one or more of the programs.
 - Brief MTC, CTC and CalTrans on project.
 - Enlist support of members of Congress since the funding for the programs is federal.
- SR 12 East Improvements
 - Consider whether to pursue funding in light of other priorities
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program

Solano Transportation Authority
March 2, 2013
Page 3

- Develop needs-based argument that demonstrates why the road improvements will meet the objectives of one or more of the three listed highway programs.
 - Brief MTC, CTC and CalTrans on project.
 - Enlist support of members of Congress since the funding for the programs is federal.
- I-80 Express Lanes¹
 - Candidate for TIFIA financing
 - Persuade MTC to apply.
 - Offer to provide support in developing TIFIA application.

2. Transit Centers

- Fairfield/Vacaville Multimodal Train Station, Phase 2
 - Eligible for federal transit funds distributed by formula
 - Consider joint development opportunities to leverage federal dollars
 - Joint development does not provide new grant funding. It would allow a grantee to use federal funds to purchase extra land, lease air rights or undertake development that is physically and functionally related to a transit center and then receive a revenue stream from the development that it can use for transit operations.
 - FTA is planning to issue new joint development guidance shortly.
 - Consider New Starts funding
 - Core Capacity improvement are eligible.
 - This is a stringent program where project would have to advance through different stages and would not receive federal reimbursement for project

¹ We ranked this project last solely because we understand that MTC is reluctant to apply for a TIFIA loan.

Solano Transportation Authority
March 2, 2013
Page 4

costs until after project is rated as being a good federal investment based on certain criteria.

- Vallejo Transit Center at Curtola and Lemon, Phase 1
 - Eligible for federal transit funds distributed by formula
 - Likely eligible for CMAQ funds
 - See above re joint development
- Parkway Blvd. Overcrossing/Dixon Intermodal Station
 - Candidate for Highway Safety Improvement Program funds
 - Develop needs-based argument that demonstrates why the road improvements will meet the objectives of one or more of the three listed highway programs.
 - Brief MTC, CTC and CalTrans on project.
 - Enlist support of members of Congress since the funding for the programs is federal.
- Fairfield Transportation Center Expansion
 - Eligible for federal transit funds distributed by formula
 - See above re joint development
 - Likely eligible for CMAQ Funds
 - Develop needs-based argument that demonstrates why the road improvements will meet the objectives of one or more of the three listed highway programs.
 - Brief MTC, CTC and CalTrans on project.
 - Enlist support of members of Congress since the funding for the programs is federal

Solano Transportation Authority
March 2, 2013
Page 5

- Vacaville Transit Center, Phase 2
 - Eligible for federal transit funds distributed by formula
 - See above re joint development
 - Likely eligible for CMAQ Funds
 - Develop needs-based argument that demonstrates why the road improvements will meet the objectives of one or more of the three listed highway programs.
 - Brief MTC, CTC and CalTrans on project.
 - Enlist support of members of Congress since funding for the programs is federal.

- Vallejo Transit Center (Downtown) Parking Structure Phase 2
 - Eligible for federal transit funds distributed by formula
 - See above re joint development
 - Likely eligible for CMAQ Funds
 - Develop needs-based argument that demonstrates why the road improvements will meet the objectives of one or more of the three listed highway programs.
 - Brief MTC, CTC and CalTrans on project.
 - Enlist support of members of Congress since the funding for the programs is federal.

- Vallejo USPS Relocation
 - N/A

3. Programs

Solano Transportation Authority
March 2, 2013
Page 6

- Safe Routes to School
 - Seek funding from Transportation Alternatives program
 - Develop needs-based argument for funding.
 - Brief MTC on needs.
 - Enlist support of members of Congress.
- Climate Change/Alternative Fuels
 - Can use federal transit funds and CMAQ funds for alternative fuel transit vehicles and fueling infrastructure
 - Develop needs-based argument for CMAQ funding.
 - Brief MTC on needs.
 - Enlist support of members of Congress.
 - Pursue Diesel Emission Reduction Act Funding
 - Pursue Department of Energy Clean Cities technical support

Conclusion:

It would be valuable for STA board members and staff to meet with Members of Congress and agency officials in Washington despite the fact that Congress no longer earmarks funds and the bulk of federal transportation dollars are distributed by formula to the states, MPOs and transit grantees. We should focus our meetings on (1) communicating STA's position on reauthorization of MAP-21; (2) securing a TIGER grant (assuming the program is funded in fiscal year 2013); (3) potential transit oriented development around Solano County transit stations and the Federal Transit Administration's rules regarding continuing control over transit stations and value capture; (4) potential grant opportunities with other federal agencies (i.e., EPA and HUD); (5) opportunities for TIFIA (low cost DOT loan) financing for managed lanes; and (6) support from the congressional delegation for STA's efforts to secure its fair share of federal funding allocated to California for priority projects.

I look forward to discussing this memo further with you.

Cap-and-Trade Auction Proceeds Investment Plan

DRAFT CONCEPT PAPER

Release Date: February 15, 2013
Comments Due: March 8, 2013



Air Resources Board

California Environmental Protection Agency

For public comment and discussion at February 2013 workshops:
<http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/auctionproceeds.htm>

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Cap-and-Trade Auction Proceeds Investment Plan
Draft Concept Paper

PROGRAM WEBPAGE

For more information on this topic and upcoming meetings,
please see the program website for Administration activities at:
<http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/auctionproceeds.htm>

DOCUMENT AVAILABILITY

Electronic copies of this document and related materials can be found at:
<http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/auctionproceeds.htm> .
Alternatively, paper copies may be obtained from the Air Resources Board's Public
Information Office, 1001 I Street, 1st Floor, Visitors and Environmental Services Center,
Sacramento, California, 95814, (916) 322-2990.

For individuals with sensory disabilities, this document is available in Braille, large print,
audiocassette or computer disk. Please contact Air Resources Board's Disability
Coordinator at (916) 323-4916 by voice or through the California Relay Services at 711,
to place your request for disability services. If you are a person with limited English and
would like to request interpreter services, please contact Air Resources Board's
Bilingual Manager at (916) 323-7053.

WORKSHOPS

The material in this concept paper will also be discussed at public workshops on
February 19 (Fresno), February 25 (Sacramento, with webcast) and
February 27 (Los Angeles). Please see the program website for more information.

QUESTIONS

Ms. Shelby Livingston, Chief
Climate Change Program Planning and Management Branch
Air Resources Board
(916) 324-0934
or via email at: slivings@arb.ca.gov

PUBLIC INPUT

The Administration is seeking your input on the investment of cap-and-trade auction proceeds to support the State's effort to reduce the greenhouse gases that contribute to climate change.

The public can provide feedback on these concepts during workshops in February 2013 and comment on a draft investment plan at a public hearing in Spring 2013. Meeting information is available on the program webpage at:
<http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/auctionproceeds.htm>

Please electronically submit any written comments on the material discussed at the workshops and this concept paper by March 8, 2013 through the “submit comments” link on the program webpage or directly to:

http://www.arb.ca.gov/lispub/comm2/bcsubform.php?listname=2013investmentplan-ws&comm_period=1

The February 2013 workshops are a continuation of the Administration's earlier efforts to obtain public input on this issue. On May 24, 2012, an initial public consultation meeting was held to solicit input from stakeholders and experts on the use of cap-and-trade auction proceeds. Comments submitted in response can be viewed at:
<http://www.arb.ca.gov/lispub/comm2/bccommlog.php?listname=investmentplan-ws>

LIST SERVE FOR DISTRIBUTION OF NOTICES

To receive notices of upcoming meetings or availability of documents, please subscribe to the new list serve through the link displayed below the “staying in touch” section of the program webpage.

TABLE OF CONTENTS

I. Introduction 1

II. Background 3

III. Legislative Direction 6

IV. Governor’s Budget Proposal 10

V. Preliminary Concepts 11

**Appendix A: Regional Maps Showing Disadvantaged Communities for
Purposes of Investment.....A-1**

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I. Introduction

The purpose of this concept paper is to aid public discussion regarding development of the first Administration investment plan for cap-and-trade auction proceeds. This concept paper discusses the applicable requirements and preliminary priorities for investing the auction proceeds in programs and projects that help achieve greenhouse gas reduction goals.

The investment of the cap-and-trade auction proceeds provides both the opportunity and the responsibility to spend them well to further the objectives of AB 32, the California Global Warming Solutions Act of 2006 (Assembly Bill 32 (AB 32); Stats. 2006 chapter 488). These include reducing the greenhouse gases that contribute to climate change, as well as cutting other forms of air pollution, especially in disadvantaged communities. Strategic investments can advance the State's climate, air quality, energy, transportation, and natural resources goals for the 2020 timeframe and beyond. Targeted expenditures can help California realize the transformational changes in transportation and energy that will be critical to meet our longer-range goals as well. Funding existing programs in the early years can quickly get the money into California's economy and support job growth.

In 2012, the Legislature passed and Governor Brown signed into law three bills—AB 1532 (Pérez, Chapter 807), SB 535 (De León, Chapter 830), and SB 1018 (Budget and Fiscal Review Committee, Chapter 39)—that establish the Greenhouse Gas Reduction Fund (Fund) to receive auction proceeds and to provide the framework for how the auction proceeds will be administered. The State portion of the proceeds from the auction of allowances under the cap-and-trade program will be deposited in the Fund to support programs that further the purposes of AB 32.

This legislation states that the Department of Finance (Finance) must submit a plan to the Legislature which identifies priority investments that will help achieve greenhouse gas reduction goals. Funding will be appropriated to State agencies by the Legislature and Governor through the annual Budget Act, consistent with the three-year investment plan. While developing the investment plan, Finance is coordinating with the Air Resources Board (ARB), the California Environmental Protection Agency (Cal/EPA), the Climate Action Team (CAT), and other State agencies. Figure 1 contains a schedule for preparing the first three-year investment plan.

Figure 1
Schedule for First Investment Plan



II. Background

Goals and Direction

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (Assembly Bill 32 (AB 32); Stats. 2006 chapter 488). AB 32 created a comprehensive, multi-year program to reduce greenhouse gas (GHG) emissions in California. AB 32 required California to reduce greenhouse gases to 1990 levels by 2020, and to maintain and continue reductions beyond 2020. ARB has adopted a Scoping Plan and, together with other State and local agencies, has developed and implemented numerous regulations and programs to reduce emissions to meet these goals.

In March 2012, Governor Brown signed Executive Order B-16-2012 establishing zero emission vehicle benchmarks and affirming a long-range climate goal for California to reduce greenhouse gases from transportation to 80 percent below 1990 levels by 2050. Figure 2 shows several key milestones and quantitative targets for California's climate change and energy programs.

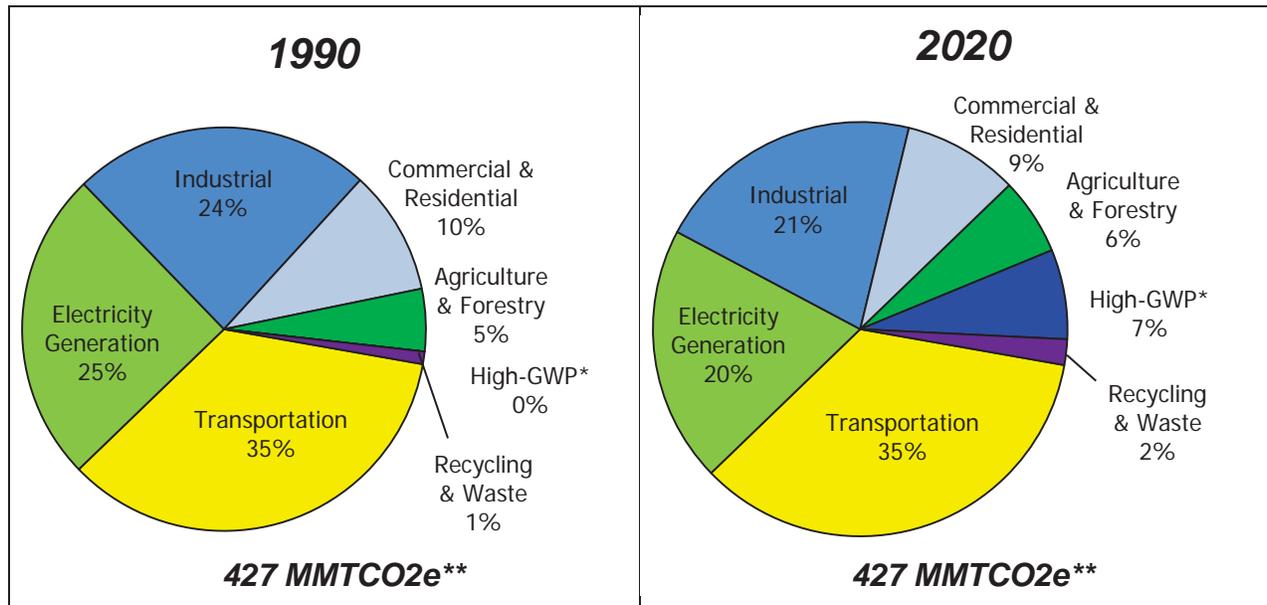
Figure 2
Major Goals & Targets for Greenhouse Gas Reductions

Global Warming Solutions AB 32	<ul style="list-style-type: none">• 2020: GHGs will be reduced to 1990 levels (AB 32)• 2050: GHGs will be 80% less than 1990 levels (EO S-3-05)
Sustainable Communities SB 375	<ul style="list-style-type: none">• 2011: ARB sets GHG reduction goals for metropolitan areas• 2020: metropolitan areas meet 1st GHG reduction goals• 2035: metropolitan areas meet 2nd GHG reduction goals
Zero Emission Vehicles EO B-16-12	<ul style="list-style-type: none">• 2015: metropolitan areas will have infrastructure plans for ZEVs• 2020: CA infrastructure will support 1 million ZEVs• 2025: 1.5 million ZEVs will be operating in CA• 2050: transportation GHGs will be 80% less than 1990 levels
Renewable Electricity	<ul style="list-style-type: none">• 2013: 20% of electricity from renewable sources (SBX1 2)• 2020: 33% of electricity from renewable sources (SBX1 2)• 2020: 12,000 MW of new distributed generation after 2010 (Clean Energy Jobs Plan)
Green State Buildings EO B-18-12	<ul style="list-style-type: none">• 2018: state agency energy purchases will be 20% less than 2003• 2020: state agency GHGs will be 20% less than 2010 levels• 2025: 50% of state buildings will be Zero Net Energy

California GHG Emissions

The charts in Figure 3 show the relative proportion of GHG emissions from major sectors, including how they are projected to change over time to reach the 2020 limit.

Figure 3
Statewide GHGs by Sector - 1990 Inventory and 2020 Forecast

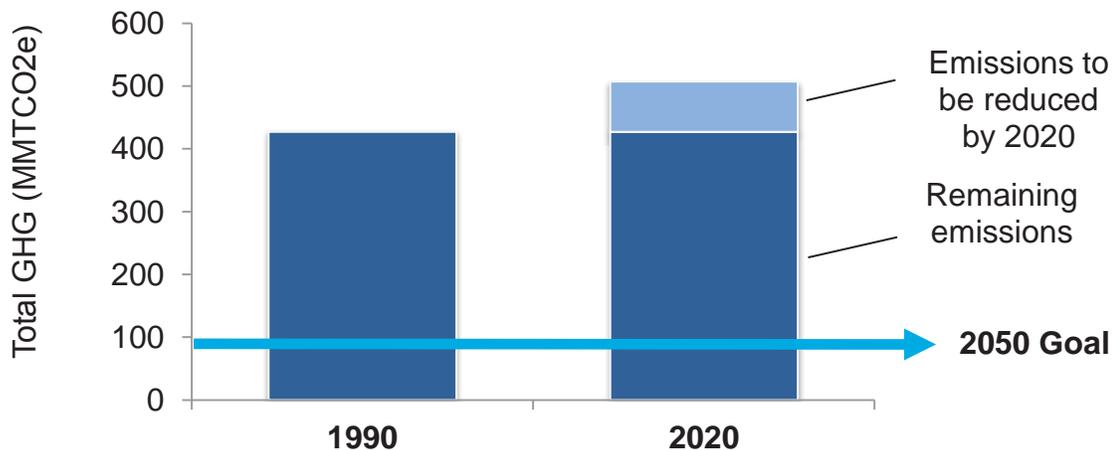


* High-GWP means high "global warming potential."

** MMTCO2e means "Million Metric Tons of Carbon Dioxide (CO2)-equivalent" emissions

Figure 4 shows the 1990 and 2020 "business-as-usual" GHG inventories, along with the GHG reduction goals for 2020 and 2050. Significant investments will be needed to support the transformative technologies that are essential to reach the 2050 goal.

