



**INTERCITY TRANSIT CONSORTIUM
AGENDA**

**1:30 p.m., Tuesday, March 26, 2013
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

ITEM

STAFF PERSON

1. **CALL TO ORDER**
2. **APPROVAL OF AGENDA**
3. **OPPORTUNITY FOR PUBLIC COMMENT**
(1:35 – 1:40.m.)
4. **REPORTS FROM STA STAFF AND OTHER AGENCIES**
(1:40 – 1:45 p.m.)
5. **CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion.
(1:45 – 1:50 p.m.)
 - A. **Minutes of the Consortium Meeting of February 26, 2013**
Recommendation:
Approve the Consortium Meeting Minutes of February 26, 2013.
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6. **ACTION NON FINANCIAL**
 - A. **Draft Mobility Management Plan**
Recommendation:
Forward a recommendation to the STA Board to release the Draft Mobility Management to the public for review and comments
(1:50 – 2:10 p.m.)
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Johanna Masielat

Elizabeth Richards

CONSORTIUM MEMBERS

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

7. ACTION FINANCIAL

- A. Letters of Support for Funding Job Access and Reverse Commute (JARC)/New Freedom** Liz Niedziela

Recommendation:

Forward a recommendation to the STA Board to authorize the Chair to forward:

1. A Letter of Support to Caltrans in Support of the Faith in Action funding applications for New Freedom for FIA Volunteer Driver Program for Seniors; and
2. A Letter of Support to Caltrans in Support of the Solano Transportation funding applications for Job Access Reverse Commute (JARC) and New Freedom for Solano Mobility Management Program.

(2:10 – 2:15 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

- A. Update on OneBayArea Grant (OBAG) Projects and Funding Recommendations** Robert Macaulay

(2:15 – 2:25 p.m.)

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- B. SNCI Program Update (Bike to Work Campaign)** Paulette Cooper

(2:25 – 2:30 p.m.)

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- C. Transit Sustainability Plan Update** Liz Niedizela

(2:30 – 2:35 p.m.)

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- D. Interim Intercity Capital Plan Status** Nancy Whelan

(2:35 – 2:40 p.m.)

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- E. Solano County Coordinated Short Range Transit Plan (SRTP) Draft Coordination Analysis – Scheduling Software, Schedule Change Calendar, and Fare Structure Discussion** Nancy Whelan and Alan Zahradnik

(2:40 – 2:55 p.m.)

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- F. I-80/I-680/I-780/SR 12 Transit Corridor Needs and Priorities** Tony Bruzzone

(2:55 – 3:10 p.m.)

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- G. Intercity Transit Funding Cost Allocation and Timeline** Liz Niedziela

(3:10 – 3:15 p.m.)

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NO DISCUSSION ITEMS

H. Legislative Update
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Jayne Bauer

9. TRANSIT OPERATOR ISSUES

Group

10. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at
1:30 p.m. on Tuesday, April 23, 2013.

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**INTERCITY TRANSIT CONSORTIUM
Minutes of the Meeting of
February 26, 2013**

1. CALL TO ORDER

Chair Lewis called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 1:35 p.m. in the Solano Transportation Authority Conference Room.

Members Present:	John Andoh (By phone)	Delta Breeze
	Janet Koster	Dixon Read-Ride
	Wayne Lewis, Chair	Fairfield and Suisun Transit
	Philip Kamhi	SolTrans
	Judy Leaks	STA Transit and Rideshare
	Brian McLean, Vice Chair	Vacaville City Coach
	Nathan Newell	County of Solano

Members Absent: None.

Also Present:	Daryl Halls	STA
	Robert Macaulay	STA
	Liz Niedziela	STA
	Judy Leaks	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Johanna Masiclat	STA

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Elizabeth Richards	STA Project Manager
	Elizabeth Romero	SolTrans

2. APPROVAL OF THE AGENDA

On a motion by Janet Koster, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium approved the agenda.

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Liz Niedziela reminded the Consortium members that application deadline for 5311 grant is due to MTC on April 15, 2013.

Sam Shelton announced his departure with the STA.

5. CONSENT CALENDAR

On a motion by Philip Kamhi, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A.

A. Minutes of the Consortium Meeting of January 29, 2013

Recommendation:

Approve the Consortium Meeting Minutes of January 29, 2013.

B. 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.

6. ACTION – FINANCIAL ITEMS

A. Interim Intercity Bus Replacement Funding Plan

Liz Niedziela reviewed the interim funding plan which will be incorporated into the Coordinated SRTP and I-80/I-680/I-780 Transit Corridor Study once completed in the summer. She cited that a memo detailing the costs, funding assumptions and agreed upon principles for the interim funding plan is being prepared for submittal to MTC.

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.

On a motion by Brian McLean and a second by Philip Kamhi, the SolanoExpress Intercity Transit Consortium approved recommendations# 1 thru 5 (with Janet Koster voting no on recommendation# 1).

7. ACTION – NON-FINANCIAL ITEMS

A. **SolanoExpress Intercity Transit Consortium 2013 Work Plan**

Liz Niedziela requested the approval of the SolanoExpress Intercity Consortium 2013 Work Plan. She addressed a minor modification to the 2013 work plan as follows:

Transit Planning

- (Last Bullet) Implement Seniors and People with Disabilities Priorities
 - ✓ Older Driver Safety Program information ~~system~~ **Dialysis Centers**
 - ✓ **Dialysis Centers**

Recommendation:

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

On a motion by Philip Kamhi, and a second by Brian Mclean, the SolanoExpress Intercity Transit Consortium approved the recommendation as amended shown above in ~~strikethrough~~ **bold italics**.

B. **Solano Comprehensive Transportation Plan (CTP) Previous Activities Chapter**

Robert Macaulay provided the proposed Past Activities Chapter of the Solano CTP which is designed to illustrate what has been achieved since the Solano CTP's adoption in 2005. He noted that the review of achievements will provide context for the upcoming Elements that establish policies for STA decision making.

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 Brian McLean, and a second by Philip Kamhi, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation.

8. INFORMATIONAL ITEMS

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

Daryl Halls identified each topic to be covered at the STA Board retreat on March 13, 2013. He listed them as (1) The I-80 Corridor (specifically System Management and Operational Improvements); (2) Mobility Management Plan and Program; and (3) Local Funding Sources.

B. **Draft Mobility Management Plan**

Elizabeth Richards distributed and presented the draft Mobility Management Plan and Recommendations for Solano County Mobility Management Programs. She explained the purpose of the initial presentation was to present an overview of the study and its elements as well as to solicit comments. She noted that staff is seeking the transit operators' input on the draft report.

C. **Status of Allocation of OneBayArea Grant (OBAG) Project Funding Strategy**

Sam Shelton announced that staff will be recommending the programming of a variety of funding sources over the next 3 years to advance the development of Tier 1 projects countywide. He noted that the recommendation will be provided at the February 27, 2013 TAC meeting and stated that members of the Consortium are invited to attend.

D. Intercity Transit Funding Cost Allocation Timeline

Liz Niedziela noted that in order to provide the funding partners information on the intercity routes and the opportunity for them to submit their TDA claims in a timely manner, staff developed a timeline for submitting SolanoExpress quarterly reports and cost allocation models.

E. Transit Sustainability Plan Update

Liz Niedziela reported that the Sustainability Plans are a critical component of the Coordinated SRTP. She requested that the transit operators review, edit, and comment on their Transit Sustainability Study as soon as possible so the edits can be incorporated before sending the final draft to the SRTP consultants. She added that the Plan is scheduled to be concluded and presented to the Consortium next month and the STA Board in April 2013.

F. Transit Performance Initiative (TPI)

Brian McLean thanked staff for the well-written report on this item. He requested staff present this to the STA Board at a future meeting.

G. Funding Opportunities: 5310, 5316, and 5317

Sofia Recalde initiated discussion on which grants the transit operators and the County are applying for and for what programs/projects.

H. Discussion of Intercity Consortium Memorandum of Understanding (MOU)

This item was agendized at the request of John Andoh. No comments were provided.

NO DISCUSSION NECESSARY

I. SNCI Monthly Issues

J. Other Funding Opportunities Summary

9. TRANSIT OPERATOR ISSUES

10. ADJOURNMENT

The meeting adjourned at 2:40 p.m. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, March 26, 2013.**



DATE: March 18, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Mobility Management Project Manager
RE: Draft Mobility Management Plan

Background:

Since July 2012, STA has been working with consultants to develop a Mobility Management Plan for Solano County. The development of a Mobility Management Plan was identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities as a strategy to assist seniors, people with disabilities, and low-income and transit dependent individuals with their transportation needs. The Solano Mobility Management Plan will identify existing services and programs, explore potential partnerships, and analyze how to address mobility needs in Solano County in a cost effective manner.

The Solano Mobility Management Plan will address four key elements to assist seniors, people with disabilities, and low income and transit dependent individuals with their transportation needs. These four elements are:

- One Stop Transportation Call Center
- Travel Training
- Countywide In-Person ADA Eligibility and Certification Process
- Older Driver Safety Information.

All of these strategies were included in the scope of work for the Solano Mobility Management Program and were identified as priorities in the Transportation Study for Senior and People with Disabilities. These four elements have been presented to the Solano Seniors and People with Disabilities Transportation Advisory Committee, the Paratransit Coordinating Council (PCC), the Intercity Transit Consortium, the STA Board and the Senior Coalition.

Discussion:

The Mobility Management plan was presented and discussed twice at each of the committees. The purpose of the initial presentation was to present an overview of the study and its elements as well as to solicit comments. As the elements were developed with more detail, presentations were made to the groups again and more detailed input was received. At each of the meetings this project was presented, there has been good discussion and valuable input. Transit operators have been in attendance at many of these meetings and have been interviewed as well. Some of the committees' input has been incorporated into the draft report prepared.

The draft report was distributed to the operators prior to the last Consortium meeting in February. This item was information only to allow time for review by the transit operators and the Mobility Management Plan will be returned to the Consortium for action later. Transit operator comments on specific sections and aspects of the draft plan are being compiled and will be presented for discussion at the March Consortium meeting. In response to comments provided, staff is working on several amendments to help clarify or improve several components of the Plan's recommendation. The Plan is scheduled to be released as a draft to the public for public comment. A recommendation on the final plan is scheduled for the May 28th Consortium meeting and June's STA Board meeting.

Fiscal Impact:

In June 2012, the STA Board approved \$289,343 in Regional Paratransit State Transit Assistance funds (STAF) for Mobility Management Program Implementation. In addition a Jobs Access Reverse Commute (JARC) grant was secured for Mobility Management program implementation.

Recommendation:

Forward a recommendation to the STA Board to release the Draft Mobility Management to the public for review and comments.



DATE: March 18, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Letters of Support for Job Access and Reverse Commute (JARC)/
New Freedom Funding

Background:

Caltrans recently released a call for projects for Job Access and Reverse Commute (JARC) and New Freedom projects in the state's small urbanized areas (UAs) and rural areas. The program purpose of JARC is to improve access to transportation services to employment-related activities for welfare recipients and eligible low-income individuals. The program purpose for New Freedom is to provide additional tools to overcome existing barriers facing Americans with Disabilities seeking integration into the work force and full participation in society. Estimated available federal funding statewide is \$1.9 million for JARC and \$1.4 million for New Freedom. One of the eligible projects for both JARC and New Freedom include Mobility Management.

Discussion:

Two agencies are requesting support letters from the STA Board, Faith In Action (FIA) for FIA Volunteer Driver Program and STA for Solano County Mobility Management Program.

STA staff recommends STA providing a Letter of Support to Caltrans in Support of the Faith in Action (FIA) funding application for New Freedom for FIA Volunteer Driver Program for Seniors. Faith in Action provides non-acute, non-medical support services to homebound frail seniors, seniors with cancer and other chronic illnesses seniors with disabilities including mental illness, and their family caregivers. Transportation can be curb-to-curb, door-to-door, or door-through-door. All services are provided by volunteers.

STA staff recommends submitting a grant application to Caltrans for the Solano Mobility Management Program from JARC and New Freedom before the Solano Mobility Management Plan is finalized so as to not miss out on these potential funding opportunities. The estimated completion date for the Solano Mobility Management Plan is June 2013. However, applications are due to Caltrans on April 16, 2013. A letter of support for the Mobility Management Program and an Authorizing Resolution will be going to the STA Board for approval in April.

The projects that staff will be requesting funding for from the JARC and New Freedom for the Solano Mobility Management Plan include:

- Develop a partnership and network with all the transportation providers and other stakeholders in Solano County
- Call Center and website to coordinate transportation information
- Travel Training Programs

- Inventory Older Driver Safety Information
- Public Outreach
- Marketing

Recommendation:

Forward a recommendation to the STA Board to authorize the Chair to forward:

1. A Letter of Support to Caltrans in Support of the Faith in Action funding applications for New Freedom for FIA Volunteer Driver Program for Seniors; and
2. A Letter of Support to Caltrans in Support of the Solano Transportation funding applications for Job Access Reverse Commute (JARC) and New Freedom for Solano Mobility Management Program.



DATE: March 21, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Update on OneBayArea Grant (OBAG) Projects and Funding Recommendations

Background:

The Regional Transportation Plan (RTP) is the long-range transportation planning document for the 9-county Bay Area. It is prepared and adopted by the Metropolitan Transportation Commission (MTC), with land use information provided by the Association of Bay Area Governments (ABAG) and general input from Congestion Management Agencies, transit providers and the general public. As required by Senate Bill (SB) 375, the 2013 RTP is closely integrating transportation and land use decisions and will be the Bay Area's Sustainable Communities Strategy. This strategy is designed primarily as a way of reducing the emission of greenhouse gases such as carbon dioxide. The 2013 RTP is called Plan Bay Area.

One element of Plan Bay Area is the OneBayArea Grant (OBAG) program. OBAG combines a number of fund sources and programs into a block grant to the Congestion Management Agencies (CMAs) such as STA. The CMAs are given some latitude to decide how OBAG funds are spent, provided they are consistent with the federal funding regulations and MTC's OBAG guidance. STA identified existing commitments for OBAG funds in July 2012, and allocated Local Streets and Roads funds in September 2012. Over the last 6 months, STA assessed the projects and programs submitted by local agencies for the remaining \$6.2 million of available OBAG funds to Solano County.

Discussion:

On March 13, 2013, the STA Board took action to allocate \$6.2 million in OBAG funds and an additional \$1 million in Priority Development Area (PDA) Planning Funds. Attachment A shows the funding allocation approved by the STA Board. Projects and programs with transit components are:

- Transit Ambassador Pilot Program with \$250,000 of OBAG funds and recommended for an additional \$32,000 of STAF funding.
- Suisun City Train Station improvements, with \$415,000 of OBAG funds, and recommended for an additional \$150,000 of STAF and \$35,000 of TDA funds.
- Vacaville Allison Drive Sidewalk and Class I Path (providing improved access to the Vacaville Transit Center), with \$450,000 of OBAG funds.

In addition, the STA Board approved funds for OBAG-related planning activities listed below. All of these plans will have some element of transit included.

1. 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. OBAG 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

MTC will release the draft of Plan Bay Area on March 22, and the Draft Environmental Impact Report (DEIR) on March 29. The release of these documents begins the formal public review process, designed to allow MTC to take final action to adopt the RTP in the summer of 2013. Both SB 375 and the California Environmental Quality Act (CEQA) have public notice and meeting requirements. MTC is planning on making a presentation to Solano County elected officials at the STA Board meeting of April 10. MTC is also hosting a public workshop on Plan Bay Area at the Solano County Fairgrounds in Vallejo in Monday, April 22. The meeting will be held from 6 to 9 p.m. Attachment B is a memo from MTC and ABAG staff regarding the public outreach plan.

In addition, MTC will hold three public hearings on the Plan Bay Area DEIR. These will be on April 16 (Marin and Alameda counties) and April 17 (Santa Clara County). MTC will also accept comments on Plan Bay Area and the DEIR through their web site.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. OBAG Funding

B. MTC/ABAG Plan Bay Area Public Meeting Memo

STA OBAG Funding

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

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Plan BayArea

TO: MTC Planning Committee, ABAG Administrative Committee

DATE: March 1, 2013

FR: Executive Director, MTC
Executive Director, ABAG

W.I.

RE: Plan Bay Area Public Meetings

Thanks for your patience as our staffs worked together to schedule the many meetings that come with release of the Draft Plan and companion Environmental Impact Report. This memo reviews past direction we have received from you and lists key milestones and dates.

Dates	Milestone
March 22	Release of Draft Plan Bay Area (begin 55-day comment period)
March 29	Release of Draft Plan Bay Area Environmental Impact Report (begin 45-day comment period)
April-May	Various comment opportunities, presentations, public hearings, etc.
May 16	Close of Comment Period (Draft Plan, DEIR)
Late May	Present summary of comments to ABAG and Commission
June 20	Joint ABAG-MTC Adoption of Final EIR, Final Plan Bay Area, and conformity analysis

In December, the joint MTC Planning and ABAG Administrative committees approved the following approach to public engagement for release of the Draft Plan. Our goal is to provide the public with numerous opportunities and methods to comment.

1. **Combination Open House/Public Hearings:** SB 375 requires at least three public hearings in the Bay Area, as well as an additional round of workshops in counties with populations of over 500,000. MTC and ABAG will host one hearing per county in combination with an Open House. The Open House will start at approximately 6 p.m. and run to approximately 7:30 p.m. Members of the public can come and view displays, ask questions of staff and then move right into a public hearing that will start at approximately 7 p.m. MTC Commissioners and ABAG Executive Board members will preside over the formal public hearing portion of the meetings for the purpose of taking comments from the public. A court reporter will transcribe comments. For those who cannot stay for the public meeting or who prefer not to speak in front of a large group, we will have a “comment station” where people can submit their comments directly for inclusion into the public record. A list of tentative dates for these open house/public hearings is included in Table 1 on the following page.
2. **EIR Public Hearings:** We will conduct three public hearings on the EIR, one each in Oakland, San Jose and San Rafael. The Oakland meeting will be in the evening. These will be formal public hearings to comply with CEQA, with a brief staff presentation and the balance of the meeting dedicated to hearing from the public. A list of tentative dates for these public hearings is included in Table 2 on the following page.