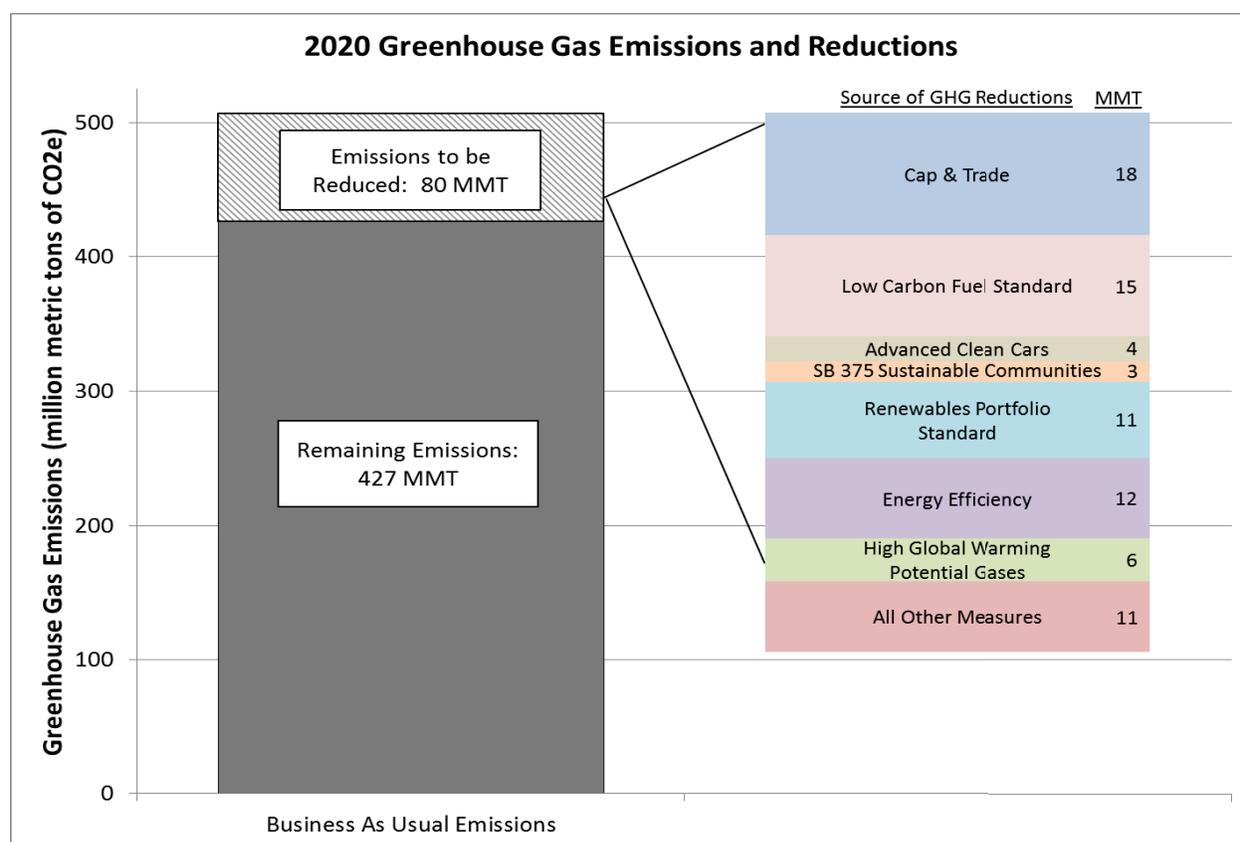
Figure 4
California GHG Inventory and Long-Term Reduction Goals



GHG Emission Reduction Strategies

One of the requirements of AB 32 is that ARB must prepare and periodically update a Scoping Plan. The 2008 Scoping Plan contains a comprehensive array of strategies, including the cap-and-trade program that is the source of the auction proceeds subject to the investment plan. These strategies are focused on the key sectors that account for a significant portion of the statewide GHG emissions inventory. Figure 5 shows the primary regulations and programs that are expected to deliver the GHG reductions needed to meet the 2020 mandate established by AB 32.

Figure 5



As shown above, the cap-and-trade program is a key element of the Scoping Plan. It creates a limit on the emissions from sources responsible for 85 percent of California's GHG emissions, establishes the price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy, and gives covered entities flexibility to implement the lowest-cost options to reduce emissions. The program also complements and supports California's existing efforts to reduce criteria and toxic air pollutants.

In the cap-and-trade program, ARB places a limit, or cap, on GHG emissions by issuing a limited number of tradable permits (called *allowances*) equal to the cap. Over time, the cap will steadily decline. The cap is enforced by requiring each source that operates under the cap to turn in one allowance or offset credit for every metric ton of carbon dioxide equivalent (MTCO_{2e}) that it emits.

The cap-and-trade program does not set specific emission limits on individual emitters. By establishing a limit for the program overall rather than for individual sources, the cap-and-trade program gives sources flexibility to make the most cost-effective choices about when and how to reduce emissions. The price of allowances will be established by the marketplace based on supply and demand.

At the beginning of the cap-and-trade program, most allowances will be distributed for free. For most other allowances, the program includes an auction system where allowances can be purchased from the State. Over time, the program will transition toward a greater reliance on auctioning, which will help maximize incentives for continued investment in clean and efficient technologies and provide revenue that can be reinvested for public benefit to further the purposes of AB 32.

The first cap-and-trade auction was held on November 14, 2012, the second will be held on February 19, 2013, and subsequent auctions will be conducted quarterly.

III. Legislative Direction

Together AB 1532 and SB 535 form the implementing statute where the Legislature provided direction on the process for allocating auction proceeds, the eligible uses for those proceeds, and the minimum level of investments in disadvantaged communities.

Process

The statute establishes a two-step process for allocating funding to State agencies, with Department of Finance (Finance) as the lead agency.

1. *Three-Year Investment Plan*: Finance, in consultation with ARB and other State agencies, must develop and submit to the Legislature a three-year investment plan identifying priority programmatic investments of auction proceeds. The first such plan is due to the Legislature with the Revised FY 2013-14 State Budget in May 2013. Subsequently, investment plans must be updated every three years and submitted prior to the release of the Governor's January budget proposal.

The investment plan must identify near-term and long-term greenhouse gas emission reduction goals and targets; analyze gaps in current state strategies for meeting greenhouse gas reduction goals; and identify priority investments that facilitate greenhouse gas reductions.

2. *Annual Budget Appropriations:* Funding will be appropriated to State agencies by the Legislature and Governor through the annual Budget Act, consistent with the three-year investment plan.

Prior to Finance's submittal of an investment plan to the Legislature, ARB must hold at least two public workshops and a public hearing in coordination with Finance and the Climate Action Team. ARB must also consult with the California Public Utilities Commission (CPUC) to ensure the plan does not conflict with or unduly overlap activities that are under the oversight or administration of the CPUC.

Investment Categories and Goals

The implementing statute specifies the general categories that are authorized to receive budget appropriations from the Fund, as summarized below in Figure 6. Per statute, cap-and-trade auction proceeds must be used to further the purposes of AB 32.

In addition, the statute establishes the following goals for the use of the proceeds:

- Maximize economic, environmental, and public health benefits to the state.
- Foster job creation by promoting in-state GHG emissions reduction projects carried out by California workers and businesses.
- Complement efforts to improve air quality.
- Direct investment toward the most disadvantaged communities and households in the state.
- Provide opportunities for businesses, public agencies, nonprofits, and other community institutions to participate in and benefit from statewide efforts to reduce greenhouse gas emissions.
- Lessen the impacts and effects of climate change on the state's communities, economy, and environment.

Disadvantaged Communities

The statute also requires that at least 25 percent of program funding expended be directed to projects that benefit disadvantaged communities and at least ten percent of program funding expended be directed to projects located in disadvantaged communities.

Cal/EPA is responsible for identifying disadvantaged communities prior to submittal of the investment plan to the legislature. Identification criteria may include, but are not limited to:

- Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.

- Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

**Figure 6
Eligible Investments**

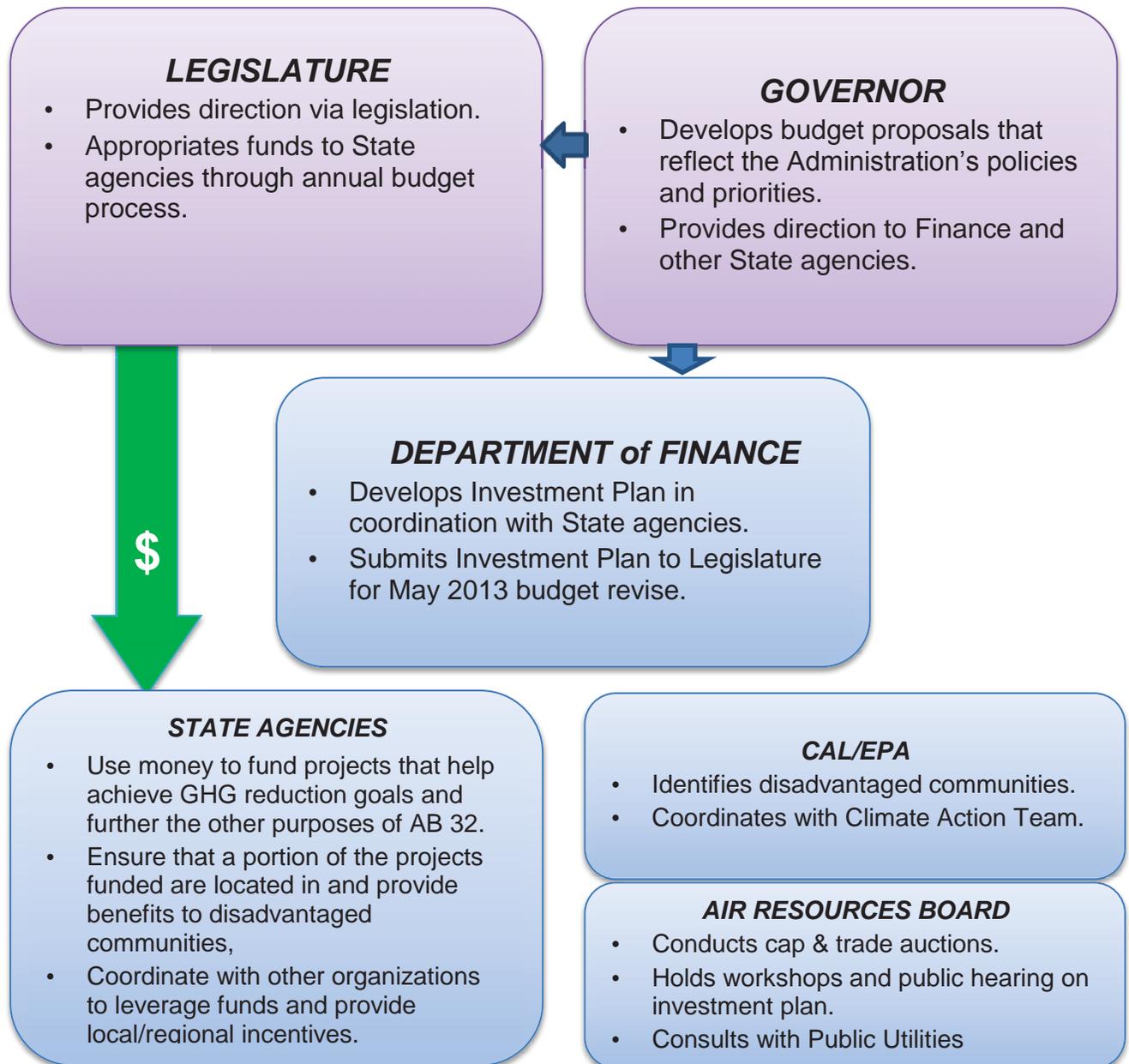
Eligible investments include, but are not limited to, those that do the following:

<p>Low-Carbon Transportation and Infrastructure</p>	<ul style="list-style-type: none"> • Reduce GHG emissions through the development of state-of-the-art systems to move goods and freight, advanced technology vehicles and vehicle infrastructure, advanced biofuels, and low-carbon and efficient public transportation.
<p>Strategic Planning for Sustainable Infrastructure</p>	<ul style="list-style-type: none"> • Reduce GHG emissions through strategic planning and development of sustainable infrastructure projects, including, but not limited to, transportation and housing.
<p>Energy Efficiency and Clean Energy</p>	<ul style="list-style-type: none"> • Reduce GHG emissions through energy efficiency, clean and renewable energy generation, distributed renewable energy generation, transmission and storage, and other related actions, including, but not limited to, at public universities, state and local public buildings, and industrial and manufacturing facilities.
<p>Natural Resources and Solid Waste Diversion</p>	<ul style="list-style-type: none"> • Reduce GHG emissions associated with water use and supply, land and natural resource conservation and management, forestry, and sustainable agriculture. • Reduce greenhouse gas emissions through increased in-state diversion of municipal solid waste from disposal through waste reduction, diversion, and reuse.
<p><i>For all of the above categories -</i></p>	<ul style="list-style-type: none"> • Programs implemented by State, local and regional agencies, local and regional collaboratives, and nonprofit organizations coordinating with local governments; and • Research, development, and deployment of innovative technologies, measures, and practices related to programs and projects funded by cap and trade auction proceeds.

State Government Roles and Responsibilities

The figure below illustrates the roles and responsibilities of the various entities that are involved in developing the investment plan, as well as allocation and implementation of the auction proceeds.

**Figure 7:
Roles and Responsibilities**



IV. Governor's Budget Proposal

On January 10, 2013, the Governor released a proposed budget for Fiscal Year 2013-14, which described his priorities for the investment of auction proceeds. Provided below is a brief description of the priorities and potential projects.

Transportation

"Transportation is the single largest contributor to GHGs in California (38 percent), and reducing transportation emissions should be a top priority..."

Examples of potential projects:

- Mass transit
- High speed rail
- Electrification of heavy-duty and light-duty vehicles
- Sustainable communities
- Electrification and energy projects that complement high speed rail

Electricity & Commercial/Residential Energy

"Electricity and commercial/residential energy is the second largest contributor of GHG emissions (30 percent) and the water sector is one of the largest users of electricity..."

Examples of potential projects:

- Home energy efficiency projects with financing incentives (Property Assessed Clean Energy - PACE program)
- Reduce energy used for water supply, conveyance, treatment

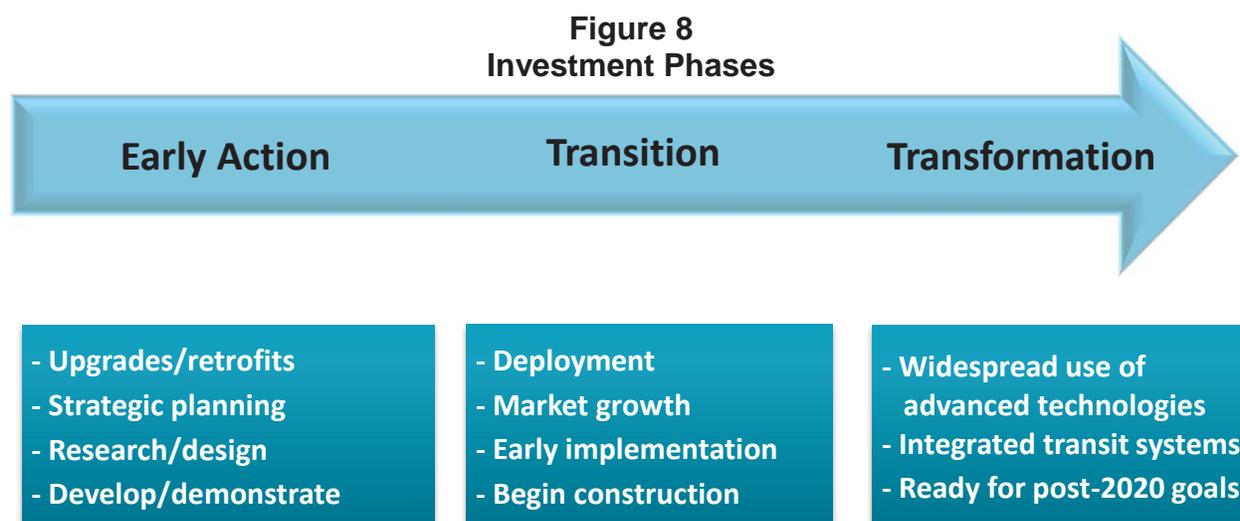
The Governor's proposal also noted other areas that should be examined during the planning process: sustainable agriculture practices (including the development of bioenergy), forest management and urban forestry, and the diversion of organic waste to bioenergy and composting.

When developing the investment plan, Finance will coordinate with other State agencies to consider all of the areas addressed in the Governor's proposal as well as others that are potentially eligible under the implementing legislation described above.

V. Preliminary Concepts

Investments

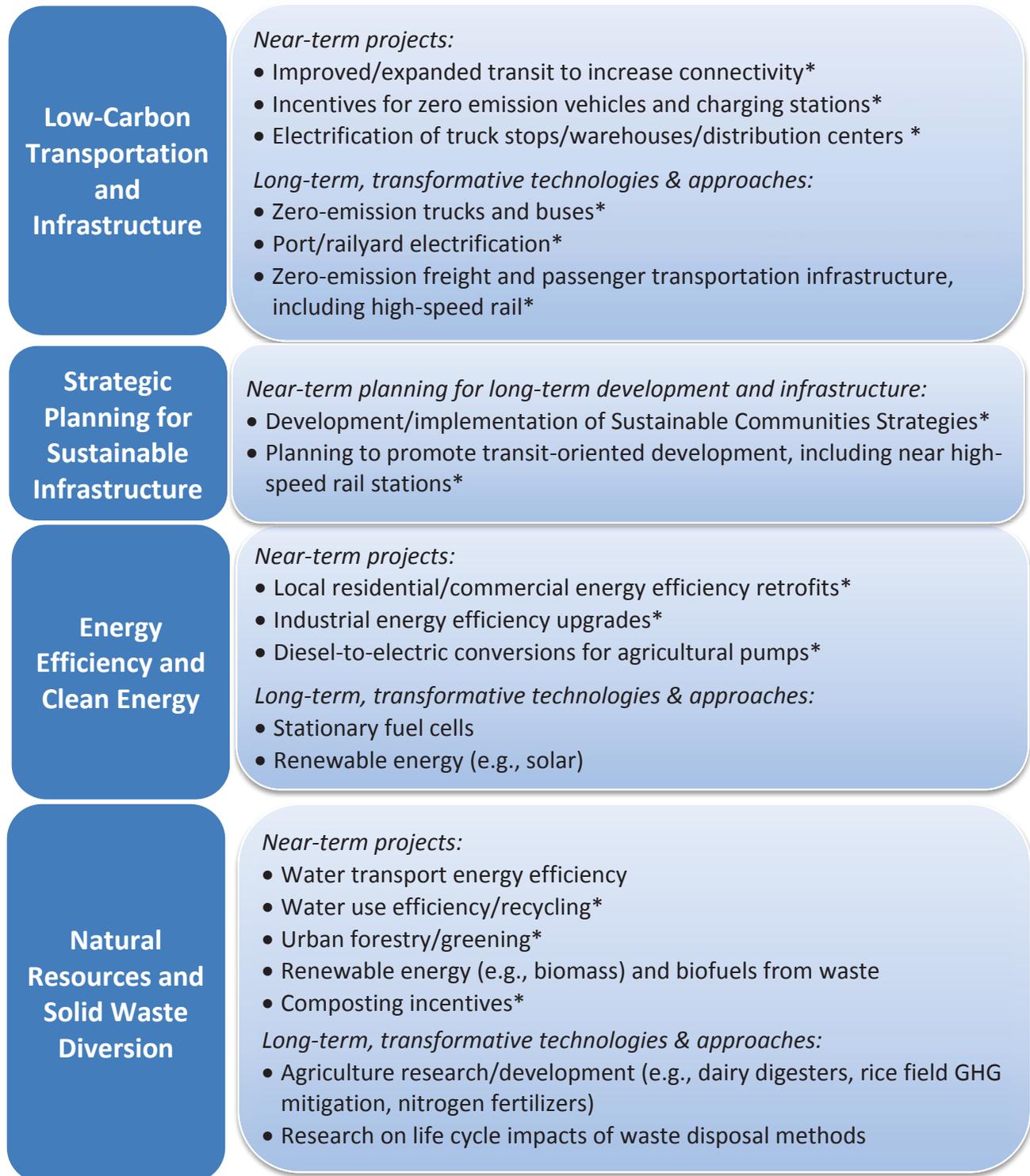
Although the legislation requires the development of a three-year investment plan (FY 2013-16), it may be useful to consider investments throughout the life of the program in a few phases, as illustrated below in Figure 8. For the early actions, investments could primarily focus on existing programs that can be quickly expanded to support additional GHG reduction projects, as well as long-range planning to guide infrastructure development for sustainable communities. During the transitional period, investments could target deployment of advanced technologies and market growth for low-carbon equipment. In the long-term, investments could help implement the transformational changes that will be needed to attain widespread use of advanced technologies and reach our long-term GHG reduction goals.



One of the planning challenges is drafting an investment plan when the amount of auction proceeds to the State each year is unknown. Therefore, the investment plan will need to have a flexible structure that accommodates this uncertainty. This may be accomplished by several means including, but not limited to: prioritizing program areas for sequential investment as proceeds become available and/or identifying project types that are infinitely scalable versus those that require a minimum threshold of funding.

The statute describes a range of project types that could potentially be funded. Figure 8 provides examples of projects under each major investment category, suitable for near-term or longer-term implementation. This list is intended to be illustrative; it does not ensure funding for listed project types or limit consideration of any other eligible project.

**Figure 9:
Examples of Potential Projects for Investment through 2020**



**These items are examples of projects that could potentially benefit disadvantaged communities.*

Identification of Disadvantaged Communities

As noted earlier, SB 535 directs the Secretary for Environmental Protection at Cal/EPA to identify disadvantaged communities. To meet the direction in SB 535, Cal/EPA has identified disadvantaged communities for investment based on a new tool called CalEnviroScreen. The Office of Environmental Health Hazard Assessment developed this tool under Cal/EPA's guidance to identify areas that are disproportionately affected by pollution and areas with socioeconomically disadvantaged populations.

Methodology. CalEnviroScreen includes 19 indicators divided into two broad categories: "burden of pollution," which includes exposures as well as environmental effects, and "population characteristics," which includes sensitive populations and socioeconomic factors.

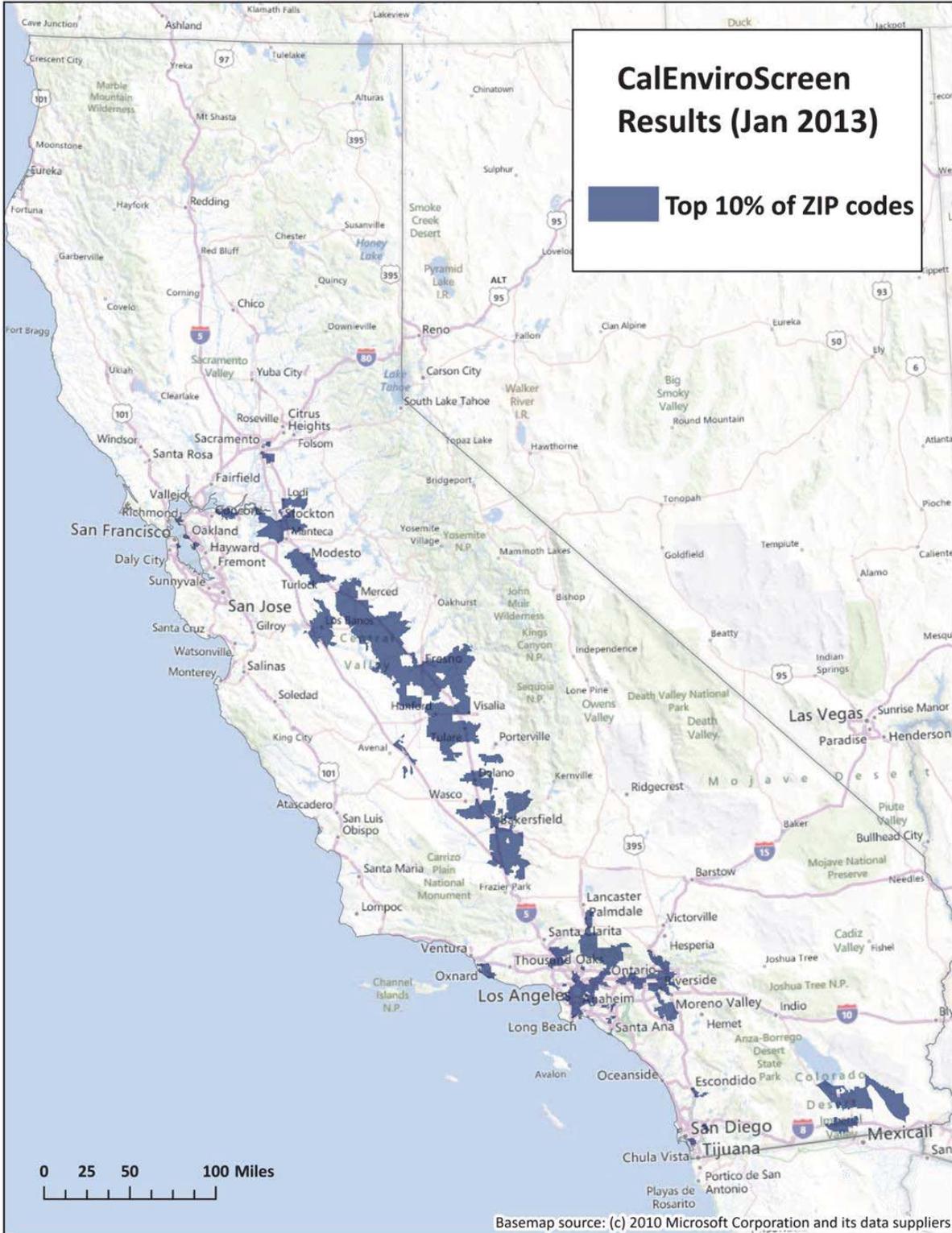
Each ZIP code in the State was assigned a value for each indicator relative to all other ZIP codes. The indicator scores were totaled to determine an overall CalEnviroScreen Score. The higher the score, the greater the impact.

Information on CalEnviroScreen can be found at: <http://oehha.ca.gov/ej/index.html>

Results. Cal/EPA then identified the top ten percent of the ZIP codes as "disadvantaged communities" for the purpose of investing auction proceeds. Those communities are shown in Figure 9 below. The population living in these ZIP codes is about 8 million, or about 21 percent of the 37 million people living in California. Appendix A provides greater visual resolution with regional maps of disadvantaged communities.

Please note that CalEnviroScreen is a draft screening tool that informs the identification of disadvantaged communities. As the tool evolves and community statistics change over time, Cal/EPA will periodically review and potentially update the maps of disadvantaged communities.

Figure 10
CALENVIROSCREEN PUBLIC REVIEW DRAFT (JAN 3, 2013)
Top 10% Highest Scoring Census ZIP Codes - Statewide



Draft Guidance for Implementing Agencies

An important element of the investment plan will be the guidance to agencies that will be responsible for the allocation or expenditure of the State portion of cap-and-trade auction proceeds. We are providing some preliminary ideas to start the discussion with principles for investment and implementation.

Agencies that receive Fund appropriations will be considered “implementing agencies” that will be responsible for developing policies and procedures to ensure fiscal and program accountability. With oversight by Finance and the Legislature, implementing agencies will ensure that the cap-and-trade auction proceeds are expended in a responsible and legal manner that yields environmental and economic benefits in California, consistent with purposes of AB 32.

Draft Investment Principles

1. Investments must further the purposes of AB 32. All investment proposals must show how a proposed project will further the regulatory purposes of AB 32, to be eligible to receive potential funding.
2. Investments should focus on two broad project types with demonstrable GHG reductions:
 - Projects that achieve near-term GHG emission reductions.
 - Projects that support development of the transformative technologies/approaches needed to achieve the State’s long-term GHG reduction goals.
3. Investments should be prioritized toward sectors with both the highest GHG emissions and the greatest need for future reductions to meet GHG goals.
4. State agencies should seek to maximize investments in and benefits to disadvantaged communities wherever possible.
5. Investments should foster job creation and maximize economic benefits for California wherever possible.
6. Investments should be coordinated with other local, State, and federal funding programs and avoid duplicative efforts. The State should coordinate its clean energy, transportation, and climate change investments to maximize their impacts.
7. Funding should leverage private and other government investment to the maximum extent possible.

Draft Implementation Principles

There are a variety of potential funding mechanisms; for example, funding could be implemented through award agreements (e.g., grant agreements, contracts, or other applicable agreements) or be directly appropriated for capital projects. Regardless of the mechanism, the implementing agency will need to provide for accountability and transparency in the implementation process.

1. State agencies should maximize transparency in program implementation.
 - Ensure information on funding opportunities is easily accessible to potential applicants, including those in disadvantaged communities.
 - Ensure that any funding solicitations, requests for proposals, notices of funding availability, etc. provide clear description of project requirements, timelines, deliverables, and the criteria that the State agency will use to evaluate proposals.
 - Ensure that information about the projects being funded is readily accessible to the public.
 - Ensure information on program outcomes, including greenhouse gas emission reduction benefits, is reported to the Department of Finance in a timely manner and is easily accessible to the public.
2. State agencies should maximize accountability in program implementation.
 - Establish or confirm that policies and procedures are in place before expending funds to ensure efficient and timely implementation in accordance with statutory requirements. These should include procedures for monitoring and evaluating projects in progress.
 - If any agency utilizes funding award agreements, include the necessary components for accountability (e.g., measureable objectives, recordkeeping provisions, State access to documents for program reviews and audits, and consequences for non-performance).
3. State agencies should provide support to disadvantaged communities to help ensure the statutory investment requirements for disadvantaged communities are met.
4. State agency funding proposals to the Department of Finance should specify the agency's costs for administering projects as well as the administrative/overhead costs for funding recipients in order to provide the full accounting of administrative costs.

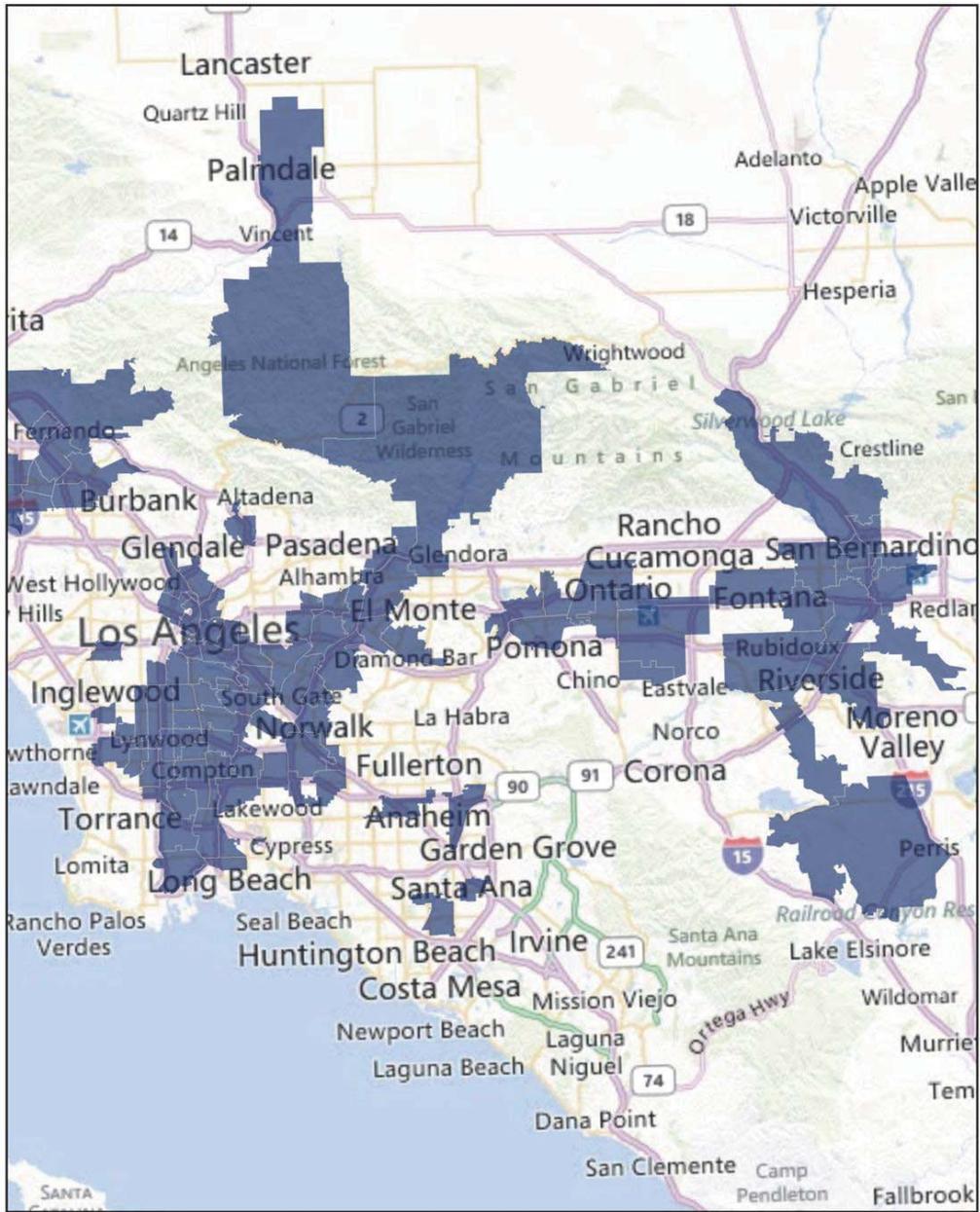
Appendix A

**Regional Maps Showing
Disadvantaged Communities for Purposes of Investment**

Figure A-1
CALENVIROSCREEN PUBLIC REVIEW DRAFT (JAN 3, 2013)
Top 10% Highest Scoring Census ZIP Codes – Los Angeles Area

CalEnviroScreen
Results (Jan 2013)