Table 1: Plan Bay Area Open House/Public Workshops

(Note: In general, Open Houses will run from 6 p.m. to 7:30 p.m.; Public Hearings from 7 p.m. to 9 p.m.)

Date	Location
Monday, April 8	Napa County: Elks Lodge, Napa
Monday, April 8	Sonoma County: Friedman Center, Santa Rosa
Thursday, April 11	San Francisco: Hotel Whitcomb, Civic Center
Monday, April 22	Solano County: Fairgrounds, Vallejo
Monday, April 22	Contra Costa County: Marriott, Walnut Creek
Monday, April 29	Marin County: Marin Center, San Rafael
Monday, April 29	San Mateo County: Holiday Inn Crowne Plaza, Foster City
Wednesday, May 1	Alameda County: Mirage Ballroom, Fremont
Wednesday, May 1	Santa Clara County: Downtown Hilton, San Jose

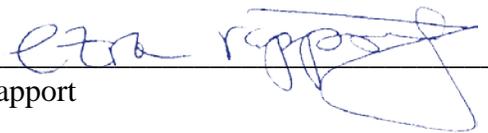
Table 2: Plan Bay Area Draft Environmental Impact Report Public Hearings

Date	Location
Tuesday, April 16, 10 a.m.	San Rafael, Embassy Suites
Tuesday, April 16, 7 p.m.	Oakland (Joseph P. Bort MetroCenter)
Wednesday, April 17, 1 p.m.	San Jose (Martin Luther King, Jr. Library, San Jose State)

We will be publicizing the meetings via email newsletters and a mailing, and welcome your assistance in helping us get the word out to your respective constituents.



 Steve Heminger



 Ezra Rapport



DATE: March 20, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Paulette Cooper, Commute Consultant
RE: SNCI Program Update

This report will be provided under separate cover.

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DATE: March 18, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Transit Sustainability Plan Update

Background:

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

An important study that is a prequel to the Coordinated Short Range Transit Plan (SRTP) is the Transit Sustainability Plan Update. The purpose of this study is to focus on the financial condition of the Solano County transit operators in a similar manner to MTC's Transit Sustainability Project (TSP) financial assessment. The outcome of this effort is intended to provide a clear understanding of the present and future financial conditions and needs of the six Solano County transit operators: Dixon Read-Ride, Vacaville City Coach, Fairfield and Suisun Transit (FAST), Rio Vista Delta Breeze, Solano County and SolTrans.

Pacific Municipal Consultants (PMC) has evaluated the financial and operations data submitted by each operator. The data has included financial audits, TDA claims, National Transit Database reports, and SRTPs. The current financial condition of each operator was developed using financial and performance trends. Recent activities by the operators to improve efficiencies and implement cost savings measures were also reviewed. Separation of operations cost items such as labor, fuel, and maintenance was conducted to further explain cost trends.

Discussion:

Draft financial condition profiles as well as a baseline five-year forecast have been developed for each transit operator, including identifying financial and operating performance measures and trends for the past three years. A revenue analysis was also undertaken that reviews the relative stability of funding public transit. Meetings with the operators were conducted to discuss the initial financial profiles and to seek additional input. Currently, all draft reports have been submitted to the SRTP consultant team following review by transit operator staff, except for Fairfield and Suisun Transit (FAST) and Solano County as presented in the table below. Staff from those two agencies are currently reviewing or discussing the draft reports for their agencies.

Sustainability Plan	Consultant's Draft Completed	Date Sent for Review to Operator	Submitted to SRTP Team
Dixon	√	√	√
Fairfield	√	√	Pending Meeting 3/19
Rio Vista	√	√	√
SolTrans	√	√	√
Vacaville	√	√	√
Solano County	√	Feb 15th	

The Transit Sustainability Plan is scheduled to be concluded in March and presented to the Consortium in April and to the STA Board in May 2013.

Recommendation:

Informational.



DATE: March 18, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Nancy Whelan, SRTP Project Manager
RE: Interim Intercity Capital Plan Status

Background:

At its meeting on February 19, 2013, the Intercity Transit Funding Working Group (ITFWG) approved a funding plan and recommendations for requesting funding commitments from STA and MTC. Additionally, the Intercity Transit Funding Working Group recommended that STA request the release of FY 2014 FTA Section 5307 funds for the Vacaville, Fairfield, and Vallejo urbanized areas based on the adoption of the Interim Intercity Bus Replacement Funding Plan. This recommendation was forwarded to the Solano Express Consortium, the STA Technical Advisory Committee and to the STA Board. On March 13, 2013, the STA Board approved the following recommendation:

“Approve the interim Intercity Bus Replacement Funding Plan as follows:

- 1. The cost sharing and funding plan for 28 intercity bus replacements 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.”*

Discussion:

STA has submitted a letter requesting MTC’s commitment of 20% of the funding required for 28 intercity bus replacements and requesting the release of FY 2014 FTA Section 5307 funds (Attachment A). As noted in the letter and in discussions with the ITFWG, the interim intercity bus replacement funding plan must be incorporated into the larger Coordinated SRTP and Transit Corridor Study operating and capital plans. In addition to the local and intercity transit service levels and operating plans, the study will assess the local capital needs and funding with the interim intercity bus replacement funding plan. The interim intercity bus replacement funding plan may need adjustment based on the outcomes of the SRTP and Transit Corridor Study efforts.

STA and the Arup team will be scheduling meetings with the transit operators over the next three weeks to discuss operating and capital plans. A draft of the Coordinated SRTP and Transit Corridor Study is scheduled to be available on April 26, 2013.

Recommendation:

Informational.

Attachment:

- A. Intercity Bus Replacements Funding Plan
- B. Letter to MTC Regarding Solano Interim Intercity Bus

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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Solano Transportation Authority

... working for you!

Member Agencies:

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

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

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

March 5, 2013

Alix Bockelman
Director of Programming and Allocation
Metropolitan Transportation Commission (MTC)
101 Eight Street
Oakland, CA 94607

**RE: (1.) Interim Solano Intercity Bus Replacement Funding Plan
(2.) Request for MTC to Fund 20% of the Intercity Bus Replacement Funding
(3.) Request that MTC Release Reserved FY 2014 Section 5307 for the Fairfield,
Vacaville, and Vallejo Urbanized Areas based on the Interim Cost Sharing
and Funding Plan**

Dear Ms. ^{Alix}Bockelman:

The Metropolitan Transportation Commission (MTC) recently reserved programming of one half of the FY 2014 Section 5307 transit funds for the Fairfield, Vacaville and Vallejo urbanized areas pending completion of a transit capital plan as part of the Solano County Coordinated Short Range Transit Plan (SRTP). This letter is intended to convey that an interim Solano Intercity Bus Replacement Funding Plan has been developed and agreed to by the affected Solano County transit operators and the Solano Transportation Authority (STA).

This Solano Intercity Bus Replacement Funding Plan, coupled with the I-80/I-680/I-780 Transit Corridor Study, will provide a ten year plan for transit service in the County. The Solano Transportation Authority (STA) and its consulting team, ARUP, began the study in August 2012 and the Coordinated SRTP and Transit Corridor Study draft plan are scheduled to be available by May of 2013.

Development of Solano Intercity Bus Replacement Funding Plan

The Solano Transportation Authority convened the Intercity Transit Finance Working Group (ITFWG) in meetings on January 24, February 6, and February 19 to address the intercity bus replacement needs and funding. The ITFWG consists of the two operators of intercity bus service in the county, SolTrans and FAST, and the funding partners for the Intercity Transit Service, the Cities of Dixon and Vacaville, the County of Solano, and STA. The ITFWG has met periodically since its inception in 2006 with the creation of the first Solano Intercity Transit Funding Agreement.

The ITFWG, with the assistance of STA's consulting team, has reviewed the intercity fleet needs for Solano County and has agreed upon the following:

- Currently, there are 46 over -the-road MCI buses available for intercity service. These buses were purchased in 2001 and 2003 for regional express bus service.
- The peak fleet requirement for the intercity bus service is 28. Assuming a 20% spare ratio, 6 buses are needed as spares, for a total fleet requirement of 34. The current fleet exceeds the number of buses needed by 12.
- The Arup team has conducted a preliminary review of the growth in the corridor and potential bus service needs. The 34 bus fleet appears to be able to meet the transit demand in the corridor for at least the next ten years. Growth in the fleet may be needed in the 2024-2029 timeframe.

- The useful life of the buses can be extended beyond the eligible replacement life of 14 years by replacing engines mid-life. The intercity operators have agreed to a bus replacement schedule based on:
 - A schedule of engine replacements whereby all SolTrans MCI buses have had engine replacements by 2012, and all FAST MCI buses have engine replacements by 2020, extending the useful life of the buses by 3 to 6 years.
 - The buses have relatively low mileage, and MCI reports that these are “million mile buses” further supporting the concept of extending the useful life of this fleet.
 - Engine replacements cost approximately \$40,000 and other key component replacements that would be done concurrently with engine replacements cost approximately \$35,000. The \$75,000 investment should extend the life of the bus by about 5 years.
 - A literature review conducted by the Arup team indicates that investments in engine overhauls do indeed extend the vehicle life and are a good return on investment.
- Near term funding of 6 replacement vehicles will be provided through federal earmarks, Prop 1B funds, and STAF population funds. Three buses will be replaced by SolTrans and 3 buses will be replaced by FAST. The funding plan is provided in Attachment A.
- Principles for sharing the cost of the remaining 28 bus replacements among the intercity partners should be based on costs by route and by jurisdiction served. The ITFWG approved a funding plan where all participants contribute to bus replacements according to the formula used for sharing intercity operating costs.

Proposed Preliminary Funding Plan

The STA has developed a preliminary cost and funding plan for intercity bus replacements over the next several years, reflecting the agreements outlined above. The ITFWG believes the funding plan is achievable with STA and MTC support. Near term, 6 buses are scheduled to be replaced by FY 16-17 and are fully funded. The remaining 28 buses are scheduled for replacement beginning in FY 18-19 and ending in FY 22-23. The proposed funding includes 20% of the cost to be covered by STA. STA has been setting aside STAF and programming Prop. 1B population share funds for intercity bus replacements and plans to continue doing so over the next several years.

The costs for intercity buses are based on MTC Regional Bus/Van Pricelist for 45 foot over the road diesel electric hybrid buses escalated to the year of purchase. The fuel type for intercity bus replacements has not yet been determined. For purposes of making the most conservative assumption, the diesel electric hybrid prices were used to estimate the costs. STA is conducting an alternative fuels study and if CNG or another fuel type is selected as the fuel type for these replacements, the total cost may be reduced.

The intercity routes operated by SolTrans and FAST serve riders outside the county, reduce congestion on the I-80 and I-680 corridor, feed BART, and are important elements of the regional express bus network. As such, a 20% share of the costs is proposed to be provided by MTC through Oakland/SF UZA or other regional transit funds. According to the preliminary funding plan, these funds will first be needed (on a cash basis) in FY 18-19 and total \$5.9 million over the 5 year replacement period. Programming of the first funds needed should occur in FY 2016-17. The funding partners have agreed that this cost sharing formula is reasonable and fair. The Coordinated SRTP and Transit Corridor Study will help refine the longer term replacement costs and funding strategy for the intercity and local transit services.

The funding partners propose to share 60% of the cost of the 28 intercity bus replacements over the next 9 years. This plan specifies that the funding shares will be based on the cost of peak vehicles by route, with 20% of the required funding shared by proportionate population share and 80% of the required funding shared by ridership by route by residency using the most recent on board rider survey. The funding partners have agreed that this cost sharing formula is reasonable and fair. The Coordinated SRTP and Transit Corridor Study will help refine the longer term replacement costs and funding strategy for the intercity and local transit services.

Coordinated SRTP and Transit Corridor Study

Arup is working with STA and the Solano transit operators to deliver a usable and useful Coordinated Short Range Transit Plan along with an updated Corridor Plan for intercity (regional) bus services. Operator overviews, goals and objectives, and initial performance evaluations have been completed for each operator. Initial work on service and fare coordination, intercity transit demand, and operator specific tasks are underway. Due to the need to incorporate and harmonize various data and studies across operators, as well as coordinate with other efforts, the Coordinated SRTP and Transit Corridor Study must follow behind these other studies.

The Coordinated Short Range Transit Plan identifies system goals, assesses performance against those goals (along with their performance standards) and then will identify deficiencies and opportunities. This work leads to updated service assumptions. From these updated service assumptions (hours, miles, vehicles) the SRTP then develops a capital plan that supports the anticipated service. This sequence will result in a draft SRTP and Transit Corridor Study in May 2013.

The ITFWG is actively participating in the Coordinated SRTP and Transit Corridor Study process. The group understands and agrees that the financially constrained SRTP will need to balance local and regional service and will drive the capital needs for both services. "Right-sizing" the transit operation will require an assessment of operating needs, local and intercity fleet replacement needs, and other capital requirements compared to the financial capacity of the transit systems.

Summary and Recommendation

The STA and ITFWG recommend that the MTC authorize programming the balance of FY 2014 Section 5307 funds to the Fairfield, Vacaville, and Vallejo urbanized areas for the following reasons.

- Funding has been committed for 6 intercity bus replacements, nearly 18% of the intercity fleet replacement needs
- The immediate bus replacement needs are funded within the two year TIP period
- Longer term funding needs begin in FY 2019 with programming needed in FY 2017, leaving four years for programming decisions for future TIP cycles
- An interim funding plan for intercity bus replacements shows that a reasonable replacement plan is achievable. STA has a plan for setting aside funding, the funding partners have agreed to share the costs of replacement vehicles, and the funding plan conservatively estimates the costs of buses.
- Longer term costs and funding can be refined in the SRTP and Corridor Study and can be used by MTC in programming decisions in future TIP cycles.

Further, STA and the ITFWG are requesting MTC's participation in funding the Solano County Intercity bus replacements which is an important part of the regional express bus system. As shown in the attached interim funding plan, STA is requesting MTC to commit to funding 20% of the cost of intercity bus replacements. This share is equal to STA's recommended commitment to these costs. The STA Board is scheduled to approve this Plan at its meeting of March 13, 2013.

STA and the ITFWG will continue to work with MTC to ensure that the planned transit service in Solano County is coordinated and sustainable. The planning work underway is clearly focused on these objectives and will result in a realistic ten year funding plan for replacing intercity and local buses, meeting other capital needs and for operating the planned service. Thanks for your assistance in this matter and give me a call at (707) 424-6075 if you wish to discuss in more detail.

Sincerely,



Daryl Halls
Executive Director

Enclosure: Interim Funding Plan for Intercity Bus Replacements – Scenario 2A

CC: James P. Spering, MTC Commissioner and STA Board Member
STA Board Members
Joe Leach and Janet Koster, Dixon Redit-Ride
Matt Tuggle, Solano County
Mona Babauta, Solano County Transit (SolTrans)
Laura Kuhn, Shawn Cunningham, and Brian McLean, Vacaville City Coach
Sean Quinn, George Hicks, and Wayne Lewis, Fairfield and Suisun Transit (FAST)

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 ^a											Total
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Longer Term: 28 Replacements												
20% Funding from STA ^c				\$ -	\$ 2,856,478	\$ 416,230	\$ 636,831	\$ 1,082,613	\$ 883,412			\$ 5,875,565
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Macaville					\$ 1,569,955	\$ 228,765	\$ 350,010	\$ 595,017	\$ 485,534			\$ 3,229,282
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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: March 18, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Nancy Whelan, SRTP Project Manager
Alan Zahradnik, SRTP Consultant
RE: Solano County Coordinated Short Range Transit Plan (SRTP) Draft
Coordination Analysis - Scheduling Software, Schedule Change Calendar and
Fare Structure Discussion

Background:

The purpose of this memo is to clarify the Coordinated SRTP task regarding coordination of scheduling software. Several questions have been raised regarding this task and this report will address the history of the scope of work for the Coordinated SRTP, the requirement, and the approach the consulting team will take to analyze scheduling software coordination opportunities and fare structure discussion.

History of the Scope of Work

On March 12, 2012, STA approved a scope of work for a \$140,000 grant from MTC to perform a Solano County Coordinated SRTP. Subsequent to that action, in May 2012 MTC adopted a resolution approving the recommendations of the Transit Sustainability Project (TSP) (Resolution 4060). MTC's Christina Verden (now Christina Hohorst) asked STA to include a task from the TSP recommendations in the Coordinated SRTP. The TSP Resolution 4060 recommendation on this topic states:

1. *Integrate bus/rail Scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.*

*The Commission finds that schedule coordination between connecting agencies will increase the attractiveness of public transit but that connecting agencies make schedule changes on different dates and in some cases use incompatible scheduling software systems that make schedule integration difficult. This recommendation would align the schedule change calendar for major schedule changes among the region*s operators and require all connecting operators to implement a compatible scheduling software system. Implementation would be subject to each transit agency's future scheduling system procurement timeline, and, for some agencies, may be subject to negotiation of changes to existing labor contract provisions that govern schedule change dates.*

At MTC's request, that study element was added to the scope of work attached to MTC's contract with STA. The language was incorporated into the Request for Proposal (RFP) issued by STA on June 22, 2012 for consulting services for the Solano County Coordinated SRTP and I-80/I-680/I-780/SR 12 Corridor Study. The specific language in the RFP is in Task 9.3.D. The full description of Task 9 is as follows:

Task 9. Analyze Coordination of Activities Among the Solano County Transit Operators

1. Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation

- A. Development of a standardized fare structure (may just include standard fare instruments, but could also include standard dollar amounts for each) for Solano County Transit Operators.
- B. Revise current fare policies to conform with Clipper
- C. Analyze the potential revenue impact and/or gains to Solano County operators with the implementation of a standardized fare structure.