 **Top 10% of ZIP codes**



Los Angeles Area

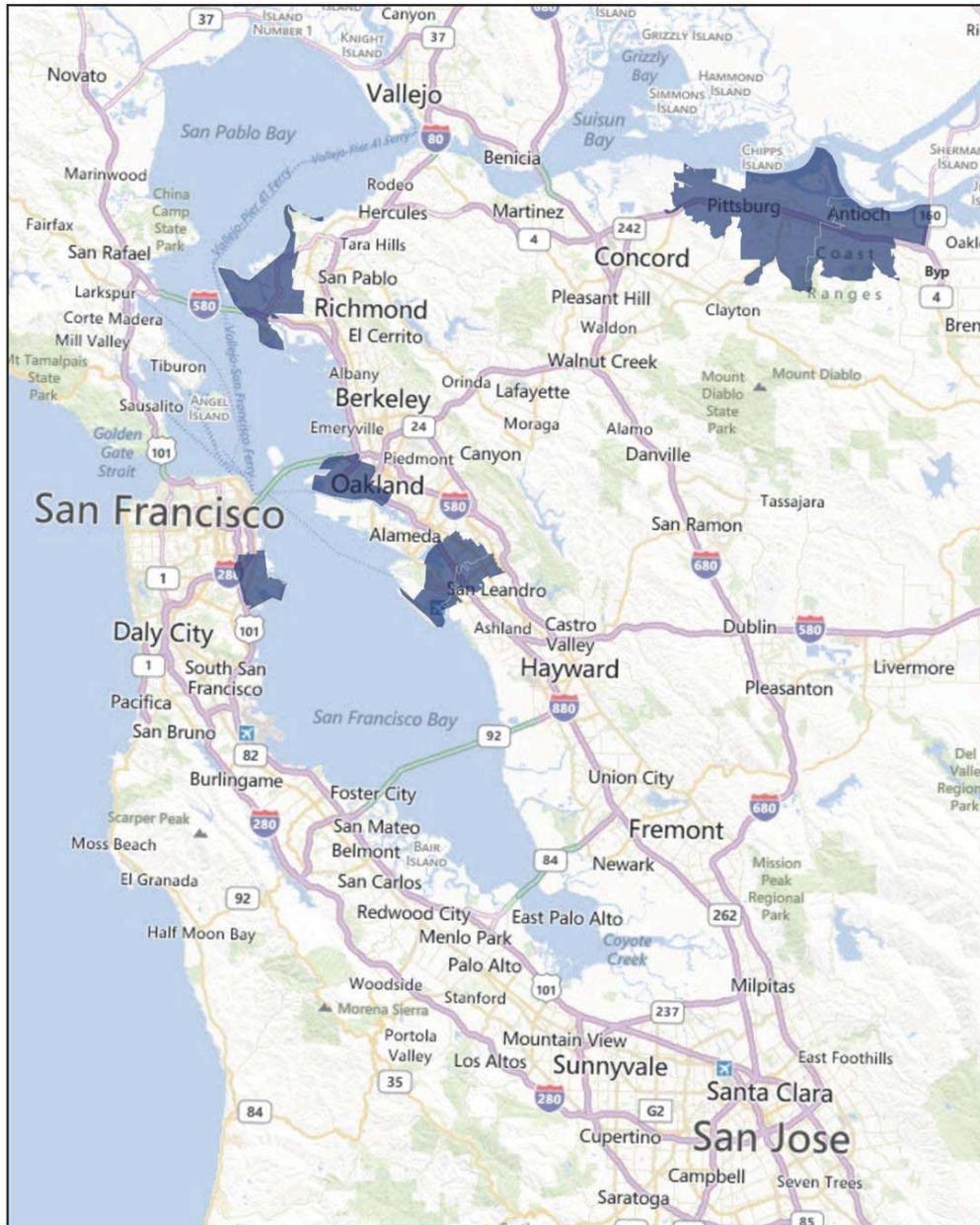
0 5 10 20 Miles

Basemap source: (c) 2010 Microsoft Corporation and its data suppliers

Figure A-2
CALENVIROSCREEN PUBLIC REVIEW DRAFT (JAN 3, 2013)
Top 10% Highest Scoring Census ZIP Codes – San Francisco Area

CalEnviroScreen
Results (Jan 2013)

 **Top 10% of ZIP codes**



San Francisco Area

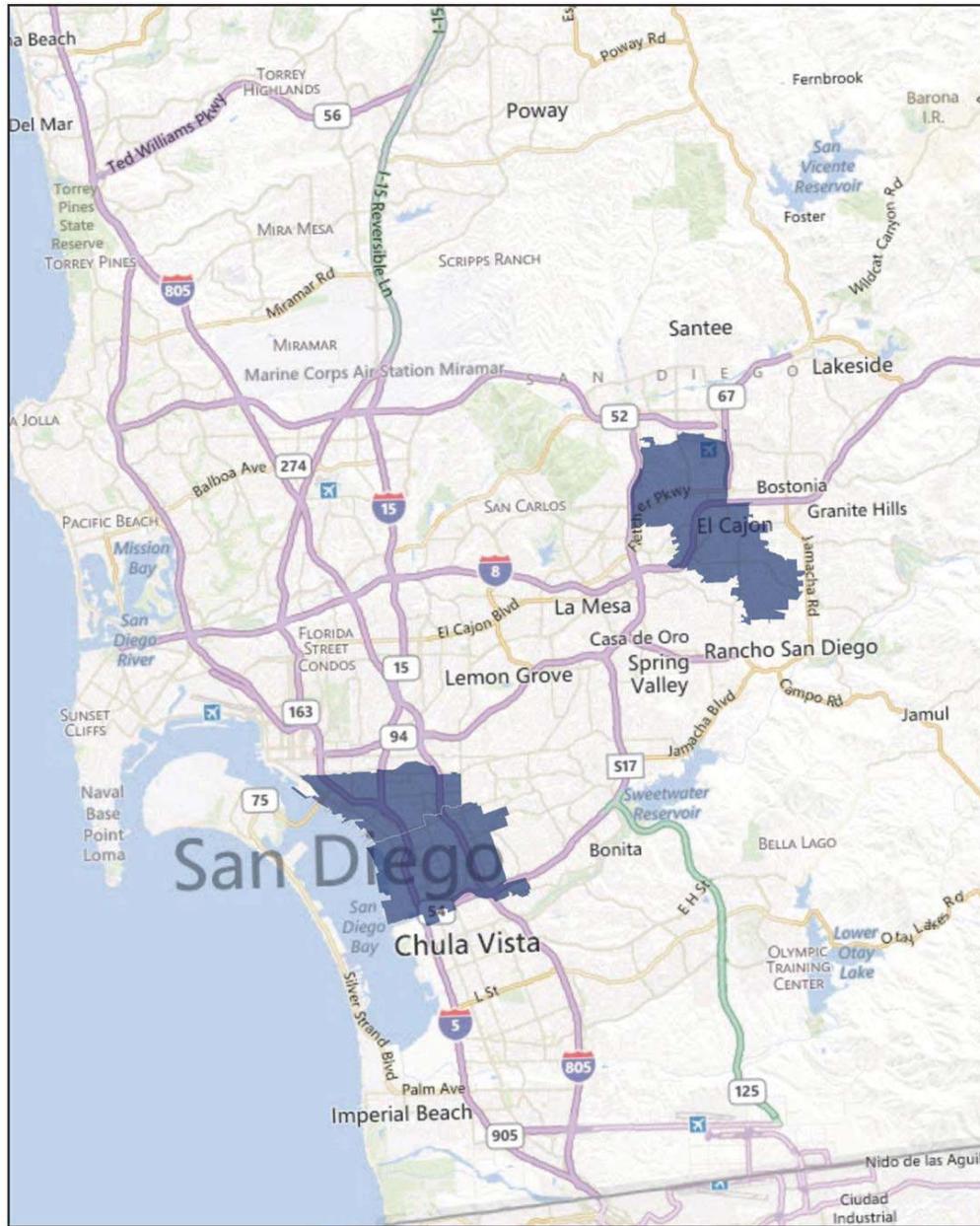
0 2.5 5 10 Miles

Basemap source: (c) 2010 Microsoft Corporation and its data suppliers

Figure A-3
CALENVIROSCREEN PUBLIC REVIEW DRAFT (JAN 3, 2013)
Top 10% Highest Scoring Census ZIP Codes – San Diego Area

CalEnviroScreen
Results (Jan 2013)

 **Top 10% of ZIP codes**



San Diego Area

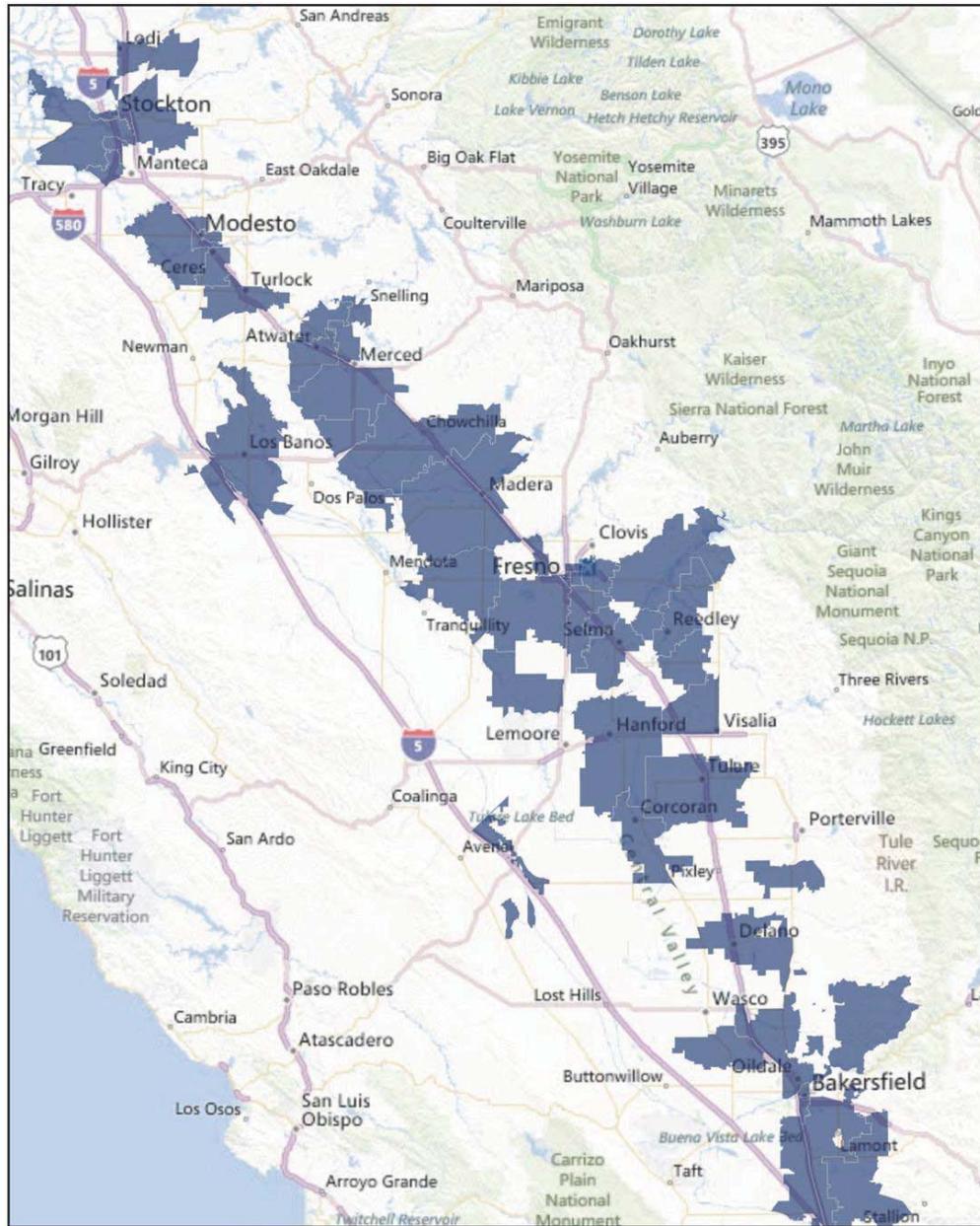


Basemap source: (c) 2010 Microsoft Corporation and its data suppliers

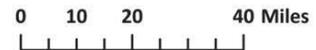
Figure A-4
CALENVIROSCREEN PUBLIC REVIEW DRAFT (JAN 3, 2013)
Top 10% Highest Scoring Census ZIP Codes – San Joaquin Area

CalEnviroScreen
Results (Jan 2013)

 **Top 10% of ZIP codes**



San Joaquin Valley

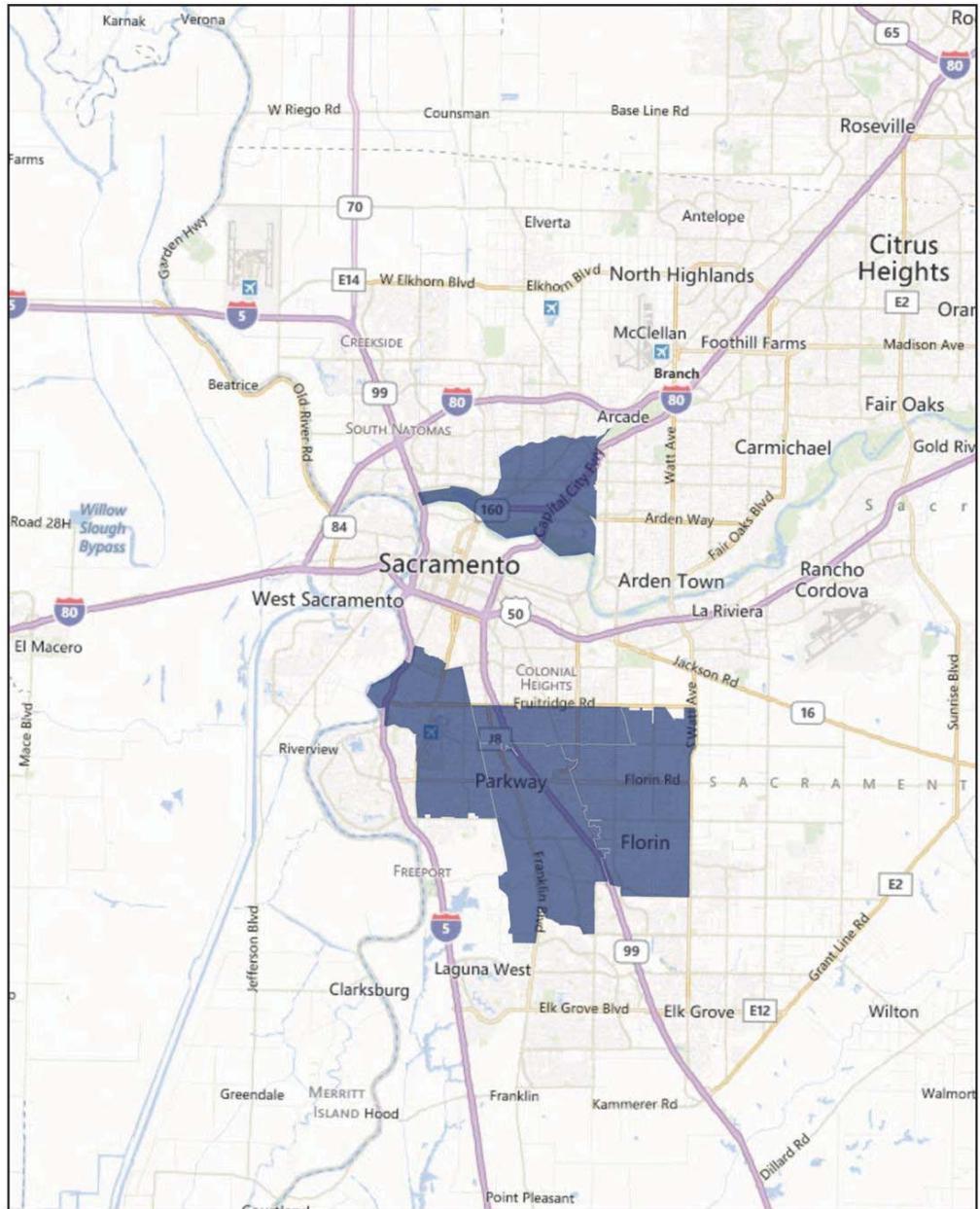


Basemap source: (c) 2010 Microsoft Corporation and its data suppliers

Figure A-5
CALENVIROSCREEN PUBLIC REVIEW DRAFT (JAN 3, 2013)
Top 10% Highest Scoring Census ZIP Codes – Sacramento Area

CalEnviroScreen
Results (Jan 2013)

 **Top 10% of ZIP codes**



Sacramento Area



Basemap source: (c) 2010 Microsoft Corporation and its data suppliers

California Legislature—2013–14 Regular Session**Assembly Bill****No. 935**

**Introduced by Assembly Member Frazier
(Coauthor: Assembly Member Bonilla)
February 22, 2013**

An act to amend Section 66540.12 of the Government Code, relating to the San Francisco Bay Area Water Emergency Transportation Authority.