2. Enhanced Transit Coordination of Capital Planning

- A. Develop and combine data for capital needs for transit operators in Solano County
- B. Data should have the same components as individual capital planning scope of work in the SRTP
- C. Identify potential funding sources to meet capital needs
- D. Show funding need in graphs by year, type of capital, and operator
- E. Identify potential joint procurement opportunities

3. Enhanced Coordination of Transit Service Planning

- A. Identify connection problems of local route to intercity routes and other regional transportation
- B. Identify changes to enhance service for intercity travel and well as intercity to local, local to intercity, and intercity to intercity/regional
- C. Identify potential coordination needs as ridership increases in the future
- D. Identify changes needed to align the schedule change calendar among Solano County transit operators and what scheduling software changes should be made, if any to facilitate schedule coordination and customer travel planning

4. ADA Paratransit (this subject will be addressed in a separate Mobility Management Plan and will be referenced in this SRTP)

Task 9 includes the coordination efforts MTC requested that STA consider in the Coordinated SRTP. These coordination elements are not required in the MTC SRTP guidance for “regular” (not coordinated) SRTPs. MTC’s guidance for SRTPs can be found at: http://www.mtc.ca.gov/funding/FTA/RES-3532_approved.pdf. The scope of work and contract with the selected consultant, Arup, includes this coordination task in addition to the regular SRTP requirements.

Requirement and Approach

The MTC requirement for this Coordinated SRTP is to analyze coordination potential among Solano County transit operators, not to require that scheduling software be coordinated. That is, it is a planning study, not a requirement to make software changes.

The Arup team requested clarification on the scheduling software coordination task and we contacted Christina Hohorst to discuss the objectives of the task and to discuss some concepts on the approach the consulting team might use. She stated that the purpose is to review scheduling software in use and to identify opportunities for coordination that would benefit passengers, save money, and/or improve efficiency. To that end, MTC agreed that Arup could lay out options and pros and cons of each option for coordinating scheduling software. These options will be discussed with the Solano County transit operators and any improvements that the group agrees to will be included in the draft SRTP. In the same vein, Arup will propose how the schedule change calendar might be aligned, the benefits and challenges with aligning the schedule change calendar, and present these to the group for discussion and any conclusions reached will be included in the draft SRTP.

STA staff will be working with the Arup team to schedule meetings with the transit operators over the next several weeks to review various elements of the SRTP, including a discussion on coordination of scheduling software. Meanwhile, the operators do not need to budget for software changes or plan for software changes in the near term. Any changes will be discussed and agreed upon with the operators as a part of the SRTP process.

Staff from the Arup team will be available to discuss Task 9 at the March 26, 2013 meeting of the SolanoExpress Consortium.

Recommendation:

Informational.

Attachment:

- A. Schedule and Fare Coordination Memo

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To	SolanoExpress Consortium	Date March 19, 2013
Copies	Liz Niedziela, STA Nancy Whelan, STA	Reference number 19T
From	Alan Zahradnik, Arup Team Anthony Bruzzone, Arup Team Corey Wong, Arup Team	File reference 19T
Subject	STA Coordinated SRTP – Task A9 Coordination Analysis	

1 Background and Purpose

Task A9 of the Coordinated SRTP/Transit Corridor Study Scope of Work is to prepare a Technical Memorandum analyzing current coordination activities between public transit operators within Solano County. Three of the elements of this Task are: (1) to review scheduling software in use and to identify opportunities to facilitate coordination and customer travel planning; (2) to identify changes needed to align the schedule change calendar among transit operators; and (3) to review current fare structure in the context of possible standardization and planned Clipper implementation. To that end, on January 28 and February 21 Arup sent requests for information regarding fare coordination and schedule coordination to the operators.

2 Schedule Coordination

2.1 Current Practice

Table 1 shows the current scheduling practices of the four fixed route bus operators derived from the operators' responses.

Table 1: Solano Fixed Route Transit Operators' Current Scheduling Practices

Item	Agency			
	SolTrans	FAST	VCC	RVDB
Schedule Change Dates	July 1 – start of school year (major), as needed otherwise	anytime	Typically in January and July	January 2 (minor), July 1 (major)
Schedule Preparation	Staff uses Excel and Contractor inputs schedules to Trapeze for runcutting	Staff with contractor collaboration	Staff with contractor collaboration	Staff with contractor collaboration
Scheduling Software	Excel, Trapeze FX	Excel	Excel	Excel
Inter-Operator Schedule Coordination	Directly with FAST and through Consortium.	With SolTrans, VCC and RVDB through Consortium.	With FAST directly and through Consortium	With SolTrans and FAST through Consortium, Directly with Capitol Corridor and Greyhound
Customer Travel Planning Coordination	SNCI	MTC 511, Google Transit, SNCI	MTC 511, SNCI	MTC 511, Google Transit, SNCI

Based on these responses, it appears that operators typically provide each other with the printed and/or Excel files schedules of their connecting bus routes to facilitate schedule coordination at designated transfer points. When changes to local bus services are proposed, the operator initiating the change informs connecting intercity bus operators and provides the changes so the other operators can consider coordinating their intercity bus schedules with the local bus schedules. In the opposite situation, when changes to intercity bus service are proposed, the operator initiating the change informs the Consortium and only implements changes with approval of the Consortium and, ultimately, STA. The exception to this last procedure is that operators providing intercity services that are not subject to the Intercity Transit Funding Agreement (RVDB Routes 50 and 52 and SolTrans Routes 76 and 80S) are not required to seek Consortium and STA approval. However, they do attempt to coordinate with connecting operators.

2.2 Scheduling Software Options

Regarding the facilitation of schedule coordination and customer travel planning using computerized schedule systems software, like Trapeze, Arup reviewed the pros and cons of using scheduling software. It is worth noting that scheduling software is typically a component of a more robust array of software designed to link service scheduling to the resources needed to provide the service (buses and drivers). The primary value of this software is its ability to determine and optimize (minimize the cost of) the number of buses and drivers needed to deliver daily service. A secondary benefit is to provide a data base for route, stop and schedule information that can interface with other systems such as Computer Assisted Dispatch (CAD), Automatic Vehicle Location (AVL), and other information systems. These computer-based systems fall into the category of Intelligent Transportation Systems (ITS) and are subject to the region's Bay Area ITS Architecture protocol.

In regards to coordination, two objectives or benefits of scheduling software are identified.

- Schedule software output to customer service systems – 511 Trip Planner and other customer service systems could benefit from receiving input from the 5 operators' scheduling systems in a consistent and readily useable electronic format.
- Schedule software output to operators' scheduling systems – Schedulers could benefit from receiving electronic file input in "native format" from another operator's scheduling system when building schedules for inter-operator coordination at connecting points.

For these outcomes to happen, each operator may or may not have to own a computer based scheduling system. It is Arup understanding that all of the operators develop their own schedules (in Excel) and require their contractor to use the Excel schedule files to perform bus blocking and driver run-cutting and feed on-board Automatic Vehicle Location, Automated Bus Stop Annunciation and Electronic Fare Collection systems. In the case of SolTrans, their contractor uses Trapeze FX software for these purposes. Likewise, staff provides schedules in Excel format to 511.

The options to the existing scheduling methodology would be: (1) to require contractors to provide a particular scheduling system (Trapeze FX, Giro Hastus, etc.) and have them share files to coordinate services; (2) collectively procure and install a particular scheduling system at each agency and require staff and contractors to use it; (3) collectively procure a particular scheduling system and create a central scheduling office that all agencies would use; or (4) hire someone to integrate different scheduling systems outputs on the "back end" for input to each other's customer service and scheduling systems. (This is what 511 does with the disparate outputs it receives from all the region's operators.) These options are detailed in Table 2.

Table 2: Options for Inter-Operator Scheduling Coordination

Option	Scheduling Software Options	Pros	Cons
Status Quo	Continue current manual scheduling practice with each agency staff individually using Excel and sharing files and printed materials.	<ul style="list-style-type: none"> • Uniform scheduling and import/export 	<ul style="list-style-type: none"> • Inefficient - requires each agency to manually input schedule data from one system to another • Computer assisted resource optimization not comprehensively applied across all services
1	Require contractors to provide common scheduling software, developing schedules and sharing files; Staff continue using Excel for initial schedules.	<ul style="list-style-type: none"> • Uniform scheduling and import/export • Possibly more efficient file sharing 	<ul style="list-style-type: none"> • Computer assisted resource optimization not comprehensively applied across all services • Could increase contract operating cost rates for some operators as contractors cover cost of new software
2	Procure common software for each operator and require all operators' staffs and contractors to use it and share files with others.	<ul style="list-style-type: none"> • Uniform scheduling and import/export • Possibly more efficient scheduling and file sharing • Possible improvement in resource optimization for some operators. 	<ul style="list-style-type: none"> • Capital cost of implementing new scheduling system at each operator • Possible added operating costs of staff to use new software • Computer assisted resource optimization not comprehensively applied across all services.
3	Procure common software; Establish central scheduling office shared by all operators.	<ul style="list-style-type: none"> • Uniform scheduling and import/export • Staff efficiency of electronic scheduling and interfaces with other systems • Computer assisted resource optimization comprehensively applied across all services. 	<ul style="list-style-type: none"> • Capital cost of implementing a new central scheduling system and office • Possible organizational challenges and collaboration issues • Possible loss of individual operator control over service schedules
4	Existing with integration of disparate data formats at back end for sharing/interface between operators and others.	<ul style="list-style-type: none"> • Uniform scheduling and import/export • Possibly more efficient file sharing 	<ul style="list-style-type: none"> • Possible increase in operating costs to cover development of and operation of data integration process • Computer assisted resource optimization not comprehensively applied across all services

Key recommendations are as follows:

- **Option 2 is not recommended since it would likely be very costly to implement and not suited for small operators without dedicated scheduling staff.**
- **Options 1 and 4 could provide some benefit over the existing sharing of Excel files and should be further discussed by the operators.**
- **Option 3 holds the greatest possibility of providing substantial benefit to service coordination and resource optimization between operators. However, it could also require significant investment to procure and install software, unless the existing SolTrans Trapeze FX can be utilized, and organizational change to establish and operate an appropriately staffed central scheduling office that meets the needs of each operator individually and all operators collectively.**
- **Therefore, if Option 3 is pursued, it is recommended that a more detailed study be conducted to determine the detailed costs and benefits of a possible course of action targeted to improving inter-operator schedule coordination and interface with customer travel information systems in accordance with Bay Area ITS Architecture protocol.**

2.3 Schedule Change Calendar

Arup has also considered how the schedule change calendar might be aligned. The benefits of aligning the schedule change calendar are to facilitate synchronizing schedule changes between connecting operators to assure that there is no disruption to connectivity between services due to the offset of time between separate change dates. It appears that operators have the flexibility to choose a common schedule change date and that July 1 is currently a common date. An argument against a common date is that it requires changes to occur only on that date which can be too inflexible for operators dealing with specific time sensitive issues. The good news is that it appears that operators currently have the flexibility to request that changes occur on other than a single, common date. The issue here would be providing enough lead time to satisfy the affected operators needs to provide adequate notice to the public and to contractors and other stakeholders, including obtaining necessary approvals from policy Boards.

Key recommendations are as follows:

- **The Consortium should consider and discuss procedures to establish common schedule change dates of July 1 and January 1 of each year; and**
- **The Consortium should consider and discuss procedures to establish a common schedule change timeline, shown below in Table 3, for purposes of inter-operator schedule coordination.**

Table 3: Proposed Common Schedule Change Timeline

Month / Date	Activity
February	Meet with Consortium to review potential schedule changes
March	Work with operators to coordinate schedules at key transfer points
April	Present proposed schedule changes, and conduct public process for schedule change acceptance and approval
May	Obtain approvals, finalize schedule changes, disseminate to other agencies
June	Conduct marketing and distribute public information to public
July 1	Schedule changes become effective

3 Fare Coordination

Table 4 shows the fare structure, media and pricing of the five transit operators in Solano County, all of whom have a role providing direct intercity service (SolTrans, FAST, RVDB) and/or the local connecting services (SolTrans, FAST, VCC, Readi-Ride). In response to questions on fare reconciliation and Clipper implementation, all operators responded similarly: there is currently no revenue sharing between operators; and changes to current fare policies needed to implement Clipper would be determined at a later date during the development of Clipper Business Rules.

Table 4: Solano Transit Operators' Fare Structures

	SolTrans	FAST	VCC	RVDB	Readi-Ride
<u>Intercity Fares</u>					
Single Zone	\$5.00	N/A	N/A	\$6.00 + \$1.00 for deviations	N/A
Multiple Zones		\$2.75 - \$6.75	N/A	N/A	N/A
<u>Local Fares</u>	\$1.75	\$1.50	\$1.50	\$1.75	\$2.00
<u>Discount Fares</u>					
Children	5 and under free	5 and under free	5 and under free	4 and under free	4 and under \$1.00
Youth	6-18 \$1.50 local, \$4.00 zone	none	6-17 \$1.25	none	5-17 \$1.75
Seniors	65+ half fare	65+ half fare	62+ half fare	55+ \$0.75 local, half fare zone	60+ \$1.50
<u>Disabled/Medicare</u>	Half fare	Half fare	Half fare	\$0.75	No discount
<u>Pre-Paid Media</u>	Local and Zone 10 ride, Day and Month passes	Local and Zone 10 ride and 31 day passes	Day, Month 20 ride and 30 ride passes	Month and 10 ride passes	20 ride coupon book
<u>Transfers</u>	Inter-operator only, Issued at entry or exit, 90 min WD/120 min WE expiration, local fare credit	Issued at entry or exit, 90 min expiration, \$1.50 inter-operator credit	Issued at entry, 15 cent fee, 60 min. expiration, Inter-operator local fare credit	Issued at entry or exit, 60 min. expiration, Inter-operator local fare credit	None

Arup is not aware of countywide policies regarding fares for intercity transit travel. Rather, each operator relies on its particular agency's fare policy, staff and operating environment to establish the structure, media and pricing applied to its piece of the countywide transit network. The result is a variety of fare rules, media and prices overlaying a coordinated inter-operator transfer procedure whereby each operator accepts another operator's paper transfers for a fare credit.

It is desirable that fare payment not be an obstacle to transit use and the fare be commensurate to the value of the service customers receive. In addition, for inter-operator fare coordination, it is typical to also avoid or minimize any lost revenue that might be associated with standardizing fares, in particular when one operator has to lower or forego collecting a fare to match another operator.

For intercity travel on a single operator, the rider needs to know that particular operator's fare structure and have the proper amount of cash or a valid pre-paid pass. For intercity travel on two or more operators, the rider needs to know the fare structure of each operator, have the proper cash or passes, and request and understand the transfer rules. This can be an obstacle to transit use. While the transfer rules commonly offer a local fare credit

when transferring between local and intercity routes, riders need to be aware of discount eligibility and expiration time – especially if using more than two routes to complete their travel.

Generally speaking, the pricing of inter-city transit is inconsistent across the county with relatively lower fares required for FAST use between Fairfield, Vacaville and Dixon, compared to the higher fare on SolTrans between Vallejo and Fairfield and Vallejo and Benicia, and the highest fares on RVDB to and from Rio Vista.

In the upcoming year, Solano and Napa county transit operators are planning to improve fare coordination by collaborating with each other and MTC to develop business rules for the implementation of Clipper. Clipper offers a means to improve fare coordination for intercity and inter-operator transit use, for example by providing an automatic intra and inter-operator “e-cash” transfer fare credit and a multi-operator pre-paid transit fare payment media (pass) to replace the current combination of cash, passes and paper transfers.

It is recommended that inter-operator fare coordination be improved to simplify inter-operator travel and details should be further developed with the implementation of Clipper. In particular, the following aspects of inter-operator fare coordination should be addressed when developing Clipper Business Rules:

- **Make Clipper the coordinated intercity fare media accepted by all operators;**
- **Set Clipper fare based on value of service received: distance and speed;**
- **Provide discount for frequent travel using pre-paid multi-ride Clipper passes;**
- **Give local fare credit for local transfers to/from intercity routes using Clipper; and**
- **Seek consistency in defining eligibility for age based Clipper discounts.**

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DATE: March 18, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Tony Bruzzone, SRTP Consultant
RE: I-80/I-680/I-780/SR 12 Transit Corridor Needs and Priorities

Background/Discussion:

Tony Bruzzone from the Arup Consulting Team will present a PowerPoint on the Transit Corridor Needs and Priorities at the Consortium Meeting and facilitate a discussion.

Recommendation:

Informational.