LEGISLATIVE COUNSEL'S DIGEST

AB 935, as introduced, Frazier. San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.

Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority (WETA) with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined.

Existing law provides for a board of directors, 3 members of which are appointed by the Governor and one each by the Senate Committee on Rules and the Speaker of the Assembly. Directors serve 6-year terms.

This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would also require that one of the members appointed by the Governor be selected from a list of 3 nominees provided by the Contra Costa Transportation Authority and one from a list of 3 nominees provided by the San Mateo County Transportation Authority.

**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.** Section 66540.12 of the Government Code is
2 amended to read:

3 **66540.12.** (a) The authority shall be governed by a board
4 composed of ~~five~~ seven members, as follows:

5 (1) Three members shall be appointed by the Governor, subject
6 to confirmation by the Senate. The Governor shall make the initial
7 appointment of these members of the board no later than January
8 11, 2008.

9 (A) One member appointed by the Governor shall be a resident
10 of the County of Contra Costa and shall be selected from a list of
11 three nominees provided by the Contra Costa Transportation
12 Authority.

13 (B) One member appointed by the Governor shall be a resident
14 of the County of San Mateo and shall be selected from a list of
15 three nominees provided by the San Mateo County Transportation
16 Authority.

17 (2) ~~One member~~ Two members shall be appointed by the Senate
18 Committee on Rules.

19 (3) ~~One member~~ Two members shall be appointed by the Speaker
20 of the Assembly.

21 (b) Each member of the board shall be a resident of a county in
22 the bay area region.

23 (c) Public officers associated with an area of government,
24 including planning or water, whether elected or appointed, may
25 be appointed to serve contemporaneously as members of the board.
26 A public agency shall not have more than one representative on
27 the board of the authority.

28 (d) The Governor shall designate one member as the chairperson
29 of the board and one member as the vice chairperson of the board.

30 (e) Except as provided in ~~subdivision (f)~~ subdivisions (f) and
31 (g), the term of a member of the board shall be six years.

32 (f) (1) The appointments next following the expiration of the
33 terms of the initial appointments shall be for the following terms:

1 (A) Two of the members appointed by the Governor shall serve
2 terms of two years and one shall serve a term of six years.

3 (B) The member appointed by the Senate Committee on Rules
4 shall serve a term of four years.

5 (C) The member appointed by the Speaker of the Assembly
6 shall serve a term of four years.

7 (2) Each member appointed after the expiration of the terms set
8 forth in subparagraphs (A) to (C), inclusive, of paragraph (1) shall
9 serve a term of six years.

10 (g) The initial terms for additional appointees of the Senate
11 Committee on Rules and the Speaker of the Assembly added to the
12 authority pursuant to the act that added this subdivision shall be
13 the following:

14 (1) The additional member appointed by the Senate Committee
15 on Rules shall serve a term of two years.

16 (2) The additional member appointed by the Speaker of the
17 Assembly shall serve a term of six years.

18 ~~(g)~~

19 (h) Vacancies shall be filled immediately by the appointing
20 power for the unexpired portion of the terms in which they occur.

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DATE: March 8, 2013
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Solano Comprehensive Transportation Plan (CTP) Solano CTP Review
for 2005 to 2012 Chapter

Background:

The Solano Comprehensive Transportation Plan (CTP) is the STA's foundation planning document, setting the goals and priorities that guide the selection of projects and programs for funding. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit. The current CTP was adopted in 2005. An update is being prepared at this time, with adoption scheduled for the summer of 2013.

The core of the Solano CTP is the three elements. However, other chapters also make up the document. The Solano CTP does not currently contain a review of projects or programs have been initiated or completed and the STA's criteria for setting priorities for funding.

Discussion:

The proposed Solano CTP Review for 2005 to 2012 chapter of the Solano CTP is designed to illustrate what has been achieved since the Solano CTP's adoption in 2005. This review of achievements will provide context for the upcoming Elements that establish policies for STA decision making.

The chapter is organized by CTP element. Projects that have been started are described in general terms; cost details are left out. In following the literary style of the new CTP, the chapter starts with a well known quote – Shakespeare's "What's past is prologue." Since the Solano CTP Review for 2005 to 2012 chapter is also intended to lead into the discussion in the main elements of how to improve the Solano transportation system, the chapter also ends with the second half of the quote – "what's to come, in yours and my discharge."

The Solano Express Intercity Transit Consortium and the Technical Advisory Committee reviewed the chapter at their meetings of February 26 and 27, respectively. Members of both Committees recommended that the STA Board adopt the Solano CTP Review for 2005 to 2012 chapter. Members also recommended minor editorial and layout changes, which have been incorporated into Attachment A.

Fiscal Impact:

None.

Recommendation:

Approve the Solano CTP Past Activities Chapter as shown in Attachment A.

Attachment:

- A. Solano CTP Solano CTP Review for 2005 to 2012 Chapter (To be provided under separate cover.)

NOTE: THIS ATTACHMENT WILL BE PROVIDED UNDER SEPARATE COVER.



DATE: March 5, 2013
TO: STA Board
FROM: Jessica McCabe, Project Assistant
RE: Project Delivery Update and 2013 TIP Development

Background:

As the Congestion Management Agency (CMA) for Solano County, the Solano Transportation Authority (STA) coordinates project funding commitments between project sponsors and funding agencies. This coordination includes recommendations for programming, allocating, and obligating federal, state, and regional funds for a variety of transportation projects. These recommendations are based on the current and projected status of projects recommended for funding by the STA.

This project delivery update is provided to the Solano Project Delivery Working Group (Solano PDWG), the STA's Technical Advisory Committee (TAC), and the STA Board for their review before considering any changes to prior project funding recommendations.

Discussion:

STA Board Recommendations and Improvement Programs

Between January and July of 2010, the STA Board recommended funding for a variety of transportation projects included in currently approved plans. Other funding agencies program funding for Solano projects in their own improvement programs, such as the Metropolitan Transportation Commission's (MTC) 2011 Transportation Improvement Program (TIP) for federal and regional funds, the California Transportation Commission's (CTC) 2010 State Transportation Improvement Program (STIP) for state funds, and other regional and local grant funding actions (e.g., air district grant programs and local funding swaps). These improvement programs contain the details of how much funding each project receives in specific fiscal years over the next four to five years.

Programmed Funding Does Not Guarantee Project Funding

Despite the approved nature of improvement programs, they are based on estimates of available tax dollars, meaning that improvement programs can over-program funding for projects should tax receipts be smaller than expected. In addition to the chance of funding being limited, funding agency's "Use it or lose it" project delivery policies contain strict deadlines for current fiscal year programmed funds, which are put in place to expedite the delivery of projects and protect against the loss of funds to other agencies who can spend funds in a timely manner. For example, MTC usually programs more funding than they have available, counting on Bay Area project sponsors being ready to take advantage of funds from other regions who miss delivery deadlines. The STIP has a history of running low on funds, forcing the CTC to create additional "allocation plans" that further prioritize STIP funds, leaving programmed projects waiting until later fiscal years for funding, adding to project delays and cost increases.

Staying on Top of Deadlines and Making Timely Choices

Attached is a list of projects with programmed funding, which connects project fund sources to delivery deadline policies, and projects that have been recently completed (Attachment A).

Projects that have Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds programmed in the TIP for Fiscal Year (FY) 2012-13 are subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606) (Attachment B), including the Request for Authorization (E-76) submittal deadline of February 1st and the obligation deadline of April 30th. In order to ensure funds are obligated or transferred to Federal Transit Administration (FTA) in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1st of the year the funds are programmed in the TIP. STP and CMAQ funds are subject to an obligation/FTA transfer deadline of April 30th of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1st of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30th of the fiscal year programmed in the TIP.

2013 Transportation Improvement Program (TIP) Development and Draft Schedule

The Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for Air Quality Conformity purposes. In September 2012, MTC postponed the development and adoption of the new TIP to more closely align with development and adoption of Plan Bay Area, the region's long-range transportation (RTP) and housing plan. The 2013 TIP will cover the six-year period of FY 2012-13 through FY 2017-18; however federal agencies still only recognize the four years from FY 2012-13 through FY 2015-16, consistent with the Federal Statewide Transportation Improvement Program (FSTIP) that is compiled by Caltrans.

Plan Bay Area is currently slated for adoption in June 2013, and the draft 2013 TIP and draft air quality conformity analysis are scheduled to be released for public review in March (Attachment C). In order to accommodate this schedule, MTC staff requested that updates to the TIP be submitted into Funds Management Systems (FMS) by February 21, 2013. The Solano County projects submitted for inclusion in the 2013 TIP are shown in Attachment D. Most projects required only minor changes to funding or program year, or were retained for information purposes only. The only new project submitted was Vacaville's 2014 Street Resurfacing project, which programmed OBAG STP funds in FY 2013-14. Projects that are to receive OBAG CMAQ funding can be amended into the TIP on August 1, 2013.

Recommendation:

Informational.

Attachments:

- A. Programmed funding in Solano County, 2-19-13
- B. MTC Resolution 3606, "Milestones, Deadlines, and Consequences", pg 11, 7-23-08
- C. Tentative 2013 TIP Development Schedule. 1-17-12
- D. Solano County 2013 TIP Projects Submitted, 2-23-13

Solano Transportation Authority (STA)

Attachment A

Project Delivery Update, 2-19-2013

Projects listed by agency, including known available funding by delivery phase noting total shortfall.

(In 1,000s)

Approved OBAG Projects (2012/13 to 2015/16)											
Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Preliminary Engineering (PE)					Status	Next Steps
					Environmental	Design	Right-of-Way	Construction	Shortfall		
Benicia	TBD	Park Road and Southhampton Rd	OBAG STP (LS&R)	2015				\$ 495	\$ -	Concept	TIP Submit Aug 1, 2013
Dixon	TBD	West A Street	OBAG STP (LS&R)	2015				\$ 584	\$ -	Concept	TIP Submit Aug 1, 2013
Fairfield	TBD	Beck Avenue	OBAG STP (LS&R)	2015				\$ 1,424	\$ -	Concept	TIP Submit Aug 1, 2013
Suisun City	TBD	Walters Road	OBAG STP (LS&R)	2014				\$ 356	\$ 114,700	Concept	TIP Submit Aug 1, 2013
Vacaville	TBD	2014 Pavement Resurfacing	OBAG STP (LS&R)	2014				\$ 1,231	\$ -	Concept	TIP Submit Feb 15, 2013
Solano County	FMS 5566	2013 Streets Overlay	OBAG STP (LS&R)	2013	\$ -	\$ -	\$ -	\$ 1,389	\$ -	PE	CON RFA March 2013
Vallejo	FMS	Vallejo DT Streetscape (Georgia St. - Santan Clara to Sacramento)	OBAG STP (LS&R)/CMAQ	2013				\$ 173		PE	CON RFA March 2013
*GRAND TOTAL					\$ -	\$ -	\$ -	\$ 5,652	\$ -		
\$5,652											

Total Available Project Funding (Prior Years to 2014/15)											
Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Preliminary Engineering (PE)					Status	Next Steps
					Environmental	Design	Right-of-Way	Construction	Shortfall		
Benicia	SOL010031	Benicia Intermodal Trans Stations (Military)	RM2	2012	\$ 92	\$ 431	\$ -	\$ 2,477	\$ -	CON	Opening Jan 2013
Benicia	SOL110008	Benicia Industrial Pk Multi-Modal Trans Study	RM2	Future	\$ 125	\$ -	\$ -	\$ -	\$ -	Concept	PS&E
Dixon	SOL050009	Parkway Blvd/UPRR Grade Separation	Earmark/Local Impact Fee	Future	\$ 1,260	\$ 290	\$ 575	\$ -	\$ 11,070	PE	ROW
Dixon	SOL110024	West B Street Bicycle and Ped Undercrossing	ECMAQ (Ped)/STIP	2013	\$ 50	\$ 60	\$ 70	\$ 5,920		ROW	CON RFA Jan 2013
Fairfield	SOL030002	Fairfield/Vacaville Intermodal Rail Station	RM2/STIP/Earmark	2013	\$ 3,093	\$ 1,825	\$ 2,790	\$ 31,892	\$ -	ROW	CON
Fairfield	SOL991068	Fairfield Transportation Center Phase III	RM2/CMAQ	2015	\$ -	\$ 1,030	\$ -	\$ 6,150	\$ -	ROW	CON 2014
Suisun City	SOL110012	Grizzly Island Trail	CMAQ (Bike/SR25)	2013	\$ 50	\$ 250	\$ -	\$ 1,764	\$ -	CON	Opening Jan 2013
Vacaville	SOL110009	Vacaville Intermodal Station Phase 2	Earmark/RM2/CMAQ	Future	\$ 975	\$ -	\$ -	\$ 925	\$ 12,100	PE	ROW
Vallejo	SOL050048	Vallejo Downtown Streetscape (all phases)	ARRA/TE/CMAQ/STP (LS&R)	2013	\$ 664	\$ -	\$ -	\$ 5,980	\$ -	CON	
SolTrans	SOL050012	Vallejo Curtola Transit Center, Phase 1A	RM2	2014	\$ 705	\$ -	\$ -	\$ 11,045	\$ -	PE	ROW
Vallejo	SOL990018	I-80/American Canyon Rd overpass Improv	Local Impact Fee	Future	\$ 1,000	\$ -	\$ -	\$ 7,000		PE	ROW
WETA	SOL991032	Vallejo Ferry Maintenance Facility	STIP-PTA	2013	\$ -	\$ -	\$ -	\$ 4,300	\$ -	PE	Row
Solano County	SOL070012	Cordelia Hills Sky Valley Ped Corridor	Earmark (SAFETEA-LU)	2013	\$ -	\$ 175	\$ 2,475	\$ 50	\$ -	PE	ROW
Solano County	SOL070021	Travis AFB: South Gate Improvement Project	Earmark (SAFETEA-LU)	2014	\$ -	\$ 150	\$ 128	\$ 1,943	\$ -	PE	ROW
Solano County	SOL090015	Redwood Fairgrounds Dr. I/C Imp (STUDY)	Earmark (SAFETEA-LU)	Future	\$ 1,500	\$ -	\$ -	\$ -	\$ -	PE	ROW
Solano County	SOL090035	Vacaville Dixon Bike Route (Phase 5)	ECMAQ/TDA	2012	\$ -	\$ 88	\$ -	\$ 759		CON	
STA	SOL070020	I-80/I-680/SR 12 Interchange Project	RM2, STIP, CMIA, TCRP	2015	\$ 30,000	\$ 21,036	\$ 26,525	\$ 73,264	\$ -	PE	ROW
STA	SOL090003	EB I-80 Cordelia Truck Scales Relocation	RM2, TCIF	2014	\$ 5,800	\$ 17,700	\$ 3,000	\$ 74,400	\$ -	CON	Opening 2013
STA	SOL110002	I-80 HOV conversion to Express Ln (Fairfield)	Bridge Tolls	2015	\$ 500	\$ -	\$ -	\$ -	\$ 39,600	PE	ROW
STA	SOL110001	I-80 Express Lanes (Vacaville)	Bridge Tolls	2020	\$ 600	\$ -	\$ -	\$ -	\$ 190,600	PE	ROW
STA	SOL110003	Jepson: Vanden Rd from Peabody to LT	STIP, Local TIF	2017	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ -	ROW	CON
STA	SOL110005	Jepson: LT Road from Vanden to Elmira	Future STIP, Local TIF	Future	\$ 1,387	\$ 539	\$ 1,016	\$ 8,269	\$ 28,789	PE	ROW
STA	SOL110006	Jepson: LT Road from Elmira to Orange	Future STIP, Local TIF	Future	\$ -	\$ -	\$ -	\$ -	\$ 28,300	PE	ROW
STA	SOL110004	Jepson: Walters Rd Ext - Peabody Rd Widen	Future STIP, Local TIF	Future	\$ -	\$ -	\$ -	\$ -	\$ 91,100	PE	ROW
STA	NAP010008	SR 12 (Jameson Canyon Road) Widening	CMIA, STIP, TCRP	2015	\$ 7,300	\$ 7,550	\$ 18,391	\$ 105,700	\$ -	CON	Opening 2014
STA	SOL110019	STA Safe Routes to School Program	CMAQ	Prgm	\$ -	\$ -	\$ -	\$ 857	\$ -	ongoing	Ongoing
STA	SOL991066	Eastern Solano / SNCI Rideshare Program	CMAQ, AQ	Prgm	\$ -	\$ -	\$ -	\$ 445	\$ -	ongoing	Ongoing
STA	SOL970033	CMA Planning Activities	STP	Prgm	\$ 500	\$ -	\$ -	\$ -	\$ -	ongoing	Ongoing
*GRAND TOTAL					\$ 58,100	\$ 53,524	\$ 58,770	\$ 373,597	\$ 401,559		
\$543,991											

* Total project funding exceeds 2013 TIP totals because prior year funds are included.

** Caltrans SHOPP projects and various Caltrans grant projects are not yet included in this report.

Recently Completed Projects (2011/12 and 2012/13)

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Status	Next Steps
					Environmental	Design	Right-of-Way	Construction	Shortfall		
Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Environmental	Design	Right-of-Way	Construction	Shortfall	Status	Next Steps
Benicia	N/A	Park Road Sidewalk	RM1	2011	\$ -	\$ -	\$ -	\$ 400		Complete	Completed
Benicia	SOL110015	Columbus Parkway Overlay	STP (LS&R C1)	2011	\$ -	\$ -	\$ -	\$ 371	\$ -	Complete	Completed
Fairfield	SOLO90004	McGary Road Safety Improvement	ARRA (Safety)	2010	\$ -	\$ -	\$ -	\$ 1,500	\$ -	Complete	Completed
Fairfield	SOL110013	Linear Park Alt Route - Nightingale Dr	CMAQ/TDA	2012	\$ -	\$ 29	\$ -	\$ 221	\$ -	Complete	Completed
Fairfield	SOL110010	Various Streets Overlay (2011 STP LSR)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,370	\$ -	Complete	Completed
Rio Vista	SOL070019	Rio Vista Signage Improvement Program	Earmark (SAFETEA-LU)	2012	\$ 11	\$ -	\$ -	\$ 115	\$ -	Complete	Completed
Rio Vista	SOL110022	SR 12 Rio Vista Bridge Study	Earmark (SAFETEA-LU)	2012	\$ 147	\$ -	\$ -	\$ -	\$ -	Complete	Completed
Suisun City	REG090032	Main Street Rehabilitation	ARRA	2011	\$ -	\$ -	\$ -	\$ 670	\$ -	Complete	Completed
Suisun City	SOL110011	Pintail Dr. Resurface (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 437	\$ -	Complete	Completed
Vacaville	SOL110016	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,324	\$ -	Complete	Completed
Vacaville	SOL050057	Jepson Pkwy Gateway Enhancement	STIP-TE	2012	\$ -	\$ 120	\$ -	\$ 230	\$ -	Complete	Completed
Solano County	SOLO90027	2011 Pavement Overlay Program	FAS	2011	\$ -	\$ -	\$ -	\$ 1,807	\$ -	Complete	Completed
Solano County	SOL110017	Solano County:STP overlay 2012 (cycle 1)	LS&R, BP Flex, TDA	2012	\$ -	\$ 10	\$ -	\$ 1,908	\$ -	Complete	Completed
Solano County	SOL050006	Bridge No. 23C0077 Suisun Valley Rd over Suisun Creek	HBP	2012	\$ -	\$ 430	\$ -	\$ 1,000		Complete	Completed
Solano County	5923(070)	Bridge No. 23C0185 Robinson Rd	HBP	2011	\$ -	\$ 239	\$ 60	\$ 777		Complete	Completed
Vallejo	SOL050023	Vallejo Station Pedestrian Links	CMAQ (TLC)	2012	\$ -	\$ -	\$ -	\$ 2,340	\$ -	Complete	Completed
Vallejo	SOL950035	Vallejo Station Intermodal	STIP/RM2/5309/Earmark	2012	\$ 200	\$ 5,800	\$ 9,000	\$ 64,128	\$ -	Complete	Completed
Vallejo	SOL110014	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,595	\$ -	Complete	Completed
Vallejo	SOL950035	Vallejo Station, Phase A	STIP/RM2/5309/Earmark	2012	\$ 200	\$ 5,800	\$ 9,000	\$ 64,128	\$ -	Complete	Completed
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis Dr to L Town Rd)	ECMAQ/YSAQMD	2012	\$ 66	\$ 195	\$ 180	\$ 630	\$ -	Complete	Project closeout
*GRAND TOTAL					\$ 266	\$ 5,995	\$ 9,180	\$ 64,758	\$ -		
					\$80,199						

Milestone	Deadline	Authority	Consequence of Missed Deadline
Programming in TIP	Agency committed to obligate funds by April 30 of the year listed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Field Review (If applicable)	Within 12 months of inclusion in TIP	Regional	Restrictions on future programming, obligations and OA until deadline is met.
Pre-Draft Environmental Document Submittal (Non-Cat Ex)	12 months prior to obligation of Right of Way or Construction funds	Regional	Reprogramming of funds.
MTC Annual Obligation Plan	Beginning of each federal fiscal year	Regional	Funds not identified in MTC's annual Obligation Plan do not receive priority for OA and may need to wait until after May 1 to receive obligation/ transfer of funds.
Disadvantaged Business Enterprise (DBE) Goals (If Applicable)	Start by January 1, complete by February 1, of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA if not obligated by April 30.
Obligation/ FTA Transfer Request Submittal	February 1 of year programmed in TIP	Regional	Project loses priority for OA. Other projects in region may be given OA.
Obligation/ Transfer to FTA	April 30 of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Release of Unused OA	May 1	Caltrans	Unused OA is made available for other regions to access.
End of Federal Fiscal Year. - OA no Longer Available	August 30	Caltrans, Federal	FHWA Obligation system shut down. Unused OA at the end of the fiscal year is taken for other projects. No provision that the funds taken will be returned.
Program Supplement Agreement (PSA)	60 days after receipt from Caltrans 6 months after obligation	Caltrans	Restrictions on future programming, obligations and OA until deadline is met. De-obligation by Caltrans after 6 months.
Construction Advertisement	6 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Construction Award	9 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Invoicing & Reimbursement	Agency must invoice and receive reimbursement at least once every 6 to 12-months following obligation of funds	Caltrans, Federal, Regional	Explanation in writing if funds not invoiced in past 6-month period. (Caltrans) Deobligation if project inactive for 12 months. (FHWA) Restrictions on future programming, OA and obligations if agency has not invoiced and received reimbursement at least once every 12-months after obligation. (MTC)
Liquidation	6 years after obligation	State of California	Loss of State Budget Authority and de-obligation by State of California
Project Close-Out	6 months after final invoice	Caltrans, Regional	Explanation in writing. (Caltrans) Restrictions on future programming, obligations and OA. (MTC)

Metropolitan Transportation Commission	
Attachment 1 - 2013 Transportation Improvement Program Development (TIP)	
Tentative 2013 TIP Development Schedule	
Monday, January 07, 2013	
Proposed Milestone Dates	Milestone
Tuesday, January 15, 2013	Deadline to submit projects for the Amendments 11-33 and 11-34
Friday, February 01, 2013	Last day to submit changes to current FTIP for Revision 11-32 (Administrative Modification) using FMS
Wednesday, February 06, 2013	2011 FTIP Amendments 11-33 and 11-34 released for public comment
Friday, February 01, 2013	FMS Locked Down - No more changes to 2011 FTIP - Start of 2013 FTIP Development
Thursday, February 07, 2013	Start of review and update by project sponsors and CMAs
Friday, February 15, 2013	Deadline to submit non-exempt project changes (including Capital Phases) to be included in 2013 TIP
Thursday, February 21, 2013	Completion of project review by sponsors and CMAs
Monday, March 04, 2013	Completion of Review by Program Managers
Wednesday, March 13, 2013	PAC Meeting - authorize public hearing and release Draft 2013 FTIP & AQ Conformity
Friday, March 15, 2013	FMS Access Granted - No more changes to 2013 FTIP - Only changes to the 2011 TIP for the Last 2011 FTIP Amendment
Friday, March 29, 2013	Begin of Public Review Period for 2013 FTIP and Conformity Analysis - If conformity Analysis is ready for Release
Wednesday, April 10, 2013	Public Hearing on Draft FTIP and AQ Conformity Analysis at April PAC
Friday, May 03, 2013	End of Public Review Period for Draft FTIP and Conformity Analysis
Wednesday, June 12, 2013	PAC review of Final 2013 FTIP and Final Conformity analysis and referral to Commission
Wednesday, June 26, 2013	Final 2013 FTIP and Final Air Quality Conformity analysis approved by Commission
Friday, June 28, 2013	2013 FTIP submitted to Caltrans
Friday, July 05, 2013	Start of FSTIP Public Participation (Statewide Public Review Process) - Date Subject to confirmation by the State
Friday, July 26, 2013	End of FSTIP Public Participation (Statewide Public Review Process) - Date Subject to confirmation by the State
Friday, August 02, 2013	FSTIP submitted to FHWA/FTA - Date Subject to confirmation by the State
Monday, September 02, 2013	Final FHWA/FTA Approval of 2013 TIP / AQ Conformity Analysis - Date Subject to confirmation by the Federal Agencies

TIP ID	FMSID	Project Name	County	Sponsor	Status	Action (Reason for Revision)
SOL010031	2830	Military/Southampton & Military/First Intermodal	SOL	Benicia	Submitted	2013 TIP inclusion -Info. only
SOL110008	4854	Benicia Industrial Park Multi- Modal Transit Area Plan	SOL	Benicia	Submitted	2013 TIP inclusion - Info. only
SOL050003	2863	1-80/1-680 Aux Lanes Improvement Landscaping	SOL	Caltrans	Submitted	2013 TIP Development - Info only
SOL050006	2866	Suisun Valley Rd Bridge Replacement	SOL	Caltrans	Submitted	2013 TIP Development - Info only
SOL070002	2924	1-80 Alamo Creek On-Ramp and Bridge Widening	SOL	Caltrans	Submitted	2013 TIP Development - Info only
SOL070014	2936	1-80/1-680 Mitigation Landscaping	SOL	Caltrans	Submitted	2013 TIP Development - Info only
SOL050007	2867	1-80 I Pedrick Road Interchange Modification	SOL	Dixon	Submitted	2013 TIP Development - Info only
SOL050009	2869	Parkway Blvd/UPRR Grade Separation	SOL	Dixon	Submitted	Archive project - No longer in RTP
SOL030002	2837	Fairfield/Vacaville Intermodal Rail Station	SOL	Fairfield	Submitted	2013 TIP Development - project ongoing
SOL090008	4530	Fairfield- Fareboxes Purchase & Implementation	SOL	Fairfield	Submitted	2013 TIP Development - project ongoing
SOL110007	4B57.00	Fairfield Transportation Center -Phase 3	SOL	Fairfield	Submitted	2013 TIP Development - Info Only
SOL030015	2849	San Pablo Bay Entrance Rehabilitation	SOL	FHWA	Submitted	2013 TIP Development - project ongoing
SOL010006	2806	Fairfield-Suisun Transit: Operating Assistance	SOL	F-S Transit	Submitted	2013 TIP Development - project ongoing
SOL110027	5416.00	Transit Vehicle Replacement	SOL	F-S Transit	Submitted	2013 TIP Development - project ongoing
SOL110041	5620.00	Fairfield Transit: 1 Gillig Bus Replacement	SOL	F-S Transit	Submitted	2013 TIP Development - project ongoing
	5618.00	Fairfield Operating Assistance	SOL	F-S Transit	Submitted	2013 TIP Development - project ongoing
SOL090006	4452	Regional Planning Activities and PPM - Solano	SOL	MTC	Submitted	2013 TIP Development - project ongoing
	4B01.00	I-80 Express Lanes (Vacaville)	SOL	MTC	Submitted	2013 TIP Development - Info only
SOL110002	4B04.00	I-80 HOV conversion to Express Lanes (Fairfield)	SOL	MTC	Submitted	2013 TIP Development - Info only

SOL110039	5663.00	Local PDA Planning -Solano	SOL	MTC	Submitted	2013 TIP Development
SOL070012	2934	Cordelia Hills Sky Valley	SOL	Solano County	Submitted	2013 TIP inclusion -Info. only
SOL070021	3667	Travis AFB: South Gate Improvement Project	SOL	Solano County	Submitted	2013 TIP inclusion -Info. only
SOL090015	4582	Redwood Fairgrounds Dr. Interchange Imps Study	SOL	Solano County	Submitted	2013 TIP inclusion -Info. only
SOL090027	4715.00	Solano County- 2011 Pavement Overlay Program	SOL	Solano County	Submitted	2013 TIP - Archived, project completed
SOL090035	4B19.00	Vacaville-Dixon Bicycle Route (Phase 5)	SOL	Solano County	Submitted	2013 TIP Development - project ongoing
SOL110036	5566.00	GL: Roadway Preservation in Solano County	SOL	Solano County	Submitted	2013 TIP - New project with OBAG funds
SOL070032	4097	SolTrans: Preventive Maintenance	SOL	SolTrans	Submitted	2013 TIP Development - project ongoing
SOL090028	4677.00	SolTrans: AVL Technology	SOL	SolTrans	Submitted	2013 TIP Development - project ongoing
SOL090033	4717.00	SolTrans: Bus Maintenance Facility Renovation	SOL	SolTrans	Submitted	2013 TIP Development - project ongoing
SOL090034	4766.00	Bus Replacement/Expansion (Alternative Fuel)	SOL	SolTrans	Submitted	2013 TIP Development - project ongoing
SOL110025	5419.00	SolTrans: ADA Paratransit Operating Subsidy	SOL	SolTrans	Submitted	2013 TIP Development - project ongoing
SOL110033	5462.00	SolTrans: Capital Maintenance -Fuel	SOL	SolTrans	Submitted	2013 TIP Development - project ongoing
SOL110038	5645.00	SolTrans: Technology Enhancements	SOL	SolTrans	Submitted	2013 TIP Development - project ongoing
SOL110040	5621.00	SolTrans: Operating Assistance	SOL	SolTrans	Submitted	2013 TIP Development - project ongoing
SOL070020	3666	1-80/1-680/SR 12 Interchange Project	SOL	STA	Submitted	2013 TIP Inclusion - updated funding plan
SOL090003	4339	EB 1-80 Cordelia Truck Scales Relocation Project	SOL	STA	Submitted	2013 TIP Development - project ongoing
SOL110003	4310.00	Jepson: Vanden Road from Peabody to Leisure Town	SOL	STA	Submitted	2013 TIP Development - updated funding plan
SOL110004	4311.00	Jepson: Walters Rd Ext - Peabody Rd Widening	SOL	STA	Submitted	2013 TIP Development - updated funding plan
SOL110005	4312.00	Jepson: Leisure Town Road from Vanden to Elmira	SOL	STA	Submitted	2013 TIP Development - updated funding plan
SOL110006	4313.00	Jepson: Leisure Town Road from Elmira to Orange	SOL	STA	Submitted	2013 TIP Development - updated funding plan
SOL110019	4992.00	Solano Safe Routes to School Program	SOL	STA	Submitted	2013 TIP Development - project ongoing

SOL110020	507B.OO	Eastern Solano / SNCI Rideshare Program	SOL	STA	Submitted	2013 TIP Development - project ongoing
SOL110024	5356.00	Dixon West B. St Bike/Pedestrian Undercrossing	SOL	STA	Submitted	2013 TIP Development - project ongoing
SOL110012	4860.00	Grizzly Island Trail - Phase 1	SOL	Suisun City	Submitted	2013 TIP Development - project ongoing, archive 2013 when completed
SOL010007	2807	Vacaville Transit: Operating Assistance	SOL	Vacaville	Submitted	2013 TIP Development - project ongoing
SOL070026	3883	Ulatis Creek Bike Path - Ulatis to Leisure Town	SOL	Vacaville	Submitted	2013 TIP Development - project ongoing
SOL090001	4200	I-505Naca Valley Off-Ramp and Intersection Imprv.	SOL	Vacaville	Submitted	2013 TIP Development - updated funding plan
SOL110009	4B61.00	Vacaville Intermodal Station - Phase 2	SOL	Vacaville	Submitted	2013 TIP Development - project ongoing
SOL110034	5550.00	Vacaville Transit- Curb Ramps	SOL	Vacaville	Submitted	2013 TIP Development - project ongoing
SOL110042	5622.00	Vacaville Transit : Procure 3 Fixed Route Buses	SOL	Vacaville	Submitted	2013 TIP Development - project ongoing
SOL950024	2960.00	Vacaville: Bus maintenance facility upgrades	SOL	Vacaville	Submitted	2013 TIP Development - project ongoing
SOL97AM70	3088.00	Vacaville: Purchase bus shelters	SOL	Vacaville	Submitted	2013 TIP Development - project ongoing
SOL991099	3246.00	Purchase Transit Equipment - Fareboxes and Tools	SOL	Vacaville	Submitted	2013 TIP Development - project ongoing
		2014 Street Resurfacing	SOL	Vacaville	Submitted	2013 TIP - New project with OBAG funds
SOL050012	2872	Vallejo Curtola Transit Center	SOL	Vallejo	Submitted	2013 TIP Development - update funding plan
SOL050048	2908	Vallejo: Downtown Streetscape	SOL	Vallejo	Submitted	2013 TIP Development - project ongoing
SOL110035	5557.00	Vallejo Downtown Streetscape -Phase 3	SOL	Vallejo	Submitted	2013 TIP Development - project ongoing
SOL110037	5582.00	HSIP5-04-031 Sonoma Boulevard Improvements	SOL	Vallejo	Submitted	2013 TIP Development - project ongoing
SOL950035	2971.00	Vallejo Ferry Terminal (Intermodal Station)	SOL	Vallejo	Submitted	2013 TIP Development - project ongoing
SOL990018	3111.00	1-80 / American Canyon Rd overpass Improvements	SOL	Vallejo	Submitted	2013 TIP Development - project ongoing
SOL090011	4572	Vallejo: Ferry Mid-Life Rehab Interchange Imps (Study)	SOL	WETA	Submitted	2013 TIP Development - Archive (duplicate listing)
SOL991032	3180.00	North Bay Operations and Maintenance Facility	SOL	WETA	Submitted	2013 TIP Development - Info only

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DATE: March 4, 2013
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Transit Performance Initiative (TPI)

Background:

In May 2012, the Metropolitan Transportation Commission (MTC) adopted the Transit Sustainability Project recommendations (MTC Resolution 4060), including the Transit Performance Initiative (TPI), which is composed of two programs: 1) an investment program focused on supportive infrastructure to improve performance in major transit corridors; and 2) an incentive program to reward agencies that improve ridership and service productivity.