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DATE: March 18, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Intercity Transit Funding Cost Allocation and Timeline

Background:

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

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

Discussion:

The Transportation Development Act (TDA) estimates (Attachment A) and the State Transit Assistance Funds (Attachment B) were released by Metropolitan Transportation Commission (MTC). In order to provide the funding partners information on the intercity routes and the opportunity for them to submit their TDA claims in a timely manner, STA staff developed a timeline for items shown below:

Mid-year budget or cost changes to be considered by the ITFWG - **Due February 1st**

1st Quarter Report - **Due November 11th (submitted)**

2nd Quarter Report - **Due February 11th**

3rd Quarter Report - **Due May 11th**

4th Quarter Report - **Due August 11th**

CAMS for the FY 2011-12 Actuals *and* FY 2013-14 Estimates - **Due March 20th**

Cost Sharing Calculation and presentation to the ITFWG - **Due April 5th**

ITFWG approves the CAMS and the TDA Matrix - **May 1st**

STA staff present the TDA matrix for STA Board approval - **May 15th**

Please note:

Per the Intercity Transit Funding Agreement, all proposed fare and service changes shall be presented by the intercity transit operators to the ITFWG at least 90 days prior to implementation and in sufficient time for the ITFWG's consideration.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. MTC Fund Estimate for Transportation Development Act Dated 2/27/2013
- B. MTC Fund Estimate for State Transit Assistance Funds Dated 2/27/2013
- C. Fairfield and Suisun Quarterly Report
- D. SolTrans Quarterly Report (to be provided under separate cover)

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

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

Column	TDA APPORTIONMENT BY JURISDICTION										J=Sum(H:I) FY 2013-14 Available for Allocation
	A 6/30/2012 Balance (w/o interest)	B FY 2011-12 Interest	C=Sum(A:B) 6/30/2012 Balance (w/interest) ¹	D FY 2011-13 Outstanding Commitments ²	E FY 2012-13 Transfers/ Refunds	F FY 2012-13 Original Estimate	G FY 2012-13 Revenue Adjustment	H=Sum(C:G) 6/30/2013 Projected Carryover	I FY 2013-14 Revenue Estimate		
Article 3	543,542	3,183	546,725	(420,016)	0	277,662	23,444	427,815	301,106	728,921	
Article 4.5					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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Attachment A
Res No. 4086
Page 11 of 16
2/27/2013

**FY 2013-14 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

		FY 2013-14 STA Revenue Estimate				F=Sum(D:E)
FY 2012-13 STA Revenue Estimate Adjustment		FY 2012-13 Projected Carryover				Total
FY 2012-13 Original Generation Estimate ³		FY 2013-14 Original Generation Estimate ⁴				Available For
FY 2012-13 Actual Generation		FY 2013-14 Total Funds Available				Allocation
FY 2012-13 Generation Adjustment						
STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2012	FY 2011-13	FY 2012-13	6/30/2013	FY 2013-14	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover	Revenue Estimate ⁴	Available For Allocation
ACMA - Corresponding to ACE	44,973	(44,832)	146,774	146,915	139,903	286,818
City of Benicia ⁵	19,723	0	8,412	28,135	7,831	35,966
Caltrain	2,098,535	(6,300,132)	5,432,557	1,230,960	5,056,954	6,287,914
CCCTA	130,794	(764,730)	621,535	(12,401)	578,563	566,162
City of Dixon	439	(5,600)	4,791	(370)	4,460	4,090
ECCTA	85,311	(345,674)	275,272	14,909	256,239	271,148
City of Fairfield	927,271	(1,047,143)	123,196	3,324	114,678	118,002
GGBHTD	1,923	(4,820,900)	4,823,205	4,228	4,489,733	4,493,961
City of Healdsburg	7,765	0	4,904	12,669	4,565	17,234
LAVTA	233,752	(215,503)	247,613	265,862	230,493	496,355
NCTPA	10,753	(46,423)	49,391	13,721	45,976	59,697
City of Petaluma	42	0	0	42	21,093	21,135
City of Rio Vista	5,366	(8,681)	9,832	6,517	9,153	15,670
SamTrans	1,136,574	(4,987,662)	5,205,039	1,353,951	4,845,167	6,199,118
City of Santa Rosa	20	0	110,949	110,969	103,278	214,247
Sonoma County Transit	28,651	(194,657)	169,272	3,266	157,569	160,835
City of Union City	23,100	(70,544)	47,465	21	44,183	44,204
City of Vallejo - Ferry Service ⁶	0	0	0	0	360,340	360,340
City of Vallejo - Motor Bus Service ⁶	548,928	(1,126,201)	577,767	494	177,481	177,975
VTA	0	(13,318,870)	13,318,870	0	12,398,014	12,398,014
VTA - Corresponding to ACE	0	(190,685)	190,685	0	187,976	187,976
WCCTA	89,005	(372,904)	312,286	28,387	290,695	319,082
SUBTOTAL	5,392,925	(33,861,141)	31,679,815	3,211,599	29,524,344	32,735,943
AC Transit	1	(10,071,094)	10,071,444	351	9,376,254	9,376,605
BART	898,903	(24,878,292)	28,342,006	4,362,616	26,252,816	30,615,432
SFMTA	6,571,583	(46,576,187)	40,009,868	5,264	37,372,122	37,377,386
SUBTOTAL	7,470,486	(81,525,573)	78,423,318	4,368,231	73,001,192	77,369,423
GRAND TOTAL	\$12,863,411	(\$115,386,714)	\$110,103,133	\$7,579,830	\$102,525,536	\$110,105,366

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. The FY 2012-13 STA revenue generation based on the \$420 million estimated in the enacted FY 2012-13 State Budget.

4. The FY 2013-14 STA revenue generation based on the \$392 million estimated in the proposed FY 2013-14 State Budget.

5. Beginning in FY 2012-13, the City of Benicia allocation will be distributed to SolTrans.

6. In FY 2012-13, the City of Vallejo's allocation will be distributed to SolTrans. Beginning in FY 2013-14, the City of Vallejo's allocation will be distributed between SolTrans and WETA based on an analysis of qualifying revenue, and pending determination of eligibility to claim STA funds.

**FY 2013-14 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

Column	FY 2013-14 STA Revenue Estimate				F=Sum(D:E) Total Available For Allocation
	A 6/30/2012 Balance (w/interest) ¹	B FY 2011-13 Outstanding Commitments ²	C FY 2012-13 Revenue Estimate ³	D=Sum(A:C) 6/30/2013 Projected Carryover	
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR					
Northern Counties/Small Operators					
Marin	0	(1,215,900)	1,216,253	353	1,133,930
Napa	103,845	(788,160)	657,280	(27,035)	612,791
Solano+Vallejo ⁵	2,690,186	(1,257,026)	1,979,442	3,412,602	1,845,462
Sonoma	155,421	(1,700,682)	2,326,211	780,950	2,168,760
CCCTA	369,051	(2,674,424)	2,305,658	285	2,149,883
ECCTA	216,140	(1,668,266)	1,392,720	(59,406)	1,239,047
LAVTA	903,381	(945,542)	952,819	910,658	888,327
Union City	0	(333,561)	333,561	0	310,984
WCCTA	51,122	(372,386)	307,177	(14,087)	286,385
SUBTOTAL	4,485,146	(10,955,947)	11,471,121	5,004,320	10,694,691
Regional Paratransit					
Alameda	10,939	(1,264,181)	1,259,535	6,293	1,174,283
Contra Costa	73,257	(997,440)	891,603	(32,580)	831,254
Marin	1	(172,000)	172,031	32	160,387
Napa	38,566	(161,890)	139,516	16,192	130,072
San Francisco	184,054	(1,233,741)	999,339	(50,348)	931,698
San Mateo	103,512	(491,881)	492,722	104,353	459,372
Santa Clara	0	(1,411,211)	1,411,211	0	1,315,693
Solano	579,167	(170,000)	385,271	794,438	359,194
Sonoma	1	(372,866)	551,839	178,974	514,488
SUBTOTAL	989,498	(6,275,210)	6,303,067	1,017,355	5,876,440
Lifeline					
Alameda	5,577,231	(7,864,882)	2,680,199	392,548	2,614,533
Contra Costa	2,411,537	(3,277,632)	1,513,730	647,635	1,476,643
Marin	280,477	(558,856)	294,028	15,649	286,824
Napa	310,641	(206,499)	247,566	351,708	241,501
San Francisco	3,905,419	(992,562)	1,478,271	4,391,128	1,442,052
San Mateo	1,185,893	(1,625,554)	855,242	415,581	834,288
Santa Clara	3,722,804	0	2,676,975	6,399,779	2,611,388
Solano	941,032	(736,982)	655,876	859,926	639,807
Sonoma	1,144,742	(888,271)	884,291	1,140,762	862,626
MTC Mean-Based Discount Project	457,540	11,425	522,782	991,747	0
SUBTOTAL	19,937,316	(16,139,813)	11,808,960	15,606,463	11,009,663
MTC Regional Coordination Program⁶					
BART to Warm Springs	31,847,109	(20,113,995)	10,863,281	22,596,395	10,127,993
eBART	325,706	0	0	325,706	0
SamTrans	38,393	0	0	38,393	0
GRAND TOTAL	\$57,952,875	(\$53,484,965)	\$40,446,429	\$44,914,339	\$37,708,787
					\$82,623,125

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. The FY 2012-13 STA revenue generation based on the \$420 million estimated in the enacted FY 2012-13 State Budget.
4. The FY 2013-14 STA revenue generation based on the \$392 million estimated in the proposed FY 2013-14 State Budget.
5. Beginning in FY 2008-09, the Vallejo allocation is combined with Solano, as per MTC Resolution 3837.
6. Committed to Clipper® and other MTC Customer Service projects.

SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2012-13 Budget vs Estimated or Actual Cost

Intercity Route	FY 12-13 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 409,611	\$ 97,673	23.8%	\$ 99,547	24.3%		0.0%		0.0%	\$ 197,220	48.1%
FAST Rt 30	\$ 729,196	\$ 123,901	17.0%	\$ 127,451	17.5%		0.0%		0.0%	\$ 251,352	34.5%
FAST Rt 40	\$ 761,341	\$ 147,339	19.4%	\$ 152,523	20.0%		0.0%		0.0%	\$ 299,862	39.4%
FAST Rt 90	\$ 2,261,257	\$ 426,839	18.9%	\$ 442,554	19.6%		0.0%		0.0%	\$ 869,393	38.4%
Subtotal, FAST	\$ 4,161,405	\$ 795,752	19.1%	\$ 822,075	19.8%	\$ -	0.0%	\$ -	0.0%	\$ 1,617,827	38.9%
VT Rt 78	\$ 892,635		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 80	\$ 2,432,200		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 85	\$ 923,400		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
Subtotal, VT	\$ 3,355,600	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%

Report Completed By: Diane Feinstein, City of Fairfield
Date: 2/11/2012

**SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

FY 2012-13 Budget vs Estimated or Actual Fare Revenue

Intercity Route	FY 12-13 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 101,494	\$ 24,256	23.9%	\$ 28,881	28.5%		0.0%		0.0%	\$ 53,137	52.4%
FAST Rt 30	\$ 176,977	\$ 38,541	21.8%	\$ 48,925	27.6%		0.0%		0.0%	\$ 87,466	49.4%
FAST Rt 40	\$ 177,567	\$ 42,550	24.0%	\$ 48,034	27.1%		0.0%		0.0%	\$ 90,584	51.0%
FAST Rt 90	\$ 1,013,285	\$ 251,010	24.8%	\$ 284,999	28.1%		0.0%		0.0%	\$ 536,009	52.9%
Subtotal, FAST	\$ 1,469,323	\$ 356,357	24.3%	\$ 410,839	28.0%	\$ -	0.0%	\$ -	0.0%	\$ 767,196	52.2%
VT Rt 78	\$ 267,684		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 80	\$ 1,469,613		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 85	\$ 475,978		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
Subtotal, VT	\$ 1,945,591	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%

Report Completed By: Diane Feinstein, City of Fairfield
Date: 2/11/2012

**SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

FY 2012-13 Budget vs. Estimated or Actual Ridership

Intercity Route	FY 12-13 Annual Budget Ridership	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	51,896	13,570	26.1%	14,652	28.2%		0.0%		0.0%	28,222	54.4%
FAST Rt 30	46,544	11,983	25.7%	12,558	27.0%		0.0%		0.0%	24,541	52.7%
FAST Rt 40	40,699	10,718	26.3%	11,512	28.3%		0.0%		0.0%	22,230	54.6%
FAST Rt 90	240,279	62,103	25.8%	65,932	27.4%		0.0%		0.0%	128,035	53.3%
Subtotal, FAST	379,418	98,374	25.9%	104,654	27.6%	0	0.0%	0	0.0%	203,028	53.5%
VT Rt 78	86,074		0.0%		0.0%		0.0%		0.0%	0	0.0%
VT Rt 80	420,264		0.0%		0.0%		0.0%		0.0%	0	0.0%
VT Rt 85	163,074		0.0%		0.0%		0.0%		0.0%	0	0.0%
Subtotal, VT	669,412	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Report Completed By: Diane Feinstein, City of Fairfield
Date: 2/11/2012

**SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

FY 2012-13 Budget vs. Estimated or Actual Revenue Hours

Intercity Route	FY 12-13 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	3,687	901	24.4%	921	25.0%		0.0%		0.0%	1,822	49.4%
FAST Rt 30	4,536	1,000	22.1%	1,134	25.0%		0.0%		0.0%	2,134	47.1%
FAST Rt 40	5,057	1,231	24.3%	1,205	23.8%		0.0%		0.0%	2,436	48.2%
FAST Rt 90	15,754	3,593	22.8%	3,828	24.3%		0.0%		0.0%	7,421	47.1%
Subtotal, FAST	29,034	6,726	23.2%	7,088	24.4%	0	0.0%	0	0.0%	13,814	47.6%
VT Rt 78	8,396		0.0%		0.0%		0.0%		0.0%	0	0.0%
VT Rt 80	22,818		0.0%		0.0%		0.0%		0.0%	0	0.0%
VT Rt 85	8,414		0.0%		0.0%		0.0%		0.0%	0	0.0%
Subtotal, VT	31,232	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Report Completed By: Diane Feinstein, City of Fairfield
Date: 2/11/2012

Updated by Liz from Fairfield Ridership Summary

SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2012-13 Budget vs Estimated or Actual Cost

Intercity Route	FY 12-13 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 409,611		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 30	\$ 729,196		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 40	\$ 761,341		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 90	\$ 2,261,257		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
Subtotal, FAST	\$ 4,161,405	\$ -	0.0%	\$ -	0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 78	\$ 892,635	\$ 305,578	34.2%	\$ 289,527	32.4%	\$ 296,213	33.2%	\$ 296,213	33.2%	\$ 1,187,531	133.0%
VT Rt 80	\$ 2,432,200	\$ 485,652	20.0%	\$ 460,652	18.9%	\$ 470,514	19.3%	\$ 470,514	19.3%	\$ 1,887,332	77.6%
VT Rt 85	\$ 923,400	\$ 204,747	22.2%	\$ 193,993	21.0%	\$ 198,472	21.5%	\$ 198,472	21.5%	\$ 795,684	86.2%
Subtotal, VT	\$ 4,248,235	\$ 995,977	23.4%	\$ 944,173	22.2%	\$ 965,199	22.7%	\$ 965,199	22.7%	\$ 3,870,548	91.1%
						Projected		Projected			

Report Completed By: Philip Kamhi
Date: 3/20/2013

**SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

FY 2012-13 Budget vs Estimated or Actual Fare Revenue

Intercity Route	FY 12-13 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 101,494		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 30	\$ 176,977		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 40	\$ 177,567		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 90	\$ 1,013,285		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
Subtotal, FAST	\$ 1,469,323	\$ -	0.0%	\$ -	0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 78	\$ 267,684	\$ 67,070	25.1%	\$ 68,051	25.4%	\$ 65,289	24.4%	\$ 65,289	24.4%	\$ 265,699	99.3%
VT Rt 80	\$ 1,469,613	\$ 362,743	24.7%	\$ 368,052	25.0%	\$ 353,111	24.0%	\$ 353,111	24.0%	\$ 1,437,017	97.8%
VT Rt 85	\$ 475,978	\$ 61,143	12.8%	\$ 62,038	13.0%	\$ 59,519	12.5%	\$ 59,519	12.5%	\$ 242,218	50.9%
Subtotal, VT	\$ 2,213,275	\$ 490,955	22.2%	\$ 498,141	22.5%	\$ 477,919	21.6%	\$ 477,919	21.6%	\$ 1,944,934	87.9%
						Projected		Projected			

Report Completed By: Philip Kamhi
Date: 3/20/2013

SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2012-13 Budget vs. Estimated or Actual Ridership

Intercity Route	FY 12-13 Annual Budget Ridership	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20			#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	0	#DIV/0!
FAST Rt 30			#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	0	#DIV/0!
FAST Rt 40			#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	0	#DIV/0!
FAST Rt 90			#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	0	#DIV/0!
Subtotal, FAST	0	0	#DIV/0!	0	#DIV/0!		#DIV/0!		#DIV/0!	0	#DIV/0!
VT Rt 78	86,074	24,012	27.9%	24,186	28.1%	24,929	29.0%	24,929	29.0%	98,056	113.9%
VT Rt 80	420,264	121,532	28.9%	122,418	29.1%	126,173	30.0%	126,173	30.0%	496,296	118.1%
VT Rt 85	163,074	28,420	17.4%	28,627	17.6%	29,505	18.1%	29,505	18.1%	116,057	71.2%
Subtotal, VT	669,412	173,964	26.0%	175,231	26.2%	180,607	27.0%	180,607	27.0%	710,409	106.1%

Projected

Projected

Report Completed By: Philip Kamhi
Date: 3/20/2013

**SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

FY 2012-13 Budget vs. Estimated or Actual Revenue Hours

Intercity Route	FY 12-13 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	3,687		0.0%		0.0%		0.0%		0.0%	0	0.0%
FAST Rt 30	4,536		0.0%		0.0%		0.0%		0.0%	0	0.0%
FAST Rt 40	5,057		0.0%		0.0%		0.0%		0.0%	0	0.0%
FAST Rt 90	15,754		0.0%		0.0%		0.0%		0.0%	0	0.0%
Subtotal, FAST	29,034	0	0.0%	0	0.0%		0.0%		0.0%	0	0.0%
VT Rt 78	8,396	2,972	35.4%	2,831	33.7%	2,600	31.0%	2,600	31.0%	11,003	131.1%
VT Rt 80	22,818	4,882	21.4%	4,858	21.3%	4,800	21.0%	4,800	21.0%	19,339	84.8%
VT Rt 85	8,414	2,374	28.2%	2,350	27.9%	2,350	27.9%	2,350	27.9%	9,424	112.0%
Subtotal, VT	39,628	10,227	25.8%	10,039	25.3%	9,750	24.6%	9,750	24.6%	39,766	100.3%
						Projected		Projected			

Report Completed By: Philip Kamhi
Date: 3/20/2013



DATE: March 18, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On March 13, 2013, the STA Board approved its amended 2013 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2013. 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.

Discussion:

FEDERAL

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 may 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. The SR 12 East Safety project and other Bay Area and California projects are also impacted by this issue.

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 working with Caltrans Director Malcolm Dougherty to seek assistance in addressing the issue.

STATE

Staff and STA Board 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.

Staff submitted a letter stating the STA’s priorities for Cap-and-Trade Proceeds in Solano County on March 8th.

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.

On March 13th, The STA Board authorized the Executive Director to seek an amendment to AB 935 to include similar language for Solano Transportation Authority as one of the Governor's three appointees. Gus Khouri (STA's state legislative advocate from Shaw/Yoder/Antwih, Inc.) is working with Assembly Member Frazier to draft an amendment to include a representative for Solano County in the bill.

The STA Board approved 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:

Informational.

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



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 Revision 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 3/14/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 8 Perea D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>ASSEMBLY TRANS. 1/14/2013 - Referred to Coms. on TRANS. and NAT. RES.</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 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. This bill contains other related provisions and other existing laws.</p>	
<p>AB 25 Campos D</p> <p>Employment: social media.</p>	<p>ASSEMBLY JUD. 1/24/2013 - Referred to Coms. on JUD. and P.E.,R. & S.S.</p>	<p>Existing law prohibits a private employer from requiring or requesting an employee or applicant for employment to disclose a username or password for the purpose of accessing personal social media, to access personal social media in the presence of the employer, or to divulge any personal social media. Existing law prohibits a private employer from discharging, disciplining, threatening to discharge or discipline, or otherwise retaliating against an employee or applicant for not complying with a request or demand that violates these provisions. This bill would apply the provisions described above to public employers. The bill would state that its provisions address a matter of statewide interest and apply to public employers generally, including charter cities and counties.</p>	
<p>AB 26 Bonilla D</p> <p>Greenhouse Gas Reduction Fund.</p>	<p>ASSEMBLY PRINT 12/4/2012</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. 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 12/4/2012 - From printer. May be heard in committee January 3.</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 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, as specified. 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. The bill would also make legislative findings and declarations.</p>	
<p>AB 37 Perea D</p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY NAT. RES. 1/14/2013 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require, until January 1, 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.</p>	
<p>AB 39 Skinner D</p> <p>Proposition 39: implementation.</p>	<p>ASSEMBLY NAT. RES. 2/28/2013 - Re- referred to Com. on 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. This bill would require the Energy Commission to establish a prescribed system to prioritize eligible institutions for these grants, loans, and other financial assistance, in consultation with the Superintendent of Public Instruction. 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, 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, 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. Last Amended on 2/27/2013</p>	

Bill ID/Topic	Location	Summary	Position
<p><u>AB 114</u> <u>Salas D</u></p> <p>Proposition 39: implementation.</p>	<p>ASSEMBLY NAT. RES. 2/28/2013 - Referred to Coms. on NAT. RES. and U. & C.</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>	
<p><u>AB 153</u> <u>Bonilla D</u></p> <p>California Global Warming Solutions Act of 2006: offsets.</p>	<p>ASSEMBLY NAT. RES. 1/31/2013 - Referred to Com. on 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><u>AB 160</u> <u>Alejo D</u></p> <p>California Public Employees' Pension Reform Act of 2013: exceptions.</p>	<p>ASSEMBLY P.E.,R. & S.S. 1/31/2013 - Referred to Com. on 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>	

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>	<p>ASSEMBLY TRANS. 1/31/2013 - Referred to Com. on TRANS.</p>	<p>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, with certain exceptions, requires a transportation agency to discard personally identifiable information after 4 1/2 years, as specified. 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. This bill contains other related provisions and other existing laws.</p>	
<p>AB 185 Hernández, Roger D</p> <p>Open and public meetings: televised meetings.</p>	<p>ASSEMBLY L. GOV. 3/12/2013 - Re-referred to Com. on L. GOV.</p>	<p>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. Last Amended on 3/11/2013</p>	
<p>AB 204 Wilk R</p> <p>Vehicles: green vehicles: fees.</p>	<p>ASSEMBLY PRINT 1/31/2013</p>	<p>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>	
<p>AB 206 Dickinson D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>ASSEMBLY TRANS. 2/7/2013 - Referred to Com. on TRANS.</p>	<p>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 schoolbus, 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, containing specified requirements, to the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing on or before December 31, 2018. This bill contains other related provisions.</p>	

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. 2/7/2013 - Referred to Coms. on L. GOV. and REV. & TAX.</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 229 John A. Pérez D</p> <p>Local government: infrastructure and revitalization financing districts.</p>	<p>ASSEMBLY L. GOV. 2/15/2013 - Referred to Com. on 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 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. 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>	
<p>AB 266 Blumenfield D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY TRANS. 2/21/2013 - Referred to Com. on TRANS.</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, 2025, or until the Secretary of State receives that specified notice.</p>	

Bill ID/Topic	Location	Summary	Position
AB 278 Gatto D California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.	ASSEMBLY NAT. RES. 2/21/2013 - Referred to Com. on 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.	
AB 313 Frazier D Vehicles: electronic wireless communications devices: prohibitions.	ASSEMBLY TRANS. 2/28/2013 - Referred to Com. on TRANS.	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. The bill would make a related statement of legislative intent regarding distracted driving. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
AB 317 Hall D Transportation: state highways.	ASSEMBLY PRINT 2/13/2013	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.	
AB 380 Dickinson D California Environmental Quality Act: notice requirements	ASSEMBLY NAT. RES. 2/28/2013 - Referred to Coms. on NAT. RES. and L. GOV.	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 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.	

Bill ID/Topic	Location	Summary	Position
<p>AB 410 Jones-Sawyer D</p> <p>Public employee health benefits: enrollment.</p>	<p>ASSEMBLY P.E.,R. & S.S. 2/28/2013 - Referred to Com. on P.E.,R. & S.S.</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>AB 416 Gordon D</p> <p>California Air Resources Board: Local Emission Reduction Program.</p>	<p>ASSEMBLY NAT. RES. 2/28/2013 - Referred to Coms. on NAT. RES. and L. GOV.</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>AB 417 Frazier D</p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>ASSEMBLY NAT. RES. 3/11/2013 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA 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>	
<p>AB 431 Mullin D</p> <p>Regional transportation plan: sustainable communities strategy: funding.</p>	<p>ASSEMBLY RLS. 3/11/2013 - Referred to Com. on RLS. pursuant to Assembly Rule 96.</p>	<p>Existing law requires metropolitan planning organizations, as part of the regional transportation plan in urban areas, a sustainable communities strategy, which is to be designed to achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. This bill would authorize a transportation planning agency that is designated as a metropolitan planning organization to impose a transactions and use tax within all or a specified portion of its jurisdiction upon approval of an ordinance and subject to voter approval. The bill would require the ordinance to contain an expenditure plan, with not less than 25% of available net revenues to be spent on each of the 3 categories of transportation, affordable housing, and parks and open space, in conformity with the sustainable communities strategy, with the remaining net available revenues to be spent for purposes determined by the transportation planning agency to help attain the goals of the sustainable communities strategy. Last Amended on 3/5/2013</p>	

Bill ID/Topic	Location	Summary	Position
AB 441 Patterson R High-Speed Rail Authority: contracts.	ASSEMBLY TRANS. 2/28/2013 - Referred to Com. on TRANS.	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 L. GOV. 2/28/2013 - Referred to Com. on L. GOV.	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 TRANS. 2/28/2013 - Referred to Com. on TRANS.	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 2/20/2013.	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.	
AB 481 Lowenthal D High-speed rail.	ASSEMBLY TRANS. 2/28/2013 - Referred to Coms. on TRANS. and A. & A.R.	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.	

Bill ID/Topic	Location	Summary	Position
AB 493 Daly D Toll facilities.	ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.	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 JUD. 3/12/2013 - Re-referred to Com. on JUD.	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 establish a CEQA compliance division of the superior court in a county in which the Attorney General maintains an office and would vest the division with original jurisdiction over actions of proceedings brought pursuant to CEQA and joined matters related to land use and environmental laws. The bill would require the Judicial Council to adopt rules for establishing, among other things, protocol to govern the administration and efficient operation of the division , so that those judges assigned to the division will be able to hear and quickly resolve those actions or proceedings. The bill would provide that decisions of the CEQA compliance division of the superior court may be reviewed by way of a petition for an extraordinary writ . The bill would require the CEQA compliance division to issue a preliminary decision before the opportunity for oral argument is granted. If the CEQA compliance division of the superior court finds that a determination of a public agency violated CEQA, the bill would require the court's order to specify what action taken by the public agency was in error and what specific action by the public agency is necessary to comply with CEQA. The bill would prohibit an action or proceeding pursuant to CEQA from being brought unless the alleged grounds of noncompliance were presented to the public agency with enough specificity that the public agency could reasonably respond to the alleged violation. The bill would prohibit a person from maintaining an action or proceeding pursuant to CEQA unless that person objected during the administrative process with specificity as to how the public agency's response to the alleged violation is inadequate . This bill contains other existing laws. Last Amended on 3/11/2013	
AB 519 Logue R Working hours: meal periods.	ASSEMBLY PRINT 2/21/2013	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.	

Bill ID/Topic	Location	Summary	Position
AB 528 Lowenthal D State Rail Plan.	ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.	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 2/21/2013 - From printer. May be heard in committee March 23.	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 TRANS. 3/4/2013 - Referred to Com. on TRANS.	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 NAT. RES. 3/4/2013 - Referred to Com. on NAT. RES.	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. This bill contains other related provisions and other existing laws.	

Bill ID/Topic	Location	Summary	Position
AB 572 Atkins D California Global Warming Solutions Act of 2006: market-based compliance mechanisms.	ASSEMBLY NAT. RES. 3/4/2013 - Referred to Com. on NAT. RES.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The 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.	
AB 574 Lowenthal D State highways: relinquishment.	ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.	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. The bill would make other related changes.	
AB 600 Bonta D Heavy-duty vehicles: smoke emissions.	ASSEMBLY PRINT 2/21/2013	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.	
AB 603 Cooley D Public contracts: design-build.	ASSEMBLY A. & A.R. 3/7/2013 - Referred to Coms. on A. & A.R. and L. GOV.	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. This bill makes findings regarding the need for special legislation.	

Bill ID/Topic	Location	Summary	Position
<p>AB 616 Bocanegra D</p> <p>Local public employee organizations: dispute: fact-finding panel.</p>	<p>ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.</p>	<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 factfinding 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>	<p>ASSEMBLY L. GOV. 3/4/2013 - Referred to Com. on 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 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>	<p>ASSEMBLY PRINT 2/22/2013</p>	<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. This bill would make non-substantive changes to these provisions.</p>	
<p>AB 690 Campos D</p> <p>Jobs and infrastructure financing districts: voter approval.</p>	<p>ASSEMBLY L. GOV. 3/11/2013 - Referred to Coms. on L. GOV. and H. & C.D.</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 non-taxing authority or powers only. The bill would authorize a district to implement hazardous cleanup pursuant to the Polanco Redevelopment Act, as specified. This bill contains other existing laws.</p>	
<p>AB 695 Mansoor R</p> <p>Public employees' health benefits.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</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>	

Bill ID/Topic	Location	Summary	Position
AB 696 Mansoor R Public employment: pensions.	ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.	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.	
AB 738 Harkey R Public entity liability: bicycles.	ASSEMBLY JUD. 3/7/2013 - Referred to Coms. on JUD. and L. GOV.	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.	
AB 749 Gorell R Public-private partnerships.	ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.	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, an organization established by the Business, Transportation and Housing Agency, 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. This bill would delete the reference to the Public Infrastructure Advisory Commission established by the Business, Transportation and Housing Agency. 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. In addition, the Treasurer and the Director of General Services, or their representatives, would serve on the commission. 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.	

Bill ID/Topic	Location	Summary	Position
AB 756 Melendez R Environmental quality: California Environmental Quality Act.	ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.	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 L. GOV. 3/4/2013 - Referred to Com. on L. GOV.	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. This bill contains other related provisions and other existing laws.	
AB 797 Gordon D Santa Clara County Valley Transportation Authority: contracts.	ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.	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 L. GOV. 3/4/2013 - Referred to Coms. on L. GOV. and E. & R.	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.	

Bill ID/Topic	Location	Summary	Position
AB 842 Donnelly R High-speed rail.	ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.	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.	
AB 863 Torres D Transit projects: environmental review process.	ASSEMBLY TRANS. 3/4/2013 - Referred to Coms. on TRANS. and NAT. RES.	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.	Watch
AB 898 Ting D Zero-emission vehicles: infrastructure.	ASSEMBLY PRINT 2/25/2013 - Read first time.	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.	
AB 909 Gray D Metal theft and related recycling crimes.	ASSEMBLY PUB. S. 3/7/2013 - Referred to Com. on PUB. S.	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. This bill contains other related provisions.	

Bill ID/Topic	Location	Summary	Position
<p>AB 935 Frazier D</p> <p>San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</p>	<p>ASSEMBLY L. GOV. 3/7/2013 - Referred to Com. on L. GOV.</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>Seek amendments to include Solano 3/13/13</p>
<p>AB 946 Stone D</p> <p>Transit buses: Counties of Monterey and Santa Cruz</p>	<p>ASSEMBLY L. GOV. 3/7/2013 - Referred to Coms. on L. GOV. and TRANS.</p>	<p>Existing law creates the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District with various powers and duties relative to the operation of public transit in those counties. Existing law generally requires vehicles to be driven upon the right half of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway. The bill would authorize the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District, in conjunction with the Department of Transportation, to conduct a transit-bus only program using the shoulders of certain state highways as transit-bus only traffic corridors, with the segments to be determined jointly by the districts and the department. The bill would thereby authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served by the transit districts. The bill would require the districts to work with the department and the Department of the California Highway Patrol to develop guidelines that ensure driver and vehicle safety and the integrity of the infrastructure. The bill would require monitoring of the state of repair of the highway shoulders used in the program, and would require the districts to be responsible for all costs attributable to the program.</p>	
<p>AB 953 Ammiano D</p> <p>California Environmental Quality Act.</p>	<p>ASSEMBLY NAT. RES. 3/7/2013 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA 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 L. & E. 3/7/2013 - Referred to Coms. on L. & E. and PUB. S.</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.</p>	
<p>AB 1002 Bloom D</p> <p>Vehicles: registration fee: sustainable communities strategies.</p>	<p>ASSEMBLY TRANS. 3/13/2013 - Re- referred to Com. on TRANS.</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 taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a tax 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 reasonable administrative costs, to remit the money generated by the tax for deposit in the Sustainable Communities Strategy Subaccount , which the bill would establish in the Motor Vehicle Account . The bill would make funds in the subaccount available, upon appropriation by the Legislature, for specified purposes . Last Amended on 3/12/2013</p>	
<p>AB 1031 Achadjian R</p> <p>Local government: open meetings.</p>	<p>ASSEMBLY PRINT 2/25/2013 - Read first time.</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 2/25/2013 - Read first time.</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 2/25/2013 - Read first time.	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 1051 Bocanegra D Housing.	ASSEMBLY PRINT 2/25/2013 - Read first time.	The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to adopt a program pursuant to the act to cap greenhouse gas emissions and provide for market-based compliance mechanisms, including the auction of allowances (cap-and-trade program). 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 state the intent of the Legislature to appropriate funds from the Greenhouse Gas Reduction Fund to the Department of Housing and Community Development to be expended for loans for the development and construction of housing development projects within close proximity to transit stations. This bill contains other existing laws.	
AB 1066 Holden D Infrastructure.	ASSEMBLY PRINT 2/25/2013 - Read first time.	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 TRANS. 3/7/2013 - Referred to Com. on TRANS.	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. The bill would make other related changes.	
AB 1077 Muratsuchi D Sales and use taxes: alternative fuel motor vehicles.	ASSEMBLY PRINT 2/25/2013 - Read first time.	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.	

Bill ID/Topic	Location	Summary	Position
AB 1096 Nestande R Vehicles: high-occupancy vehicle lanes.	ASSEMBLY PRINT 2/25/2013 - Read first time.	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.	
AB 1102 Grove R Air resources: greenhouse gas emissions.	ASSEMBLY PRINT 2/25/2013 - Read first time.	Existing law requires the State Air Resources Board to adopt and revise regulations regarding greenhouse gas emission limits and emission reduction measures, and to authorize the establishment of a system of market-based declining annual aggregate emission limits for sources or categories of sources that emit greenhouse gas emissions. This bill would make non-substantive changes to the above provision.	
AB 1181 Gray D Public employee organizations: members: paid leaves of absence.	ASSEMBLY P.E.,R. & S.S. 3/7/2013 - Referred to Com. on P.E.,R. & S.S.	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.	
AB 1193 Ting D Bikeways.	ASSEMBLY PRINT 2/25/2013 - Read first time.	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.	
AB 1194 Ammiano D Safe Routes to School Program.	ASSEMBLY TRANS. 3/7/2013 - Referred to Com. on TRANS.	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.	

Bill ID/Topic	Location	Summary	Position
AB 1211 Linder R Vehicles: high-occupancy vehicle lanes.	ASSEMBLY PRINT 2/25/2013 - Read first time.	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.	
AB 1290 John A. Pérez D Transportation planning.	ASSEMBLY TRANS. 3/11/2013 - Referred to Com. on TRANS.	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. This bill contains other related provisions and other existing laws.	
AB 1314 Bloom D Vehicles: compressed natural gas.	ASSEMBLY PRINT 2/25/2013 - Read first time.	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.	
AB 1369 Patterson R Transportation capital projects: intercity rail: programming.	ASSEMBLY PRINT 2/25/2013 - Read first time.	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.	
AB 1375 Chau D California Global Warming Solutions Act of 2006: market-based compliance mechanisms: Clean Technology Investment Fund.	ASSEMBLY PRINT 2/25/2013 - Read first time.	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.	

Bill ID/Topic	Location	Summary	Position
AB 1380 Committee on Public Employees, Retirement and Social Security County employees' retirement.	ASSEMBLY PRINT 2/27/2013 - From printer.	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.	
ACA 8 Blumenfield D Local government financing: voter approval.	ASSEMBLY PRINT 2/14/2013 - From printer.	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. This bill contains other related provisions and other existing laws.	
SB 1 Steinberg D Sustainable Communities Investment Authority.	SENATE T. & H. 3/13/2013 - From committee: Do pass and re-refer to Com. on T. & H.	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 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.	Support
SB 11 Pavley D Alternative fuel and vehicle technologies: funding programs.	SENATE RLS. 3/11/2013 - Set, first hearing. Hearing canceled at the request of author. Withdrawn from committee. Re-referred to Com. on RLS.	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 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 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 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.	

Bill ID/Topic	Location	Summary	Position
<p>SB 13 Beall D</p> <p>Public employees' retirement benefits.</p>	<p>SENATE APPR. 2/12/2013 - From committee: Do pass and re-refer to Com. on 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 PEPR 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 PEPR. This bill contains other related provisions and other existing laws. Last Amended on 2/6/2013</p>	
<p>SB 24 Walters R</p> <p>Public employees' retirement: benefit plans.</p>	<p>SENATE P.E. & R. 1/10/2013 - Referred to Com. on 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 APPR. 3/13/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (March 13). Re-referred to Com. on APPR.</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. Last Amended on 3/6/2013</p>	

Bill ID/Topic	Location	Summary	Position
SB 34 Rubio D Greenhouse gas: carbon capture and storage.	SENATE E.Q. 2/25/2013 - Hearing postponed by committee. (Refers to 2/25/2013 hearing)	Existing law requires the Division of Oil, Gas, and Geothermal Resources of the Department of Conservation to regulate the construction and operation of oil, gas, and geothermal wells. Pursuant to existing federal law, the federal Underground Injection Control (UIC) program, the United States Environmental Protection Agency delegated responsibility to the division to regulate class II wells, which are wells that use injections for, among other things, enhanced recovery of oil or natural gas. The federal UIC program implements regulations that apply to class VI wells, which include wells used for geologic sequestration of carbon dioxide under specific circumstances. This bill , upon the adoption by the State Air Resources Board of a final methodology for carbon capture and storage projects seeking to demonstrate geologic sequestration of greenhouse gases, specifically would require the division to regulate carbon dioxide enhanced oil recovery projects that seek to demonstrate carbon sequestration under various laws providing for the reduction of greenhouse gas emissions. This bill contains other related provisions and other existing laws. Last Amended on 2/15/2013	
SB 54 Hancock D Retirement: county employees.	ASSEMBLY P.E.,R. & S.S. 2/28/2013 - Referred to Com. on P.E.,R. & S.S.	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. This bill contains other related provisions. Last Amended on 2/13/2013	
SB 56 Roth D Local government finance: vehicle license fee adjustments.	SENATE RLS. 3/4/2013 - Re-referred to Com. on RLS.	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. Beginning with the 2004-05 fiscal year and for each fiscal year thereafter, existing law requires that each city, county, and city and county receive a vehicle license fee adjustment amount, as defined, from a Vehicle License Fee Property Tax Compensation Fund that exists in each county treasury. Existing law requires that these amounts be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities. This bill would, for the 2013-14 fiscal year, provide for a new vehicle license fee adjustment amount, as specified. This bill would also, for the 2013-14 fiscal year and for each fiscal year thereafter, provide for a vehicle license fee adjustment amount for certain cities incorporating after a specified date, as provided. This bill contains other related provisions and other existing laws. Last Amended on 3/4/2013	
SB 64 Corbett D Proposition 39: implementation.	SENATE RLS. 1/24/2013 - Referred to Com. on 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.	

Bill ID/Topic	Location	Summary	Position
<p>SB 110 Steinberg D</p> <p>California Transportation Commission: guidelines.</p>	<p>SENATE T. & H. 3/12/2013 - Set for hearing April 2.</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. This bill contains other existing laws.</p>	
<p>SB 124 Corbett D</p> <p>Public contracts: bid preferences: clean energy.</p>	<p>SENATE E. U., & C. 3/12/2013 - Set for hearing April 2.</p>	<p>Existing law imposes various requirements with respect to contracting by state agencies and the Trustees of the California State University. Existing law requires state agencies and to the Trustees of the California State University to use a competitive bidding process when contracting for goods and services. However, existing law allows a public agency to award an energy service contract if the governing body determines it is in the best interest of the agency and costs will be reduced, as specified. This bill would require state agencies and the Trustees of the California State University that accept bids or proposals for a contract for the purchase or installation of a clean energy device, technology, or system, as defined, to provide a 5% preference to a bidder that certifies that all of the parts of the clean energy device, technology, or system to be installed have been manufactured or assembled in the state, in accordance with specified criteria. This bill would authorize a public agency, including, but not limited to, the Trustees of the California State University, to award a contract based on the fact that a clean energy device, technology, or system was manufactured or assembled in the state if the contract is an energy service contract determined to be in the best interest of the public agency.</p>	
<p>SB 142 DeSaulnier D</p> <p>Public transit.</p>	<p>SENATE G. & F. 3/13/2013 - Set for hearing April 3.</p>	<p>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.</p>	
<p>SB 230 Knight R</p> <p>Local transportation funds: performance audits.</p>	<p>SENATE RLS. 2/21/2013 - Referred to Com. on 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>	

Bill ID/Topic	Location	Summary	Position
SB 232 Monning D Private employment: public transit employees.	SENATE L. & I.R. 2/21/2013 - Referred to Com. on L. & I.R.	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.	
SB 286 Yee D Vehicles: high-occupancy vehicle lanes.	SENATE T. & H. 3/7/2013 - Set for hearing April 2.	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.	
SB 408 De León D Transportation funds.	SENATE RLS. 2/28/2013 - Referred to Com. on RLS.	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.	
SB 436 Jackson D California Environmental Quality Act: notice.	SENATE E.Q. 3/11/2013 - Referred to Com. on E.Q.	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.	
SB 444 De León D California Transportation Financing Authority.	SENATE RLS. 3/11/2013 - Referred to Com. on RLS.	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.	

Bill ID/Topic	Location	Summary	Position
SB 469 Corbett D Public contracts: local agencies: public transit vehicles.	SENATE T. & H. 3/13/2013 - Set for hearing April 9.	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.	
SB 525 Galgiani D California Environmental Quality Act: exemptions.	SENATE E.Q. 3/11/2013 - Referred to Com. on E.Q.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify 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.	
SB 557 Hilli D High-speed rail.	SENATE T. & H. 3/11/2013 - Referred to Com. on T. & H.	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. This bill contains other related provisions.	
SB 613 DeSaulnier D Bay Area Toll Authority.	SENATE T. & H. 3/11/2013 - Referred to Com. on T. & H.	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. The bill would prohibit investments in real estate of money not required for immediate necessities. This bill contains other related provisions and other existing laws.	

Bill ID/Topic	Location	Summary	Position
<p>SB 617 Evans D</p> <p>California Environmental Quality Act.</p>	<p>SENATE E.Q. 3/11/2013 - Referred to Com. on E.Q.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would 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 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. The bill would require the notice of determination to be filed solely by the lead agency.</p>	
<p>SB 628 Beall D</p> <p>Infrastructure financing.</p>	<p>SENATE G. & F. 3/13/2013 - Set for hearing April 3.</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, if necessary, 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. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit priority projects be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code.</p>	

Bill ID/Topic	Location	Summary	Position
<u>SB 633</u> <u>Pavley D</u> CEQA: environmental impact reports.	SENATE RLS. 3/11/2013 - Referred to Com. on RLS.	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.	
<u>SB 731</u> <u>Steinberg D</u> Environment: California Environmental Quality Act and sustainable communities strategy.	SENATE RLS. 3/11/2013 - Referred to Com. on RLS.	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 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.	
<u>SB 751</u> <u>Yee D</u> Local planning: metropolitan planning organizations.	SENATE RLS. 3/11/2013 - Referred to Com. on RLS.	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.	
<u>SB 785</u> <u>Wolk D</u> Design-build.	SENATE G.O. 3/11/2013 - Referred to Coms. on G.O. and GOV. & F.	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. The bill would require specified information to be verified under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	

Bill ID/Topic	Location	Summary	Position
SB 787 Berryhill R Environmental quality: the Sustainable Environmental Protection Act.	SENATE E.Q. 3/11/2013 - Referred to Coms. on E.Q. and JUD.	The California Environmental Quality Act (CEQA) requires a lead agency to prepare 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. 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. The bill would provide that the Sustainable Environmental Protection Act only applies if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to the mitigation monitoring and reporting program.	
SB 788 Committee on Transportation and Housing Transportation.	SENATE T. & H. 3/11/2013 - Referred to Com. on T. & H.	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.	
SB 792 DeSaulnier D Regional entities: Bay Area.	SENATE T. & H. 3/11/2013 - Referred to Coms. on T. & H. and GOV. & F.	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. 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 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 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 also require the joint policy committee to appoint an advisory committee on economic competitiveness with specified members from the business community to adopt goals and policies related to the inclusion of economic development opportunities in the plans of the regional entities.	

Bill ID/Topic	Location	Summary	Position
SB 798 De León D California Green Infrastructure Bank Act.	SENATE G. & F. 3/11/2013 - Referred to Coms. on GOV. & F. and RLS.	The Bergeson-Peace Infrastructure and Economic Development Bank Act authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans and provide other assistance to public and private entities for various types of economic development projects. This bill would enact the California Green Infrastructure Bank Act (act). The bill would establish the California Green Infrastructure Bank (bank) as a public corporation and would make it responsible for administering the act. The bill would make the bank under the direction of an executive director to be appointed by the Governor subject to Senate confirmation. Under the bill, the bank would be governed and its corporate power exercised by a board of directors consisting of 5 members, including 3 members appointed by the Governor subject to Senate confirmation and the Senate Committee on Rules and the Speaker of the Assembly would each appoint one member.	
SB 811 Lara D California Transportation Commission	SENATE RLS. 3/11/2013 - Referred to Com. on RLS.	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.	
SCA 4 Liu D Local government transportation projects: voter approval.	SENATE G. & F. 2/14/2013 - Referred to Coms. on GOV. & F. and RLS.	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.	Support 2/13/13
SCA 8 Corbett D Transportation projects: special taxes: voter approval.	SENATE G. & F. 2/14/2013 - Referred to Coms. on GOV. & F. and RLS.	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: voter approval.	SENATE G. & F. 2/7/2013 - Referred to GOV. & F. and E. & C.A.	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. 2/7/2013 - Referred to GOV. & F. and E. & C.A.	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.

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.

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

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.		

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."		

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

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

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

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. Proposal 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.		

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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.

- 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

- 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.

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

- 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

- 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.

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**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



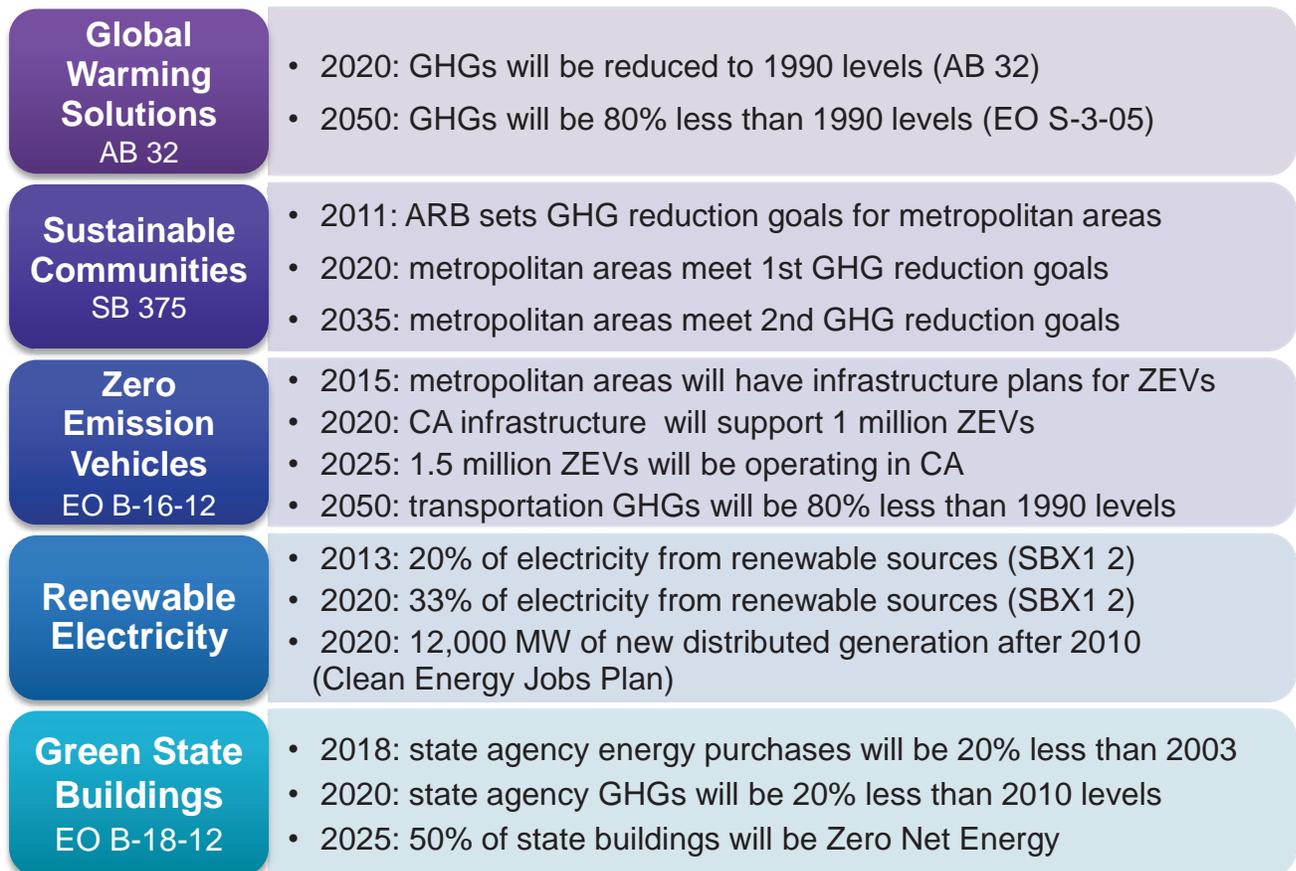
II. Background

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.

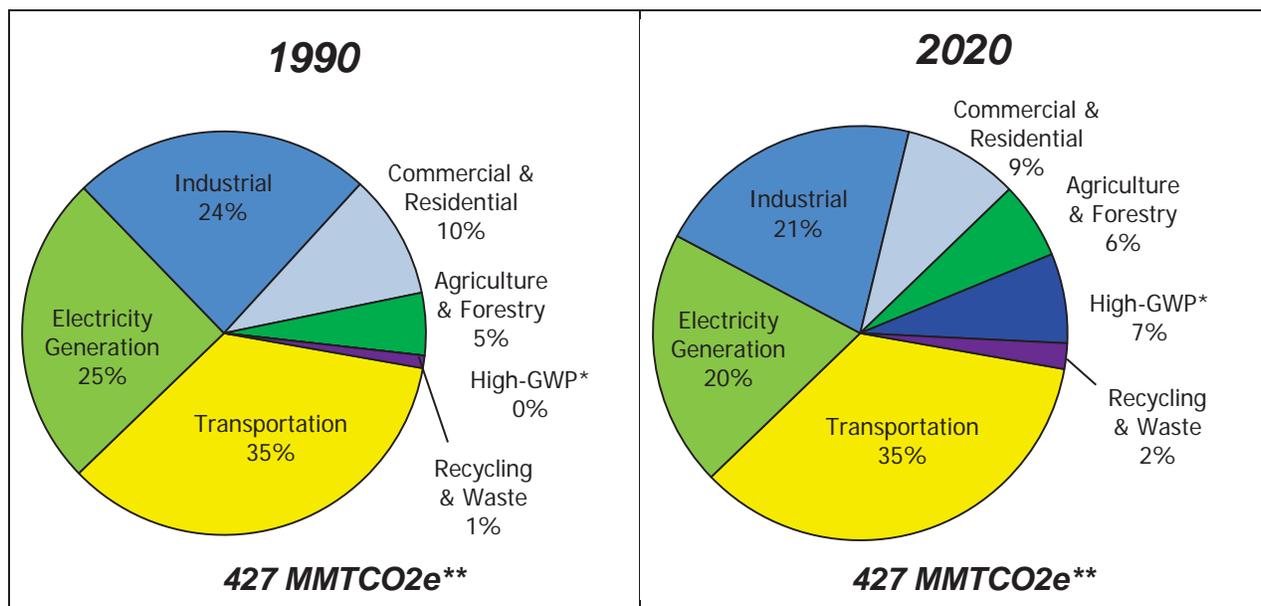
**Figure 2
Major Goals & Targets for Greenhouse Gas Reductions**



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

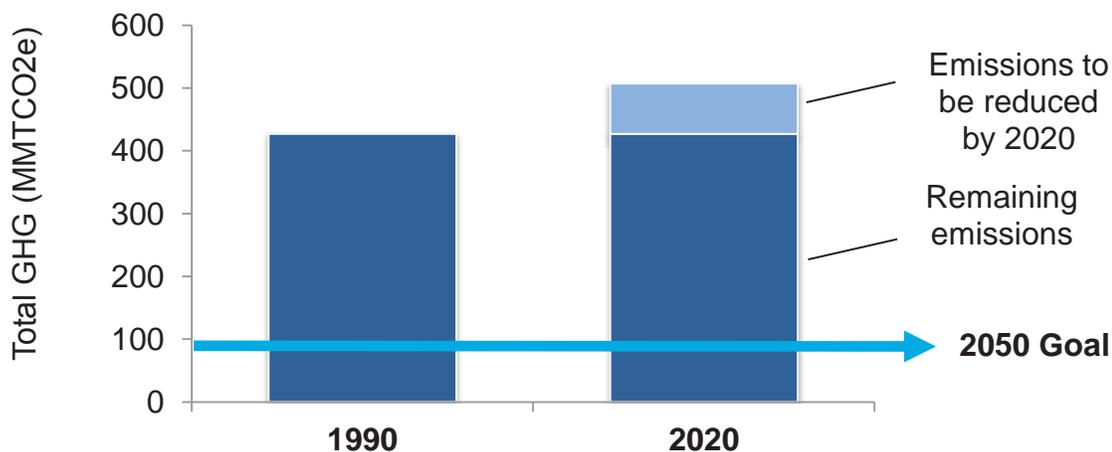


* High-GWP means high "global warming potential."

** 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.

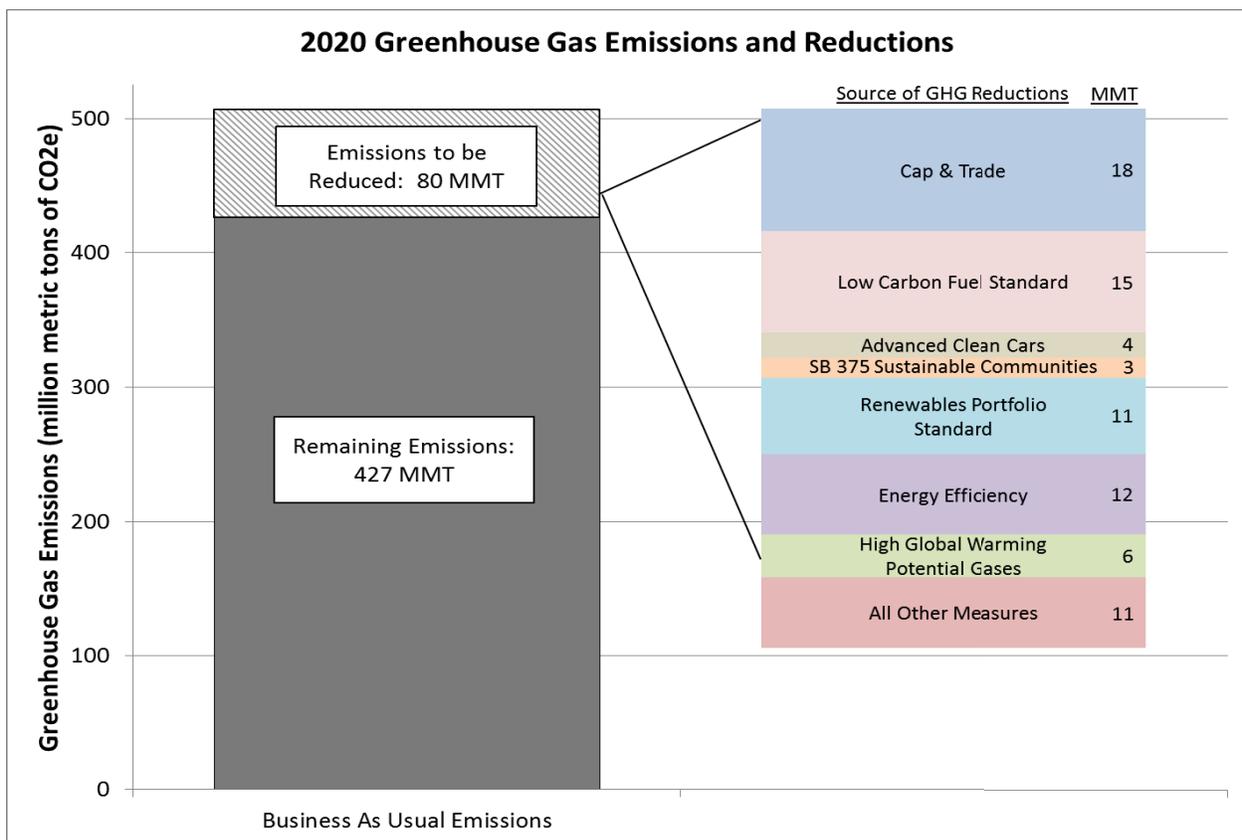
Figure 4
California GHG Inventory and Long-Term Reduction Goals



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 (MTCO₂e) 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

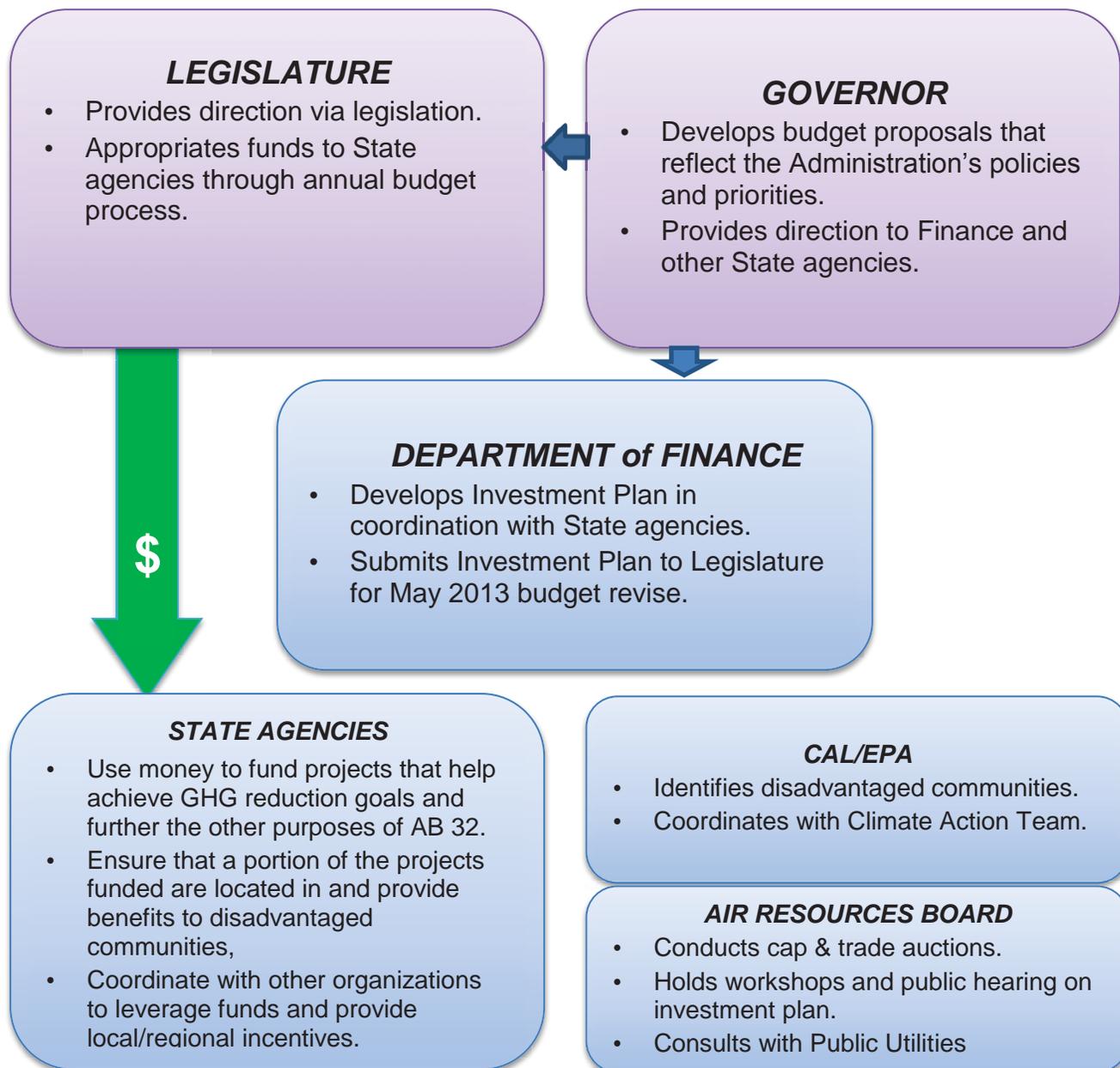
Eligible investments include, but are not limited to, those that do the following:

<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

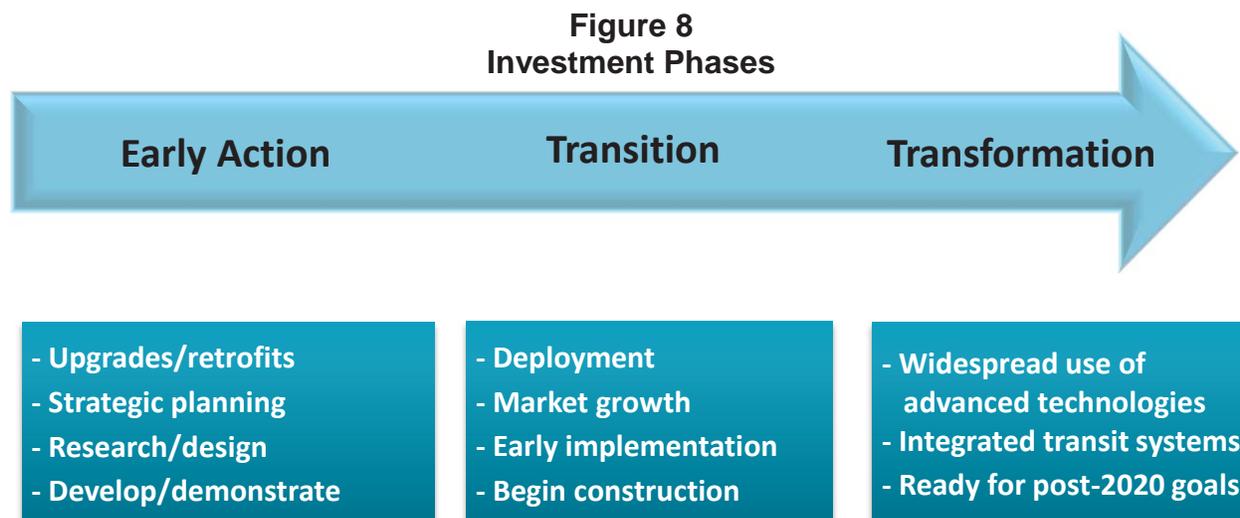
The Governor's proposal also noted other areas that should be examined during the planning process: sustainable agriculture practices (including the development of bioenergy), forest management and urban forestry, and the diversion of organic waste to bioenergy and composting.

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

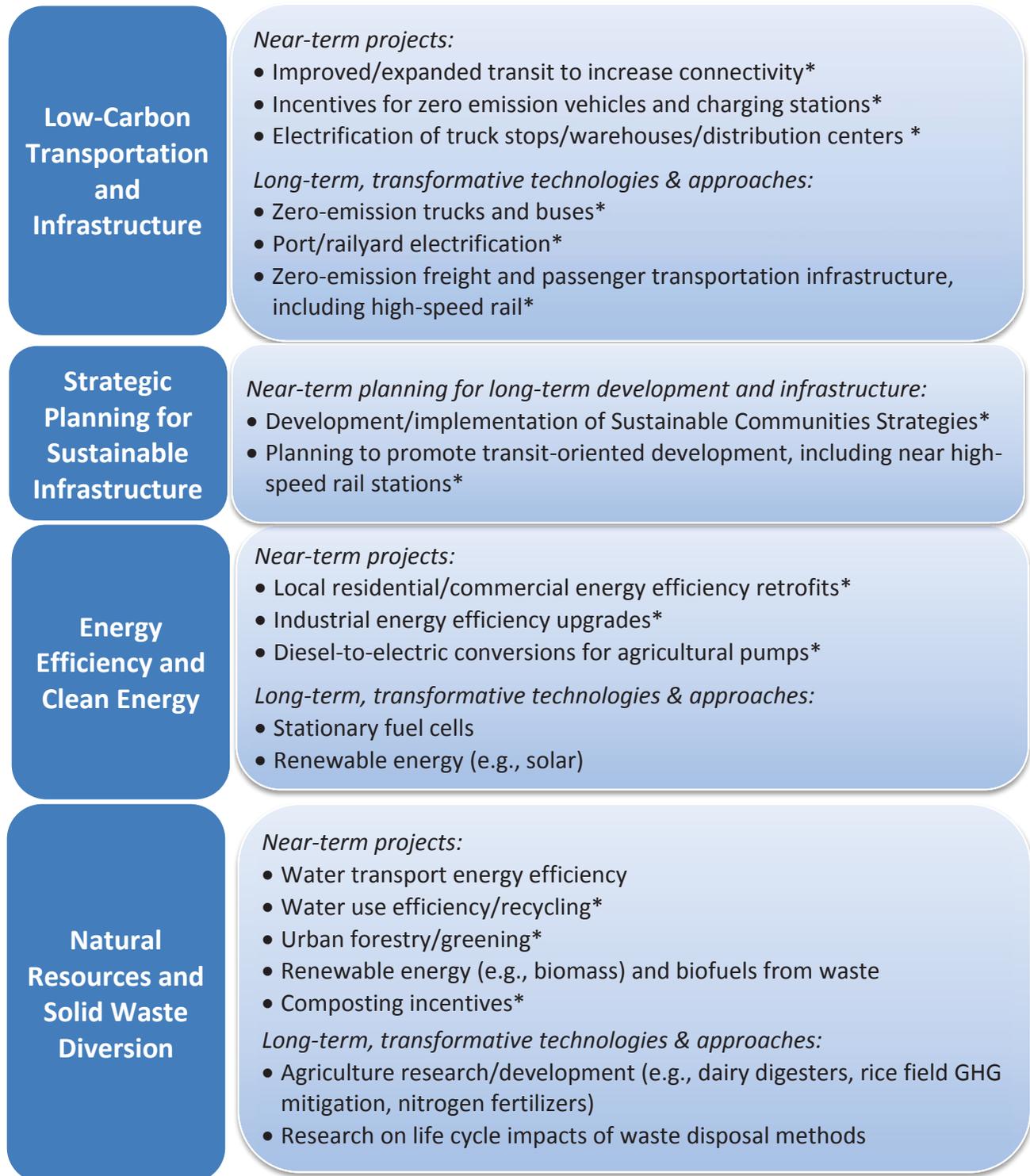
Although the legislation requires the development of a three-year investment plan (FY 2013-16), it may be useful to consider investments throughout the life of the program in a few phases, as illustrated below in Figure 8. For the early actions, investments could primarily focus on existing programs 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.

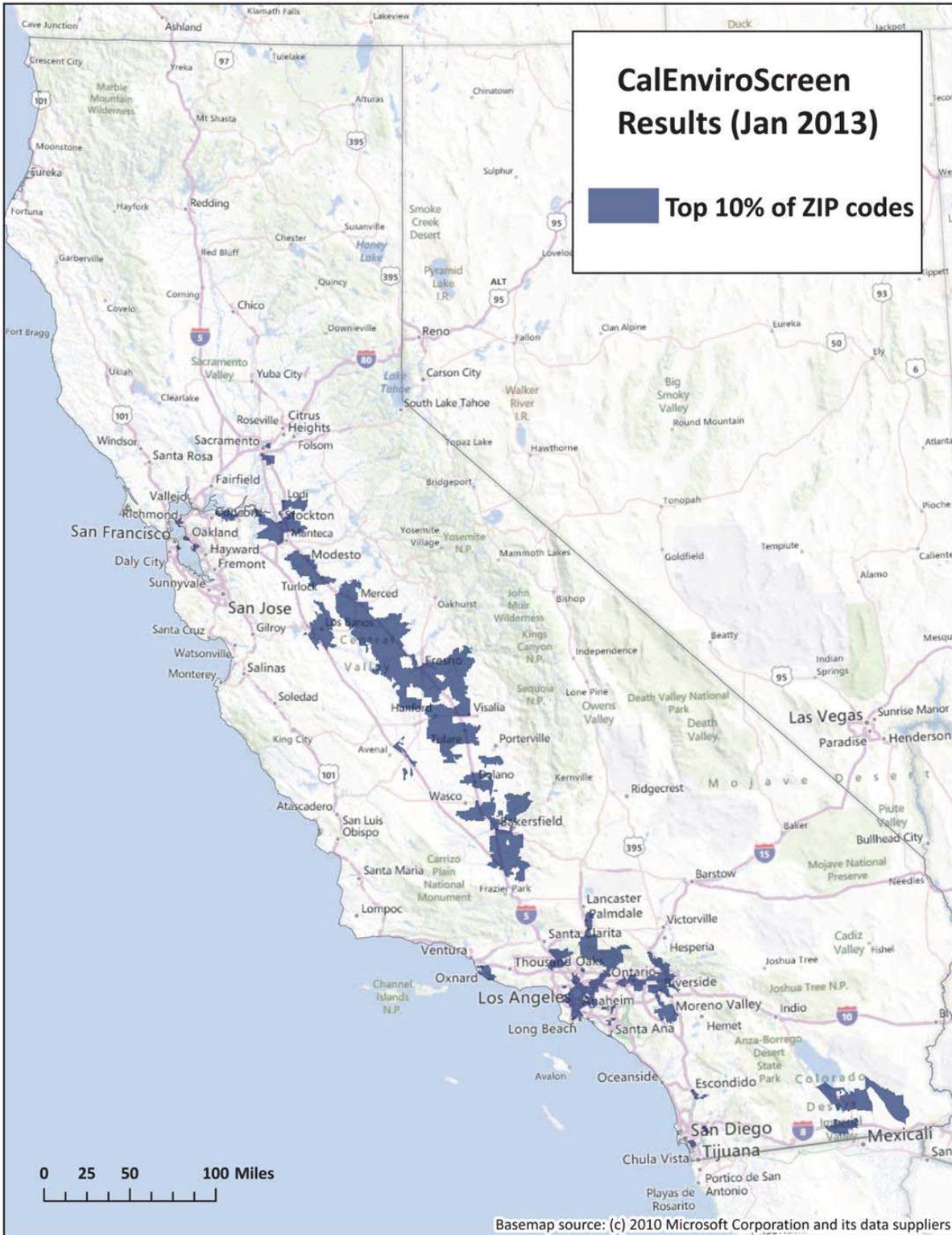
Each ZIP code in the State was assigned a value for each indicator relative to all other ZIP codes. The indicator scores were totaled to determine an overall CalEnviroScreen Score. The higher the score, the greater the impact.

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.

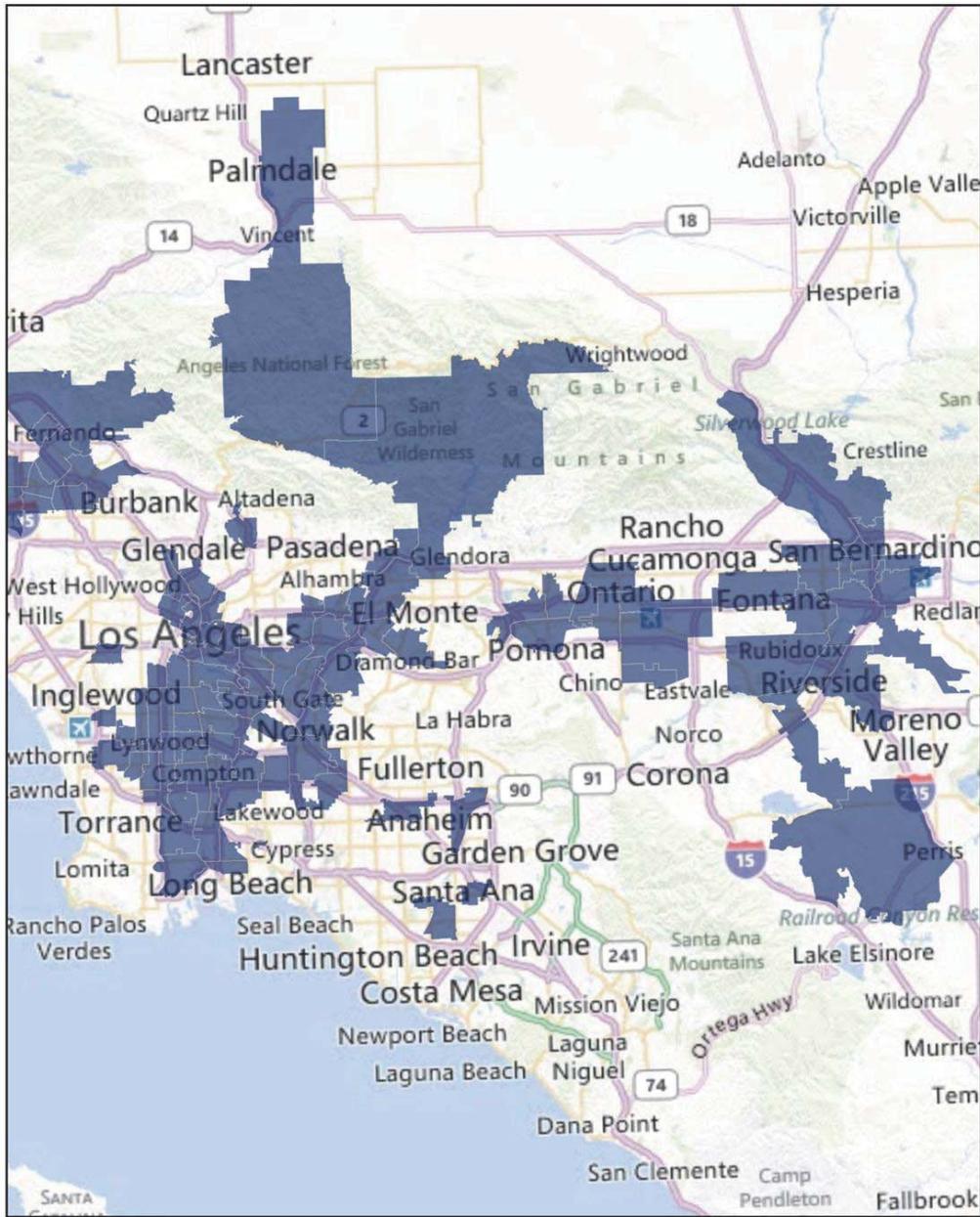
Appendix A

**Regional Maps Showing
Disadvantaged Communities for Purposes of Investment**

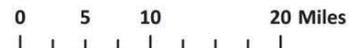
Figure A-1
CALENVIROSCREEN PUBLIC REVIEW DRAFT (JAN 3, 2013)
Top 10% Highest Scoring Census ZIP Codes – Los Angeles Area

CalEnviroScreen
Results (Jan 2013)

 **Top 10% of ZIP codes**



Los Angeles Area

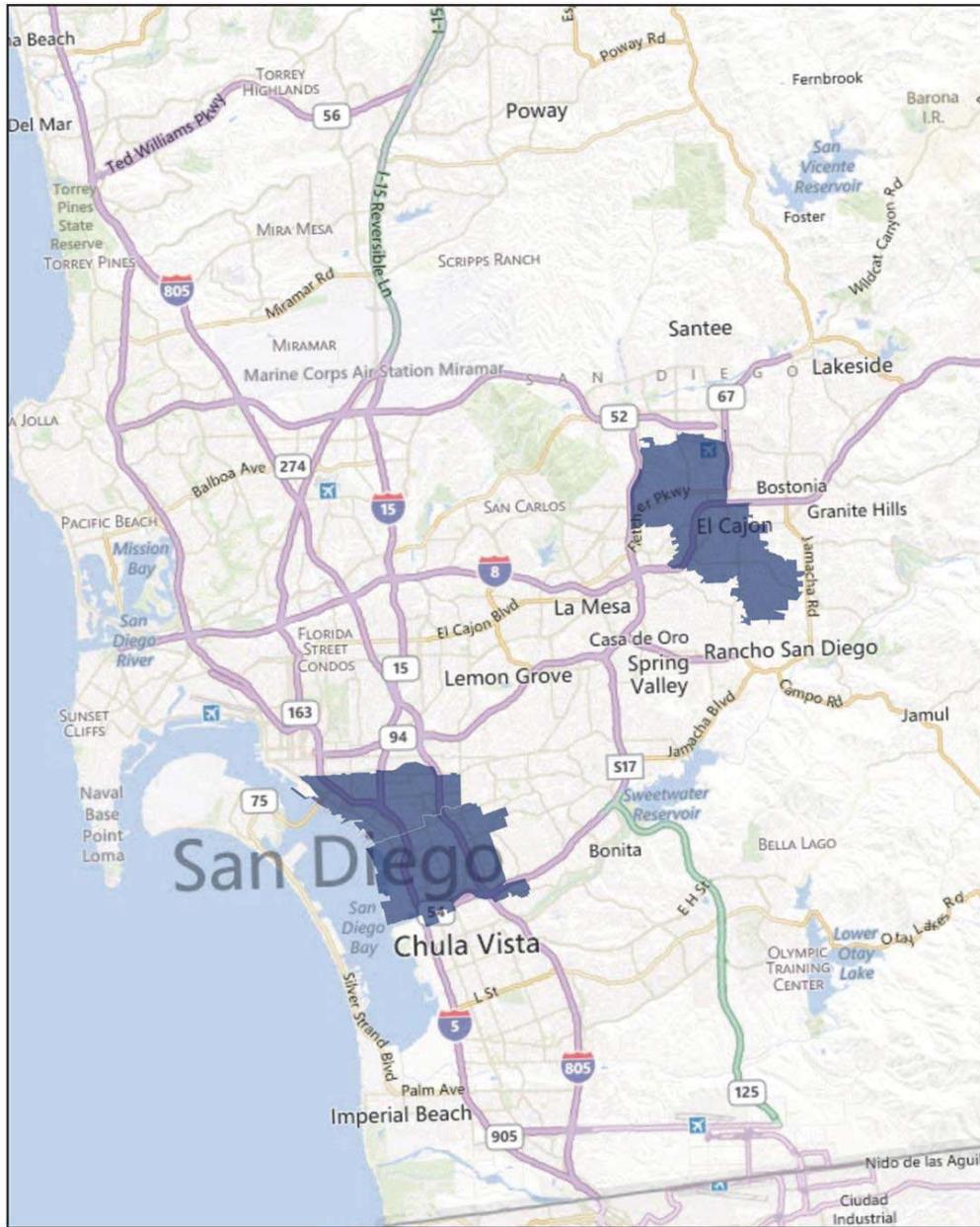


Basemap source: (c) 2010 Microsoft Corporation and its data suppliers

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

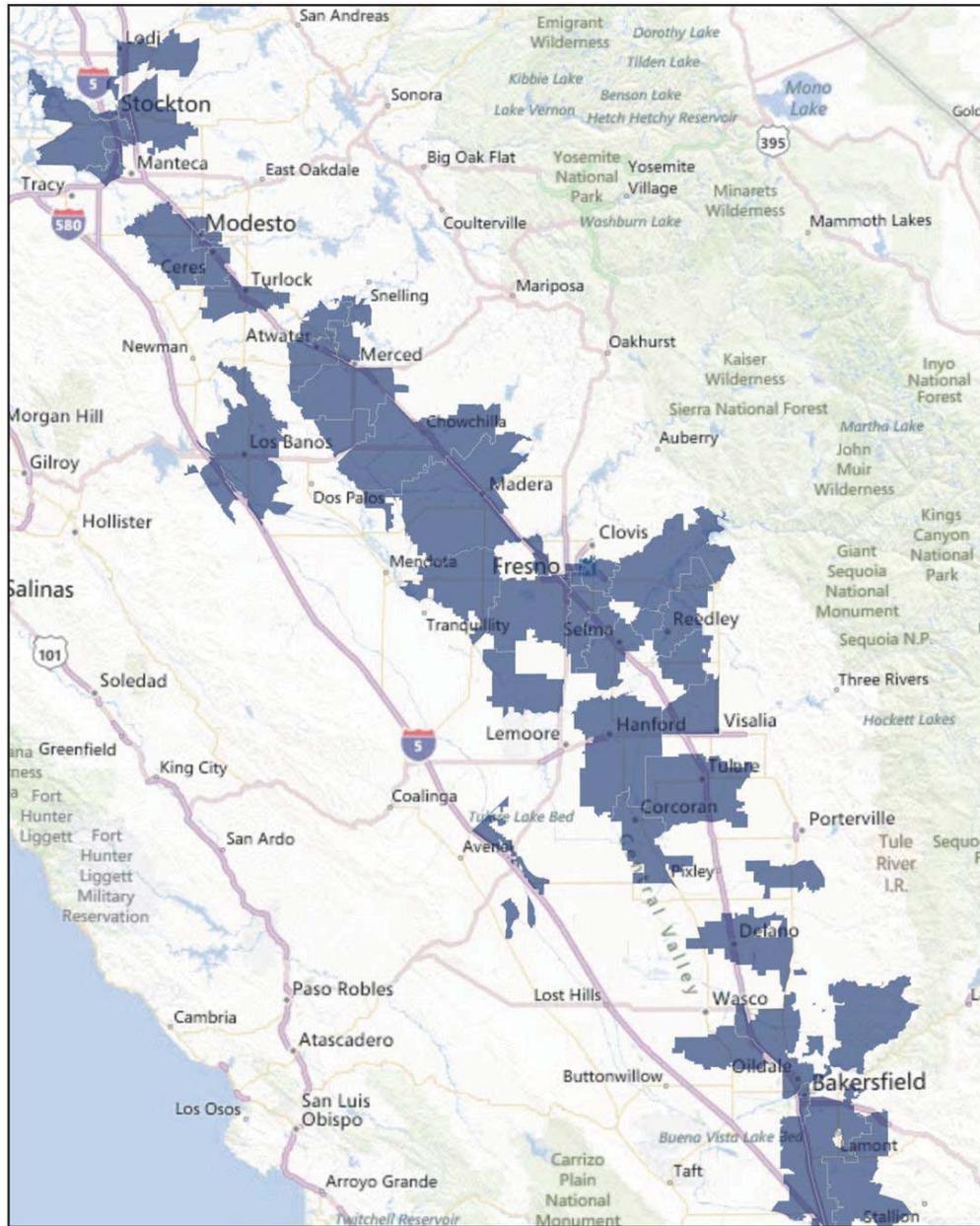


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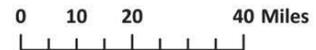
Figure A-4
CALENVIROSCREEN PUBLIC REVIEW DRAFT (JAN 3, 2013)
Top 10% Highest Scoring Census ZIP Codes – San Joaquin Area

CalEnviroScreen
Results (Jan 2013)

 **Top 10% of ZIP codes**



San Joaquin Valley

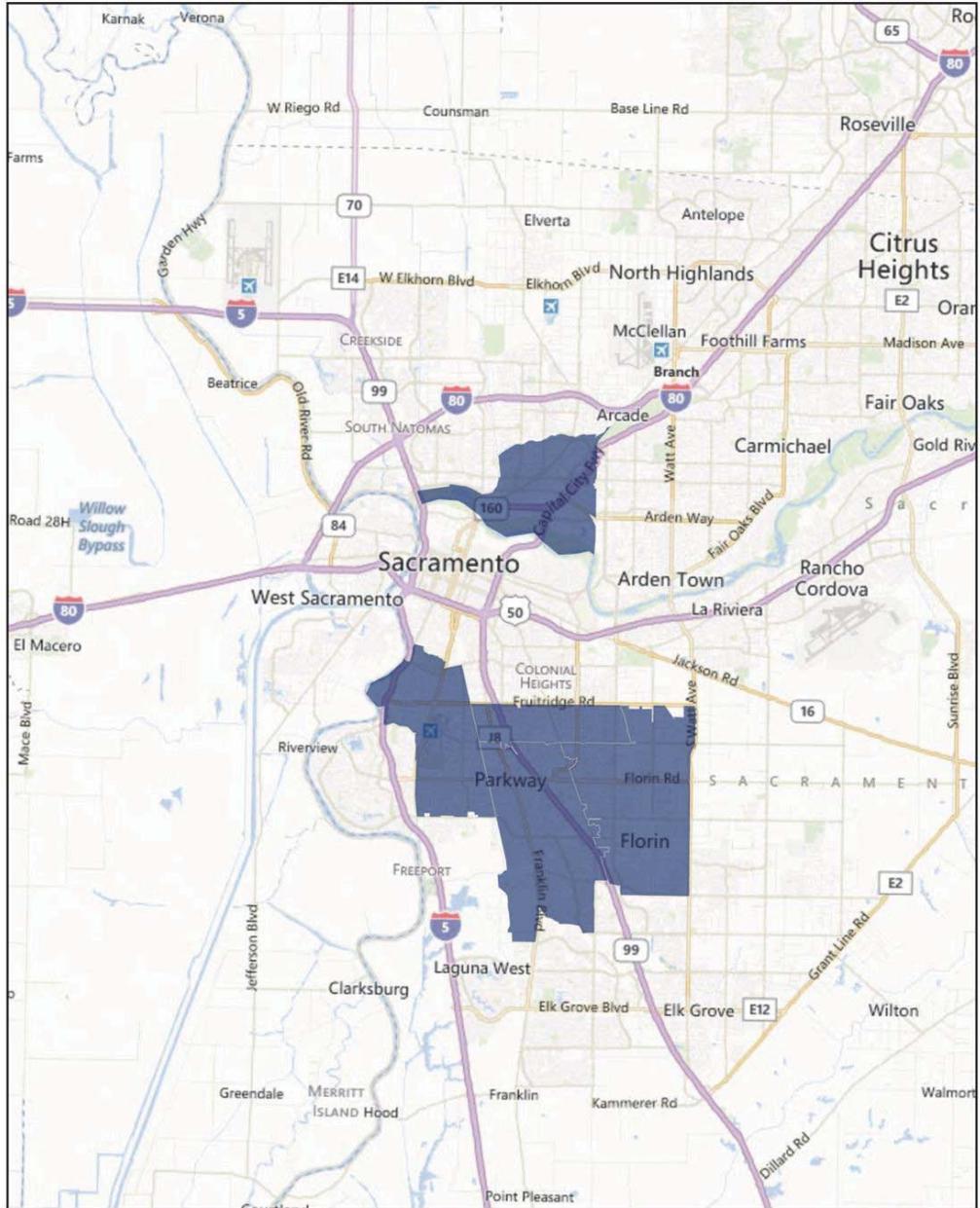


Basemap source: (c) 2010 Microsoft Corporation and its data suppliers

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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