MTC staff provided a TPI program update and received input on the development of the Incentive program distribution formula from the TFWG in December. In late January, MTC staff met with representatives of the large and small operators to receive further input into the proposal

Discussion:

Brian McLean, Vacaville City Coach, requested this item be agendaized for the STA Board as an informational item. The TPI provides a financial incentive to those agencies that improve ridership and/or productivity. In October 2012, MTC Commission committed \$60 million in federal Cycle STP/CMAQ funds to the TPI Incentive Program and distributed the initial \$15 million based on current ridership.

MTC staff proposes to establish the distribution formula for the remaining \$45 million, available in three annual allocations commencing in Fiscal Year 2013-14. The proposal was developed with input from the MTC Policy Advisory Council and from the region's transit operators.

The proposed distribution formula (Attachment A) assigns 85% of the annual allocation to the largest seven transit operators and 15% to the region's remaining transit operators. Within each account, funds would be distributed to operators as follows:

- 25% based on Passenger Increase
- 25% based on Passenger Per Hour Increase
- 50% based on Annual Passengers

The estimated Annual Funding Distribution for Solano County Operators for this round of TPI funding is as follows:

Vacaville	\$232,000
SolTrans	90,000
Fairfield	<u>76,000</u>
Total	\$398,000

MTC staff also proposes an annual program evaluation following each annual cycle. MTC staff expects to take a final proposal for Commission consideration in February 2013.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. MTC Resolution No. 4072 Revised, Transit Performance Initiative - Incentive Program Formula Distribution

Metropolitan Transportation Commission Programming and Allocations Committee

February 13, 2013

Item Number 4a

Resolution No. 4072, Revised

Subject: Transit Performance Initiative – Incentive Program Formula Distribution

Background: The Transit Performance Initiative (TPI) Incentive Program provides a financial reward to those agencies that improve ridership and/or productivity. In October 2012, the Commission committed \$60 million in federal Cycle 2 STP/CMAQ funds to the TPI Incentive Program, distributing the initial \$15 million based on current ridership.

This item proposes to establish the distribution formula for the remaining \$45 million, available in three annual allocations commencing in FY2013-14. The proposal was developed with input from the MTC Policy Advisory Council and from the transit operators.

The proposed distribution formula assigns 85% of the annual allocation to the largest seven transit operators and 15% to the remaining transit operators. Within each account, funds would be distributed to operators as follows:

- 25% based on Passenger Increase (absolute)
- 25% based on Passenger Per Hour Increase (absolute)
- 50% based on Annual Passengers

Staff also proposes an annual program evaluation following each annual cycle.

Recommendation: Refer Resolution No. 4072, Revised to the Commission for approval.

Attachments: Executive Director Memo
MTC Resolution No. 4072, Revised



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Programming and Allocations Committee

DATE: February 13, 2013

FR: Executive Director

RE: Transit Performance Initiative – Incentive Program Formula – MTC Resolution 4072, Revised

Background

In May 2012, the Commission adopted the Transit Sustainability Project (TSP) recommendations (MTC Resolution 4060), including the Transit Performance Initiative (TPI), which is composed of two programs: 1) a capital program focused on regional investment in supportive infrastructure to improve performance in major transit corridors; and 2) an incentive program to reward agencies that improve ridership and service productivity.

The TPI incentive program provides a financial reward to those agencies that improve ridership and/or productivity. As per Resolution 4060, funding sources, amounts and distribution formula shall be established by the Commission. The Commission directed staff to return with a proposal for the incentive program that includes at least one alternative that does not reduce the current funding level for small operators.

In October 2012, the Commission committed \$60 million in federal Cycle 2 STP/CMAQ funds to the TPI Incentive Program, distributing the initial \$15 million based on current ridership. Further, the Commission directed staff to release formula distribution scenarios for review by the transit operators and the Policy Advisory Council before returning to this Committee with a recommendation.

This item proposes to establish the distribution formula for the remaining \$45 million, available in three annual allocations of \$15 million each commencing in FY2013-14.

Formula Development Process

The original staff proposal presented in October 2012 proposed a formula distribution with 50 percent based on annual ridership, 25 percent based on the annual increase in ridership, and 25 percent based on the increase in passengers per revenue hour (measure of productivity), with an option for small operators to compete or be held harmless and maintain funding levels consistent with the former funding shares. The Commission directed staff to add a similar alternative assigning equal weight to the three metrics. Staff subsequently developed a third alternative

with 70 percent based on annual ridership, 15 percent based on the annual increase in ridership, and 15 percent based on the increase in passengers per revenue hour.

On November 14th 2012, after reviewing the alternatives, the Policy Advisory Council adopted a motion supporting a formula distribution program that:

- Establishes a set-aside for a separate Small Operator Competition
- Favors ridership and productivity increases over existing ridership
- Funds projects that increase ridership or productivity

Staff held multiple meetings with the small and large operators and received the following input:

- Set-aside between 10% and 20% for a Small Operator Competition
- Calculate the formula using a three-year rolling average
- Perform a program evaluation after each allocation cycle
- Use the following metrics and weights: 50 percent based on annual ridership, 25 percent based on the annual increase in ridership, and 25 percent based on the increase in passengers per revenue hour

Staff Recommendation

Based on the input summarized above, staff proposes a distribution formula assigning 85% of the annual allocation to the largest seven transit operators and 15% to the remaining transit operators. Within each account, funds would be distributed to operators as follows:

- 25% based on Passenger Increase (absolute)
- 25% based on Passenger Per Hour Increase (absolute)
- 50% based on Annual Passengers

Using the most recent National Transit Database (NTD) data for all modes excluding Paratransit, the distribution formula would be calculated annually using a three-year rolling average commencing with FY2009-10, 2010-11 and 2011-12 for the FY2013-14 distribution. The rolling average reduces the risk of year over year fluctuations and provides operators with more planning certainty for the investment of the incentive funding.

Charts in Attachment A demonstrate how the proposed formula metrics and corresponding funding would have been distributed using the most recent data available, actual distribution will depend on more recent data.

For the FY2013-14 distribution, data for Marin County Transit District (MCTD) would be included with Golden Gate Transit in the Large Operator Account, consistent with the most recent available NTD data and to reflect the fact that MCTD had not transitioned to a federal grantee until after the formula development process was underway. Staff further recommends revisiting this issue before the FY2014-15 distribution cycle.

As requested by the transit operators, staff also proposes an annual program evaluation following each annual allocation cycle.

Recommendation

Staff recommends that the Committee refer Resolution No. 4072, Revised to the Commission for approval.



Steve Heminger

SH:KF
Attachments

Attachment A – Proposed Distribution by Metric – Based on Historical Data (FY2008-2011)

Increase in Passenger Trips - 25%

Figure 1A. Large Operators

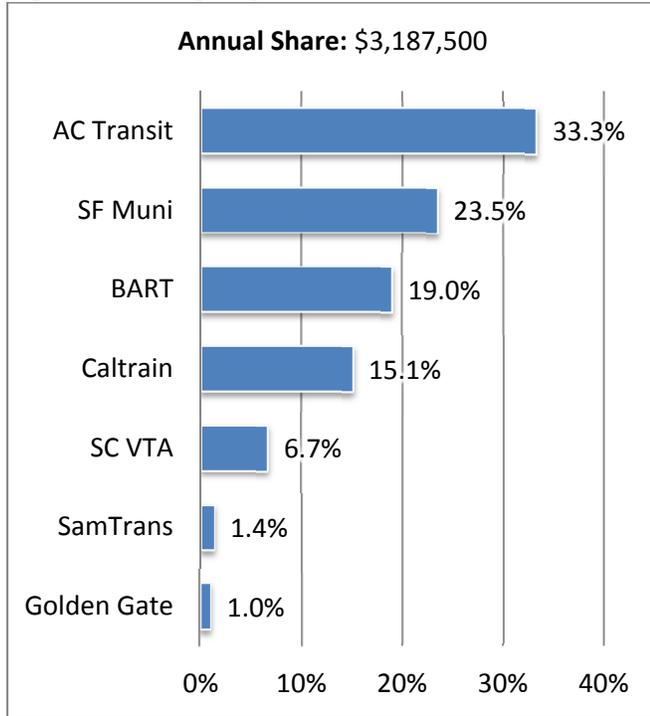
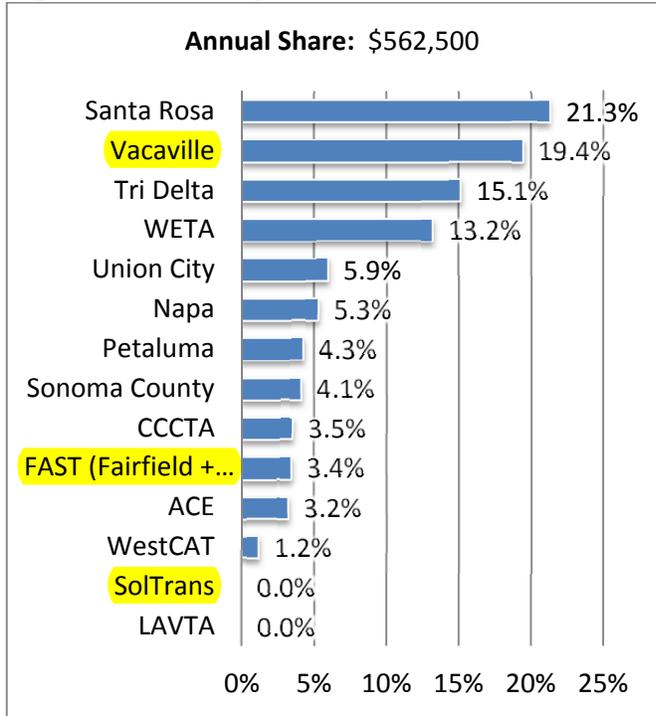


Figure 1B. Small Operators



Increase in Passenger Trips Per Hour – 25%

Figure 2A. Large Operators

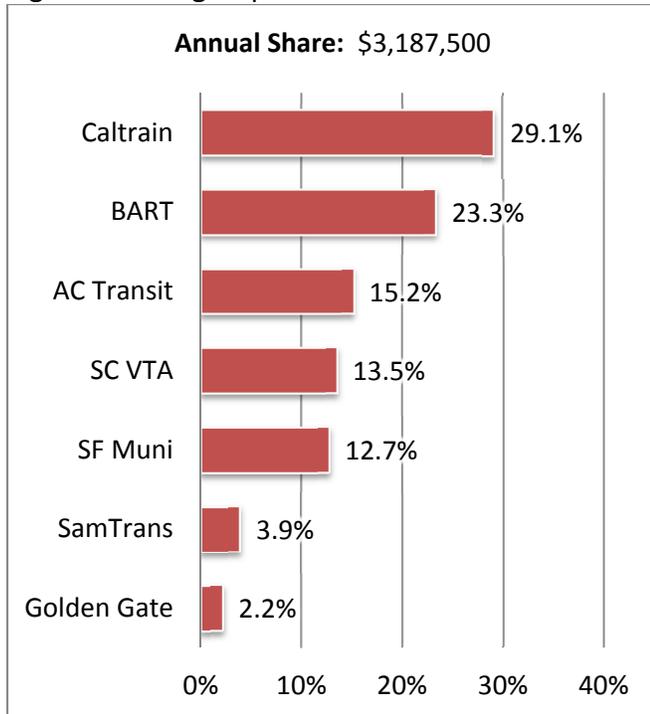
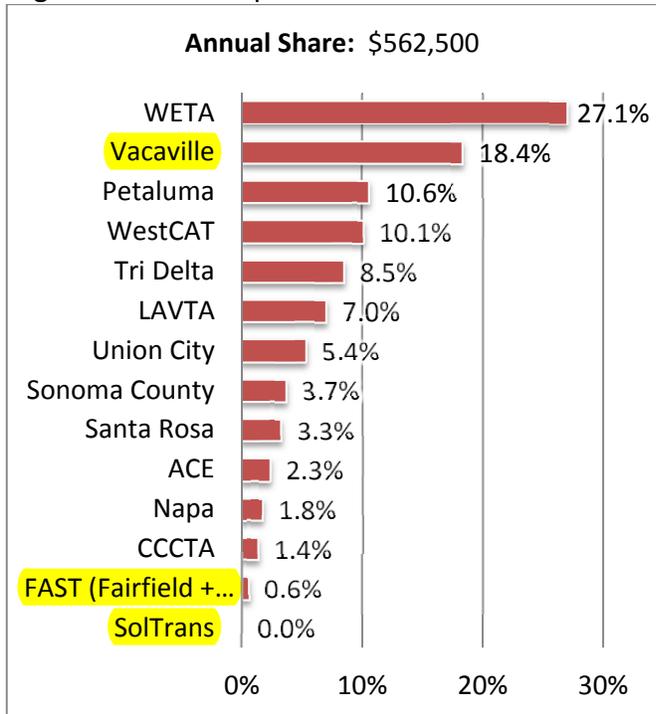


Figure 2B. Small Operators



Annual Passenger Trips Funding Distribution – 50%

Figure 3A. Large Operators

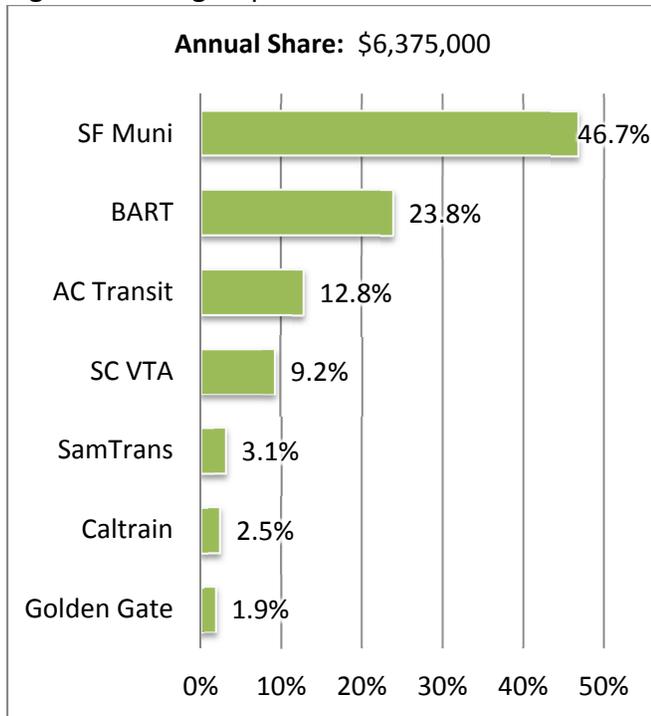
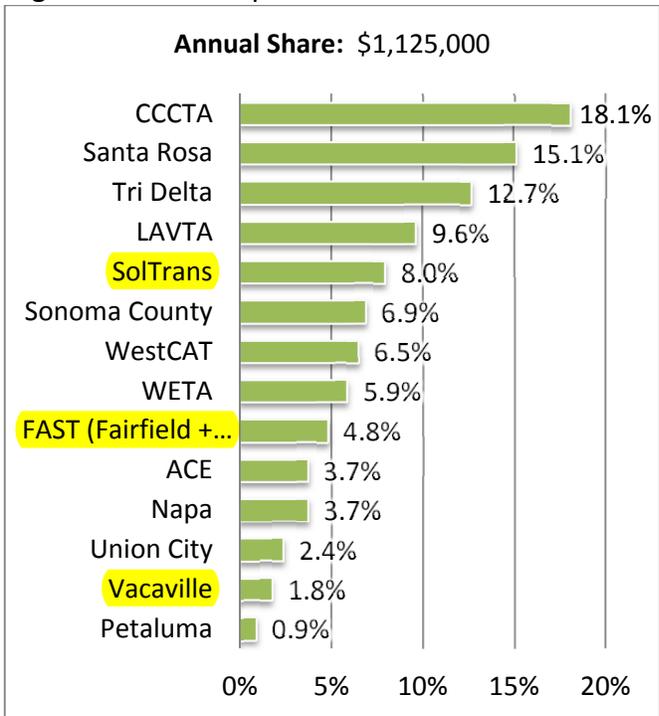


Figure 3B. Small Operators



Estimated Annual Funding Distribution (000s)

Figure 4A. Large Operators

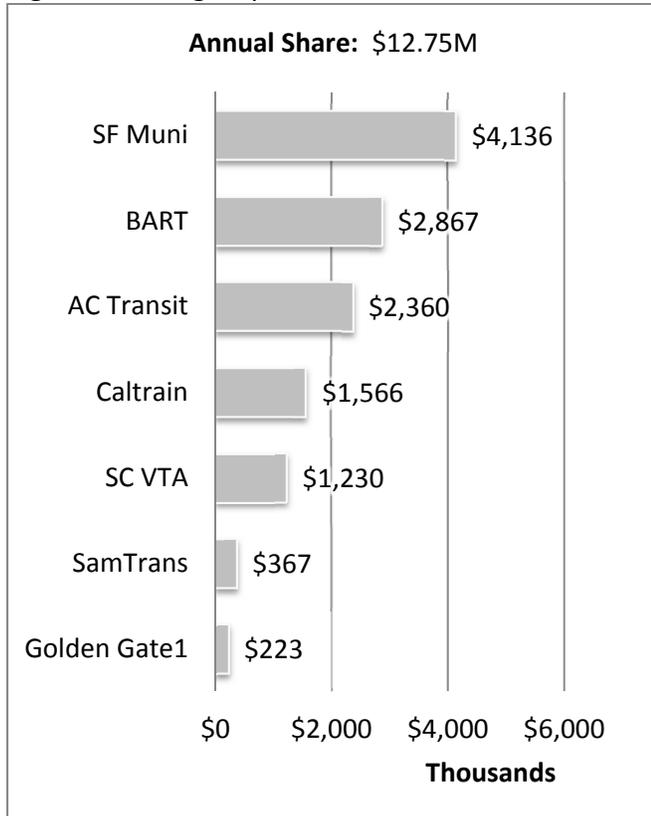
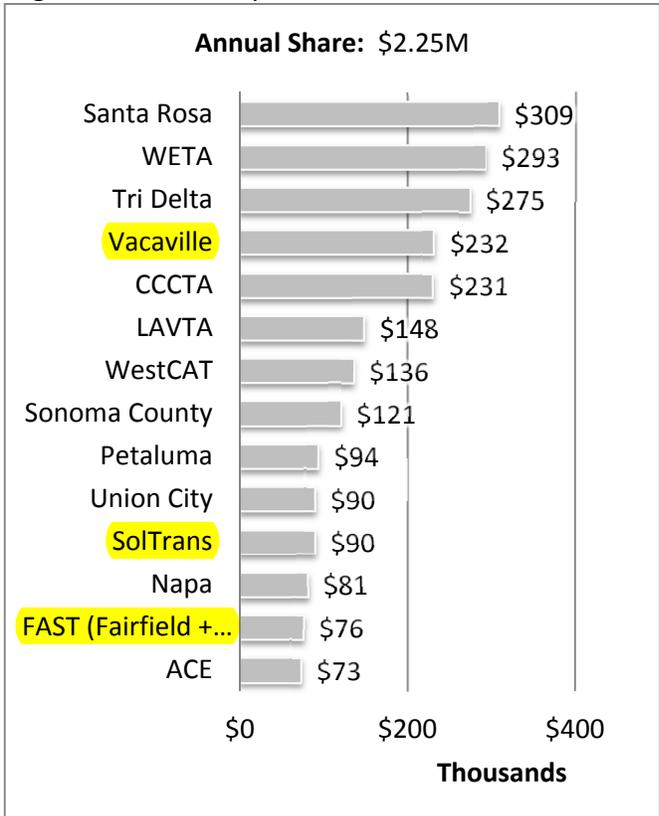


Figure 4B. Small Operators



Source: National Transit Database (NTD) FYs 08, 09, 10, & 11. NTD data not available for Vacaville, MTC Statistical Summary data used in place.

Date: October 24, 2012
W.I.: 1512
Referred By: PAC
Revised: 01/23/13-C
02/27/13-C

ABSTRACT

Resolution No. 4072, Revised

This resolution approves the process and establishes the criteria for programming the FY2012-13 and FY2013-14 FTA Section 5307 Urbanized Area, Section 5309 Fixed Guideway Modernization, Section 5337 State of Good Repair, Section 5339 Bus and Bus Facilities, and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Program funds in the San Francisco Bay Area.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Criteria for FY2012-13 and FY2013-14 FTA Formula Funds and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Funds

This resolution was revised on January 23, 2013 to make the Marin County Transit District eligible for Transit Capital Priorities funds in the San Francisco-Oakland urbanized area.

This resolution was revised on February 27, 2013 to establish the formula distribution for the Transit Performance Initiative Incentive Program.

Further discussion of the Transit Capital Priorities Policy is contained in the Programming and Allocation Committee Executive Director memoranda dated October 10, 2012; January 9, 2013; and February 13, 2013.

Date: October 24, 2012
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4072

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5309 FG, 5337 and 5339 funds for FY2012-13 and FY2013-14 and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Program funds for FY2012-13 through FY2015-16 to finance transit projects in the San Francisco Bay Area region; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on October 24, 2012.

Date: October 24, 2012
W.I.: 1512
Referred By: PAC
Revised: 01/23/13-C
02/27/13-C

Attachment A
Resolution No. 4072
Page 1 of 40

**San Francisco Bay Area Transit Capital Priorities Criteria for FY2012-13 and FY2013-14
FTA Formula Funds and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Funds**

**For development of the FY2012-13 and FY2013-14
Transit Capital Priorities and Transit Performance Initiative Project Lists**

Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607

III. CYCLE 2 STP/CMAQ TRANSIT CAPITAL REHABILITATION PROGRAM

The Commission's Cycle 2 Program Project Selection Criteria and Programming Policy For FY2012-13, FY2013-14, FY2014-15 and FY 2015-16, MTC Resolution No. 4035, Revised, includes \$150 million in STP/CMAQ funding for a Transit Capital Rehabilitation Program. These funds will be programmed to Transit Performance Initiative projects and to transit capital rehabilitation projects. Specific projects are included in Attachment B to MTC Resolution No. 4035, Revised.

Transit Performance Initiative

This program includes investment and performance incentive elements. The investment element implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. For FY2012-13 through FY2015-16, \$13 million annually is available for this program.

The incentive program provides financial rewards to transit agencies that improve ridership and/or productivity. For FY2012-13, \$15 million is distributed based on each operator's share of ridership based on final audited FY2010-11 ridership figures. For FY2013-14 through FY2015-16, \$15 million is available annually based on the formula distribution described below. The program will be evaluated annually following each cycle.

Large and Small Operator Accounts: Of the annual \$15 million available, 85% and 15% shall be assigned to the large and small operator accounts, respectively. The large operators include: AC Transit; BART, Caltrain, Golden Gate Transit, SFMTA, SamTrans, and Santa Clara VTA.

Distribution Formula: Within each account, funds shall be distributed to operators as follows:

- 25% based on Passenger Increase (absolute)
- 25% based on Passenger Per Hour Increase (absolute)
- 50% based on Annual Passengers

Data Source: Using the most recent National Transit Database data for all modes excluding Paratransit, the distribution formula shall be calculated annually using a three-year rolling average commencing with FY2009-10, 2010-11 and 2011-12 for the FY2013-14 distribution. For the FY2013-14 distribution, data for Marin County Transit District shall be included with Golden Gate Transit in the Large Operator Account.



DATE: March 4, 2013
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: Summary of Other 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			
5.	Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	~\$100-150 million federally	Announcement Anticipated March/April 2013
Federal			
6.	Federal Transit Authority (FTA) Section 5310 Elderly and Disabled Specialized Transit Program Grant*	\$13 Million	Due by March 11, 2013
7.	Federal Transit Authority (FTA) Section 5311, Rural Transit* (Solano Apportionment based on MTC Resolution 4048 Revised February 13, 2013)	\$25.1 Million statewide \$2,034,899 District 4 \$486,924 Solano	Justification due to STA: January 19, 2013 Application Due to Caltrans: April 15, 2013
8.	Federal Transit Authority (FTA) Section 5311(f), Intercity Bus Program*	\$3.6 Million	Application due to Caltrans: April 30, 2013
9.	YSAQMD Clean Air Fund (CAF) Grant*	\$290,000	Due March 22, 2013
10.	Hybrid Truck and Bus Voucher Incentive Program (HVIP)*	\$10 Million	Due March 22, 2013
11.	Community-based Transportation Grant*	\$3 Million	Due by April 2, 2013
12.	Environmental Justice Transportation Planning Grant*	\$3 Million	Due by April 2, 2013
13.	Partnership Planning Grant*	\$1.2 Million	Due by April 2, 2013
14.	Transit Planning Grant*	\$1.5 Million	Due by April 2, 2013
15.	FTA Section 5316, Job Access Reverse Commute Grant*	\$1.88 Million	Due by April 19, 2013
16.	FTA Section 5317, New Freedom Grant*	\$1.43 Million	Due by April 19, 2013

*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						
Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	Slyvia Fung California Department of Transportation (Caltrans) (510) 286-5226 slyvia.fung@dot.ca.gov	Announcement Anticipated March/April 2013 Anticipated application Deadline: June/July 2013	Approx. \$100-150 M nationally	The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm	N/A	Eligible Projects: HSIP funds are eligible for work on any public road or publicly owned bicycle/pedestrian pathway or trail, or on tribal lands for general use of tribal members, that corrects or improves the safety for its users.
Federal Grants						

FTA Section 5310, Elderly and Disabled Specialized Transit Program Grant*	Liz Niedziela, Solano Transportation Authority (STA) (707) 399-3217 eniedziela@sta-snci.com	Due March 11, 2013 To STA and MTC	Approx. \$13 Million	Provide capital grants for projects that meet the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient, or inappropriate. http://www.mtc.ca.gov/funding/FTA/5310.htm	N/A	Eligible Projects: Equipment - accessible vans and buses, mobile radios and communication equipment, and computer hardware and software Service - services provided must serve the transportation needs of elderly persons and/or persons with disabilities. Public service must be "incidental" per FTA C 9070.1F.
FTA Section 5311, Rural Transit*	Liz Niedziela, Solano Transportation Authority (STA) (707) 399-3217 eniedziela@sta-snci.com Mercy Lam Caltrans (510) 286-5520 Mercy_Lam@dot.ca.gov	Justification due to STA: January 19, 2013 Application Due to Caltrans: April 15, 2013	Approx. \$25.1 Million statewide \$2,034,899 District 4 \$486,924 Solano	Section 5311 is a non-urbanized area formula funding program authorized by 49 United States Code (U.S.C) Section 5311. This federal grant program provides funding for public transit in non-urbanized areas with a population under 50,000 as designated by the Bureau of the Census. FTA apportions funds to governors of each State annually. http://www.dot.ca.gov/hq/MassTrans/5311.html	Transit Operators	Eligible Projects: Rural Transit service.
FTA Section 5311(f), Intercity Bus Program*	Ronaldo Hu Caltrans (916) 657-3955 Ronaldo_Hu@dot.ca.gov	Application Due to Caltrans: April 30, 2013	Approx. \$3.6 Million	The purpose of the Section 5311(f) funding is to provide supplemental financial support to transit operators and to facilitate the most efficient and effective use of available Federal funds in support of providing rural intercity transportation services. http://www.dot.ca.gov/hq/MassTrans/5311.html	Transit Operators	Eligible Projects: Intercity Bus service.
YSAQMD Clean Air Fund (CAF) Grant*	Jim Antone YSAQMD (530) 757-3653 jantone@ysaqmd.org	Due March 22, 2013	Approx. \$290,000	Yolo-Solano AQMD's Clean Air Funds Program has allowed private business, non-profit organizations and public agencies to apply for grants for projects designed to reduce emissions from motor vehicles. http://www.ysaqmd.org/clean-air-funds.php	Cities and County in the Yolo-Solano Air Basin	Eligible Projects: Projects awarded Clean Air Funds include replacing or retrofitting diesel trucks and off-road equipment that do not qualify for other regional programs, new electric vehicles, construction of pedestrian and bicycle facilities, transit projects and public information and education programs.
Hybrid Truck and Bus Voucher Incentive Program (HVIP)*	Jim Antone YSAQMD (530) 757-3653 jantone@ysaqmd.org	Due March 22, 2013	Approx. \$10 Million	The HVIP program purpose is to provide funds to help cover a portion of the incremental cost for the purchase of new medium- and heavy- duty hybrid and battery-electric trucks. Hybrid trucks can accrue substantial savings from reduced fuel costs over the vehicle life. Depending on the application and duty cycle, hybrid trucks can improve fuel efficiency between 20-50%. http://www.ysaqmd.org/clean-air-funds.php	Cities and County in the Yolo-Solano Air Basin	Eligible Projects: Purchase of new medium- and heavy- duty hybrid and battery-electric trucks.
Community-Based Transportation Grant*	C. Edward Philpot, Jr., California Department of Transportation (Caltrans) (916) 653-8817 c_edward_philpot@dot.ca.gov	Due April 2, 2013	Approx. \$3Million Grant Cap \$300,000	Fund coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system, which includes mobility, access, and safety. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Complete street studies or plans. Smart growth planning studies. Bike and pedestrian safety enhancement studies or plans. Traffic calming and safety enhancement studies or plans. Rural smart growth studies or plans.

Environmental Justice Transportation Planning Grant*	C. Edward Philpot, Jr., California Department of Transportation (Caltrans) (916) 653-8817 c_edward_philpot@dot.ca.gov	Due April 2, 2013	Approx. \$3Million Grant Cap \$250,000	Promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Advances a community's effort to reduce greenhouse gases Assist transportation agencies in creating sustainable communities Advances a community's effort to address the impacts of climate change and sea level rise
Partnership Planning Grant*	Dara Wheeler California Department of Transportation (Caltrans) (916) 653-2355 dara_wheeler@dot.ca.gov	Due April 2, 2013	Approx. \$1.2Million Grant Cap \$300,000	Fund transportation planning studies of multi-regional and statewide significance in partnership with Caltrans. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Statewide or urban transit planning studies Rural or small urban transit planning studies Transit planning student internships
Transit Planning Grant*	Dara Wheeler California Department of Transportation (Caltrans) (916) 653-2355 dara_wheeler@dot.ca.gov	Due April 2, 2013	Approx. \$1.5Million Grant Cap \$300,000	Fund studies on transit issues having statewide or multi-regional significance to assist in reducing congestion. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Short-range transit development plans Transit marketing plans Site selection studies Transit service implementation plans Ridership surveys Social service improvement studies
FTA Section 5316, Job Access Reverse Commute (JARC) Grant*	Scott Sauer, California Department of Transportation (Caltrans) (916) 657-3863 scott_sauer@dot.ca.gov	Due April 19, 2013	Approx. \$1.88 Million	To improve access to transportation services to employment-related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. http://www.dot.ca.gov/hq/MassTrans/5316.html	N/A	Eligible Projects: Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment, and to support reverse commute projects.
FTA Section 5317, New Freedom Grant*	Scott Sauer, California Department of Transportation (Caltrans) (916) 657-3863 scott_sauer@dot.ca.gov	Due April 19, 2013	Approx. \$1.43 Million	To provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom formula grant program seeks to reduce barriers to transportation services and expands the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. http://www.dot.ca.gov/hq/MassTrans/5317.html	N/A	Eligible Projects: For the purpose for the New Freedom Program, "new" service is any service or activity that was not operational and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State Transportation Improvement Program (STIP).



DATE: March 4, 2013
TO: STA Board
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2013

Discussion:

Attached is the STA Board and Advisory meeting schedule for Calendar Year 2013.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for Calendar Year 2013



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2013**
(Last Updated: February 2013)

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., February 13	4:00 p.m.	Regional Transportation Impact Fee (RTIF) Policy Committee	Suisun City Hall	Postponed (to be rescheduled)
Wed., February 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., February 28	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., February 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., March 13	1:00 p.m.	STA Board Workshop	Rancho Solano Country Club	Confirmed
Wed., March 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 21	9:30 p.m.	Solano Seniors and People w/ Disabilities	Solano County Events Center	Confirmed
Thurs., March 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Confirmed
Thurs., March 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., March 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 10	4:00 p.m.	Regional Transportation Impact Fee	Suisun City Hall	Confirmed
Wed., April 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., April 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., May 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., May 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	City of Benicia	Confirmed
Thurs., May 16	9:30 a.m.	Solano Seniors and People w/ Disabilities	Solano County Events Center	Confirmed
Tues., May 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., June 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Thurs., July 11	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
July 30 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 31 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
August 14 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 14	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., August 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., August 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	Confirmed
Thurs., September 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., September 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., October 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., October 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Oct. (day to be determined)	TBD	Solano Seniors and People w/ Disabilities	Solano County Events Center	TBD
Wed., November 14	6:00 p.m.	STA's 15 th Annual Awards	TBD - Dixon	Confirmed
Thurs., November 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Confirmed
Thurs., November 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., November 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., December 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Tentative
Wed., December 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative