Solano Transportation Authority
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SOLANO TRANSPORTATION AUTHORITY

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

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

TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, March 27, 2013
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

ITEM	STAFF PERSON
1. CALL TO ORDER	Daryl Halls, Chair
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT (1:30 -1:35 p.m.)	
4. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF (1:35 -1:40 p.m.)	
5. CONSENT CALENDAR Recommendation: Approve the following consent items in one motion. (1:40 – 1:45 p.m.)	
A. Minutes of the TAC Meeting of February 27, 2013 Recommendation: Approve TAC Meeting Minutes of February 27, 2013. **Pg. 5**	Johanna Masiclat
B. Minutes of the TAC Special Meeting of March 6, 2013 Recommendation: Approve TAC Meeting Minutes of March 6, 2013. **Pg. 11**	Johanna Masiclat
C. Safe Routes to School Advisory Committee (SR2S-AC) Bylaws Recommendation: Forward a recommendation to the STA Board to approve the STA's Safe Routes to School Advisory Committee By-Laws. **Pg. 13**	Danelle Carey

TAC MEMBERS

Melissa Morton	Joe Leach	George Hicks	Dave Melilli	Dan Kasperson	Shawn Cunningham	David Kleinschmidt	Matt Tuggle
City of Benicia	**City of Dixon**	**City of Fairfield**	**City of Rio Vista**	**City of Suisun City**	**City of Vacaville**	**City of Vallejo**	**County of Solano**

The complete STA TAC packet is available on STA's website: www.sta.ca.gov

D. Job Access and Reverse Commute(JARC)/New Freedom Funding Applications — Liz Niedziela

Recommendation:

Forward a recommendation to the STA Board to:

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

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6. ACTION FINANCIAL ITEMS

A. Solano County Priority Development Area Investment and Growth Strategy — Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to approve the STA PDA Investment and Growth Strategy as shown in Attachment B.

(1:45 – 1:55 p.m.)

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7. ACTION NON FINANCIAL ITEMS

A. State Route (SR) 12 Comprehensive Evaluation and Corridor Management Plan and SR 12 Safety Project Update — Robert Macaulay

Recommendation:

Forward a recommendation to the STA Board to approve the updated SR 12 Comprehensive Evaluation and Corridor Management Plan as shown in Attachment A.

(1:55 – 2:05 p.m.)

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B. Draft Mobility Management Plan — Liz Niedziela, Elizabeth Richards

Recommendation:

Forward a recommendation to the STA Board to release the Draft Mobility Management Plan for public comment as shown in Attachment A.

(2:05 – 2:20 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION

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

(2:25 – 2:30 p.m.)

Pg. 137

B. Project Delivery Update – OneBayArea Grant (OBAG) Programming — Jessica McCabe
(2:30 – 2:35 p.m.)
Pg. 143

NO DISCUSSION NECESSARY

C. Legislative Update — Jayne Bauer
Pg. 197

D. Funding Opportunities Summary — Sara Woo
Pg. 287

E. STA Board Meeting Highlights of March 13, 2013 — Johanna Masiclat
Pg. 293

F. Draft Meeting Minutes of STA Advisory Committees — Johanna Masiclat
Pg. 299

G. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013 — Johanna Masiclat
Pg. 315

9. ADJOURNMENT

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

The complete STA TAC packet is available on STA's website: www.sta.ca.gov

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

1. CALL TO ORDER

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

TAC Members Present:	Mike Roberts	City of Benicia
	Joe Leach	City of Dixon
	George Hicks	City of Fairfield
	John Degele	City of Rio Vista
	April Wooden	City of Suisun City
	Shawn Cunningham	City of Vacaville
	Jill Mercurio	City of Vallejo
	Nick Burton	Solano County
TAC Members Absent:	Melissa Morton	City of Benicia
	Dan Kasperson	City of Suisun City
	David Kleinschmidt	City of Vallejo
STA Staff Present:	***(In Alphabetical Order by Last Name)***	
	Janet Adams	STA
	Jayne Bauer	STA
	Susan Furtado	STA
	Robert Guerrero	STA
	Judy Leaks	STA
	Robert Macaulay	STA
	Johanna Masiclat	STA
	Jessica McCabe	STA
	Sam Shelton	STA
	Sara Woo	STA
Others Present:	***(In Alphabetical Order by Last Name)***	
	Amanda Dum	City of Suisun City
	Wayne Lewis	City of Fairfield
	Andrea Ouse	City of Vallejo

2. APPROVAL OF THE AGENDA

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

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

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

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

5. CONSENT CALENDAR

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

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

Recommendation:
Approve TAC Meeting Minutes of January 30, 2013.

B. SolanoExpress Intercity Transit Consortium 2013 Work Plan

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

C. Interim Intercity Bus Replacement Funding Plan

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

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

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

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

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

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

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

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

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

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

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

6. ACTION FINANCIAL ITEMS

A. Allocation of OneBayArea Grant (OBAG) Project Funding

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

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

B. Priority Development Area (PDA) Planning Program

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

MTC PDA Planning Funds

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

STA STP Planning Funds

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

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

Recommendation:

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

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

C. Solano County Priority Conservation Area (PCA) Update

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

Recommendation:

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

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

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

7. ACTION NON FINANCIAL ITEMS

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

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

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

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

8. INFORMATIONAL - DISCUSSION

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

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

B. Legislative Update

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

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

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

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

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

D. Members Contributions Indexing Policy and Methodology
By consensus, the STA TAC recommended to agendize this item for a future meeting and further discussion.

NO DISCUSSION

E. Funding Opportunities Summary

F. STA Board Meeting Highlights of February 13, 2013

G. Draft Meeting Minutes of STA Advisory Committees

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

9. ADJOURNMENT

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

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

I. CALL TO ORDER

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

TAC Members Present:	Melissa Morton	City of Benicia
	George Hicks	City of Fairfield
	Dave Melilli	City of Rio Vista
	April Wooden	City of Suisun City
	Shawn Cunningham	City of Vacaville
	Matt Tuggle	Solano County
TAC Members Absent:	Joe Leach	City of Dixon
	David Kleinschmidt	City of Vallejo
STA Staff Present:	***(In Alphabetical Order by Last Name)***	
	Robert Guerrero	STA
	Daryl Halls	STA
	Johanna Masiclat	STA
	Jessica McCabe	STA
	Sam Shelton	STA
	Sara Woo	STA
Others Present:	***(In Alphabetical Order by Last Name)***	
	Nick Burton	Solano County
	Amanda Dum	City of Suisun City
	Mike Roberts	City of Benicia

2. APPROVAL OF THE AGENDA

By consensus, the STA TAC approved the agenda.

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. ACTION FINANCIAL ITEMS

A. Allocation of OneBayArea Grant (OBAG) Project Funding

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

TAC Member/Staff Comments:

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

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

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

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

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

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

<u>Recommendation</u>:

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

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

IX. ADJOURNMENT

2:10 P.M.

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

Solano Transportation Authority

DATE: March 7, 2013
TO: STA TAC
FROM: Danelle Carey, SR2S Assistant Program Manager
RE: Safe Routes to School Advisory Committee (SR2S-AC) By-Laws

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Background:
The STA's Safe Routes to School Advisory Committee (SR2S-AC) was established in 2007 as a part of the first SR2S Countywide Plan adoption to advise the STA on the development of SR2S projects and programs in the categories of Education, Encouragement, Enforcement, Engineering and Evaluation to promote healthy and safe alternative modes of travel to and from school. This Committee is made up of local experts from law enforcement, public works, public health, education and provides a broad geographic representation of Solano County. The SR2S-AC has been meeting for six years without by-laws. To formalize the process, staff has developed by-laws for the Committee.

Discussion:
STA staff has developed by-laws for the SR2S-AC for committee organization, membership responsibility, structure, and managing meeting agendas. The Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) by-laws were used as a model in the development of the SR2S-AC by-laws, as they have proven to be effective in the organization of their meetings. In addition, the foundation of the SR2S-AC by-laws is established to serve the Committee's mission as well.

On February 20, 2013, the SR2S-AC reviewed and unanimously approved the by-laws for their Committee and forwarded a recommendation to the STA Board for approval. This Committee requested refinement of the by-laws as follows:

- Participation in the future of countywide and city general plans for new schools and specific plans for new development; providing comments and recommendations to decision makers (Section 1. Duties/Responsibilities).
- To include "encouragement of carpooling" (Section 2. Review Process).

The by-laws also lend to supporting a sustainable membership of the advisory committee. Membership on the SR2S-AC is important as the Committee only meets quarterly to discuss topics affecting the future of the program, funding and countywide priorities.

Fiscal Impact:
None.

Recommendation:
Forward a recommendation to the STA Board to approve the STA's Safe Routes to School Advisory Committee By-Laws.

Attachment:
A. SR2S-AC By- Laws

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SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE BY-LAWS

ARTICLE I

Name of Organization:
The name of this organization shall be the Solano Transportation Authority Safe Routes to School (SR2S) Advisory Committee (AC), hereafter called the SR2S-AC.

ARTICLE II

Authorizing Agency:
The Solano Transportation Authority (STA), as the Congestion Management Agency (CMA) of Solano County, authorizes the establishment of the SR2S-AC and shall approve all appointments to the SR2S-AC, the SR2S-AC by-laws, and all amendments to the SR2S-AC by-laws.

ARTICLE III

Purpose:
Section 1: Duties/Responsibilities
The SR2S-AC shall act to advise the STA on the development of projects and programs in the categories of Education, Encouragement, Enforcement, Engineering, and Evaluation to promote healthy and safe alternative modes of travel.

The SR2S-AC shall review and prioritize SR2S projects and participate in the development, review and implementation of the Countywide SR2S Plan.

Additionally, SR2S-AC will participate in the review of future countywide and city general plans, plans for new schools and specific plans for new developments and may provide comments and/or recommendations to decision makers regarding these plans.

Section 2: Review Process
The SR2S-AC review process shall ensure that SR2S projects within the seven (7) Cities (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo), the County of Solano, and School Districts Countywide continue to promote the primary goal of the program to encourage walking and bicycling to and from school most days of the week; thereby reducing motor vehicle trips, reducing motor vehicle congestion, increasing carpooling, increasing safety, and improving health and air quality benefits.

ARTICLE IV

Membership:
Section 1. Representation
The SR2S-AC shall be composed of engineering, school, enforcement, public health, BAC, PAC, and air quality representatives who live or work in the Cities and County of Solano.

The SR2S-AC shall include: two (2) representatives from engineering profession, two (2) from schools, two (2) from law enforcement, one (1) from public health, one (1) STA Bicycle Advisory Committee (BAC), one (1) STA Pedestrian Advisory Committee (PAC), and one (1) from air quality for a total membership of ten (10). Members of the SR2S-AC shall be approved by majority vote of the STA Board of Directors. Each representative shall be a member or professional in the category they represent.

Section 2: Voting Members
Voting privileges are vested exclusively in the SR2S-AC members or their alternates. Voting members of the SR2S-AC shall be the aforementioned ten (10) members representing the categories as stated in Article IV, Section 1. Each member of the SR2S-AC shall have one (1) vote.

Section 3: Non-Voting Members
Non-voting members of the SR2S-AC may consist of representatives from each of Solano County's member jurisdiction's planning, law enforcement and public works staff, Solano County Public Health, School District staff and the public at large. Non-voting member may act as an alternate in the absence of a voting member in the same category.

Section 4: Appointments
Appointments to the SR2S-AC shall be derived from a nomination or volunteer from each category group and appointed to the SR2S-AC by the STA Board. Voting members have the option to appoint an alternate within the same category group with no specific jurisdiction requirement. In the event an active voting member is unable to fulfill their duties (e.g. retirement, new position) on the committee, they are requested to nominate a new representative of the same category/group. If said voting member is unable to fill their seat, appointments will be requested through STA's member agencies and forwarded to the STA Board for approval.

Section 5: Vacancies
If and when vacancies occur, they must be filled according to Article IV, Sections 2 and 4.

Section 6: Role of STA Staff
The STA shall, under direction of the STA Board of Directors, provide staff and organizational support to the SR2S-AC.

ARTICLE V

Officers:
Section 1: Elected Officers
The elected officers of the SR2S-AC shall be the Chair and Vice-Chair.

Section 2: Election of Officers
The SR2S-AC shall, at the last meeting of each calendar year, nominate and elect the Chair and the Vice-Chair for one (1) calendar year term. No officer shall serve more than two (2) consecutive terms in a given office.

Section 3: Role of Chair
The Chair shall preside over all SR2S-AC meetings, coordinate the meeting agendas with STA staff, represent the SR2S-AC's actions to appropriate agencies or designate a representative(s) to do so, and have general direction and control over the activities of the SR2S-AC.

Section 4: Role of Vice-Chair
The Vice-Chair shall assist the Chair in the execution of the duties of the Chair office. In the absence of the Chair, the Vice-Chair shall preside over the meetings, and when so acting, shall have all the powers of the Chair.

Section 5: Vacancy in the Office of Chair
In the event of a vacancy in the office of the Chair, the Vice-chair shall be elevated to the office of Chair for the remainder of the calendar year term, and the SR2S-AC shall nominate and elect a new Vice-chair.
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ARTICLE VI

Meetings:

Section 1: Meetings/Attendance
The SR2S-AC shall hold a regular meeting at least once a calendar year quarter and as necessary to fulfill the mandate of Article III, Sections 1 and 2. Members of the SR2S-AC that do not attend three scheduled meetings in succession and do not contact staff to indicate that they will not be present is considered to be an 'un-contacted absence' which may have their position declared vacant by the STA Board. Absence after contacting staff is considered a 'contacted absence.' Contacted absences and un-contacted absences shall be documented in the minutes of each meeting. If a SR2S-AC member has missed a combination of four contacted and un-contacted absences in any one-year period, he or she will be sent a written notice of intent to declare the position vacant. If there is no adequate response before or at the next scheduled meeting, and based upon a recommendation from the SR2S-AC, the position may be declared vacant by the STA Board.

Section 2: Special Meetings
The SR2S-AC may convene special meetings as necessary to conduct its business.

Section 3: Public Process
All meetings shall be posted public meetings conducted in compliance with the Brown Act.

Section 4: Definition of a Quorum
A quorum shall consist of the majority of the then appointed SR2S-AC members of the engineers, schools, enforcement, public health, BAC, PAC, and air quality seats.

Section 5: Actions
Actions of the SR2S-AC require a quorum and the majority vote of the voting members present.

ARTICLE VII

Subcommittees:
The Chair may establish subcommittees or special task forces when they are deemed necessary to carry out the SR2S-AC's mandate.

ARTICLE VIII

Parliamentary Authority:
The SR2S-AC shall use "Robert's Rules of Order" as a general guide for meeting procedures when they are consistent with the SR2S-AC by-laws. When applicable and consistent with STA Board policies, the SR2S-AC may use any rules of order the Committee may adopt.

ARTICLE IX

Adoption and Amendments to the By-Laws:
Section 1. Adoption of the SR2S-AC By-laws
Adoption of the SR2S-AC by-laws will be by a majority vote of the STA Board of Directors.

Section 2. Amendments to the SR2S-AC By-laws
The SR2S-AC may take action, by two-thirds vote, to propose amendments to the by-laws at any regular meeting of the SR2S-AC, provided that the amendment has been submitted in writing for the SR2S-AC to review prior to voting. Suggested amendments to the SR2S-AC by-laws by the SR2S-AC shall be forwarded to the STA Board of Directors.

Section 3. Approval of Amendments to SR2S-AC By-laws
Official amendments to the SR2S-AC by-laws will be by a majority vote of the STA Board of Directors.

ARTICLE X

Safe Routes to School Advisory Committee Letter Writing Policy:
Letters written by the Safe Routes to School Advisory Committee that are directed outside the Authority must be reviewed by the STA Executive Director. If in the opinion of the STA Executive Director, the contents and intent of the letter is either non-controversial or is consistent with STA Board policies, the letter will be sent out. In all other cases the letter must be approved by STA Board action.

Solano Transportation Authority

DATE: March 18, 2013
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Job Access and Reverse Commute (JARC)/New Freedom Funding Applications

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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 providing a Letter of Support to Caltrans in Support of the Faith in Action funding application for New Freedom for their 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 currently being finalized. There is sufficient information to apply for 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, therefore this grant request needs to advance at this time.

The projects that staff is 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

Fiscal Impact:
For this grant cycle, Transportation Development Credits (Toll Credits) will provide the minimum local share for eligible expenditures. Toll Credits may be used to fulfill a project's local share requirement. Since toll credits will be used as local match, there is not fiscal impact.

Recommendation:
Forward a recommendation to the STA Board to:

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

DATE: March 20, 2013
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Solano County Priority Development Area Investment and Growth Strategy

---

Background:
The Solano Transportation Authority (STA) is required to develop a Priority Development Area (PDA) Investment and Growth Strategy for Solano County as part of the OneBayArea Grant (OBAG) Programming Policies. These PDA Investment and Growth Strategy Guidelines policies are included as Appendix A-6 in the Metropolitan Transportation Commission's (MTC's) Resolution 4035 (Attachment A). The purpose of the PDA Investment and Growth Strategy is to ensure that Congestion Management Agencies (CMAs) such as the STA have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs. The Strategy must meet the following objectives:

a) Engage Regional/Local Agencies
b) Assist Local Agencies in Meeting PDA Planning Objectives
c) Identify Local Funding Priorities

Solano County currently has twelve (12) PDAs, with each city having at least one PDA. The STA is required by MTC to complete the PDA Investment and Growth Strategy and submit it to MTC by May 1, 2013.

Discussion:
The STA Board adopted the Transportation for Sustainable Communities (TSC) Plan on March 14, 2012 which provides details about each PDA, identifies transportation projects that will improve the PDAs, and includes performance measures that meet the intent of MTC's PDA Investment and Growth Strategy. STA staff updated the TSC Plan to include:

1. Description of PDA Investment Areas in Benicia, Dixon and Rio Vista (approved as PDAs after the TSC Plan was adopted by the STA)
2. Updated list of projects to include OBAG submittals and projects funded by March 13th Board OBAG decision and
3. Updated Evaluation PDA Project Selection Process to reflect STA's OBAG criteria and process.

STA staff is recommending the STA Board to approve the Updated TSC Plan (Attachment B) to meet MTC's May 1, 2012 deadline for the PDA Investment and Growth Strategy.

The STA Board approved funding for several PDA Planning Projects at their March 13, 2013 meeting. STA staff will be involved in these efforts and will compile a detailed progress report to submit to MTC in May 2014. The STA is required to provide PDA Investment Strategy

Progress Reports annually for the next two years. These reports will need to focus changes from local agencies' housing production, employment production and land use policies that support intensified land uses.

Fiscal Impact:
None to the STA General Fund. The PDA Investment and Growth Strategy will be completed in-house by updating the March 2012 Transportation for Sustainable Communities Plan.

Recommendation:
Forward a recommendation to the STA Board to approve the STA PDA Investment and Growth Strategy as shown in Attachment B.

Attachments:
A. MTC PDA Investment and Growth Strategy Guidelines
B. PDA Investment and Growth Strategy (To be provided under separate cover.)

Appendix A-6: PDA Investment & Growth Strategy

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

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

(1) Engaging Regional/Local Agencies

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

(2) Planning Objectives – to Inform Project Priorities

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

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

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

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

Process/Timeline

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

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

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Solano Transportation Authority

DATE: March 22, 2013
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Comprehensive Evaluation and Corridor Management Plan and SR 12 Safety Project Update

---

Background:
State Route (SR) 12 has been a priority roadway for the STA and its member agencies for years, due to safety and operational concerns. In 2010, the STA, San Joaquin Council of Governments (SJCOG), the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans) completed a scope of work and a funding agreement for a study of the SR 12 corridor, from Interstate 80 (I-80) in Solano County to I-5 in San Joaquin County. In May of 2012, the STA Board reviewed and provided comments on the final draft of the "SR 12 Comprehensive Evaluation and Corridor Management Plan." The Plan was submitted to Caltrans at the end of June, 2012.

Caltrans constructed a State Highway Operations and Preservation Program (SHOPP) project on SR 12, between Suisun City and Currie Road, which was completed in 2011. A second SHOPP project, from Azevedo Road to Liberty Island Road (the entry to the Trilogy subdivision) was proposed, designed and ready for funding. The project would require acquisition or right-of-way, and one owner opposed the potential grant of eminent domain to Caltrans.

Discussion:
In August 2012, Caltrans staff asked for changes to the SR 12 Comprehensive Evaluation and Corridor Management Plan. Staff from STA, the Metropolitan Transportation Commission and the San Joaquin Council of Governments met with Caltrans to review the proposed changes, and the involved staffs were able to come to a mutually accepted agreement on the changes. The changes do not impact the substantive recommendations of the Plan. However, because the STA Board had approved the original version of the SR 12 Comprehensive Evaluation and Corridor Management Plan, it is recommended that the Board approve the updated version.

On March 4, 2013, the California Transportation Commission (CTC) approved Caltrans' request for authorization to proceed with eminent domain for the SR 12 SHOPP project from Azevedo Road to Liberty Island Road. The STA Board had previously voted to support proceeding with the project, while also encouraging Caltrans and STA to work with Solano County, the City of Rio Vista and the impacted property owners to find an appropriate solution to access considerations that had been raised. The next step is for the CTC to authorize construction funding for this project.

Fiscal Impact:
None.

Recommendation:
Forward a recommendation to the STA Board to approve the updated SR 12 Comprehensive Evaluation and Corridor Management Plan as shown in Attachment A.

Attachment:

A. SR 12 Comprehensive Evaluation and Corridor Management Plan.

Comprehensive Evaluation and Corridor Management Plan

November 2012

SR-12 Comprehensive Evaluation and Corridor Management Plan

November 2012

Prepared for:

California Department of Transportation

Metropolitan Transportation Commission

Sacramento Area Council of Governments

San Joaquin Council of Governments

Solano Transportation Authority

Prepared by:

ATKINS

* Final Comprehensive Evaluation and Corridor Management Plan, November 2012. This plan is subject to change with respect to findings and/or conclusions. It should also be noted that these findings and/or conclusions may not ever be programmed due to various reasons, including but not limited to, engineering judgment and/or budget constraints.

Acknowledgements

The following report was prepared by Atkins, Inc., November 2012.

ATKINS

Appreciation is extended to the groups and individuals listed below and to numerous other participants in the preparation of this report and the complex process of corridor management planning for SR-12.

California Department of Transportation

Metropolitan Transportation Commission

Sacramento Area Council of Governments

San Joaquin Council of Governments

Solano Transportation Authority

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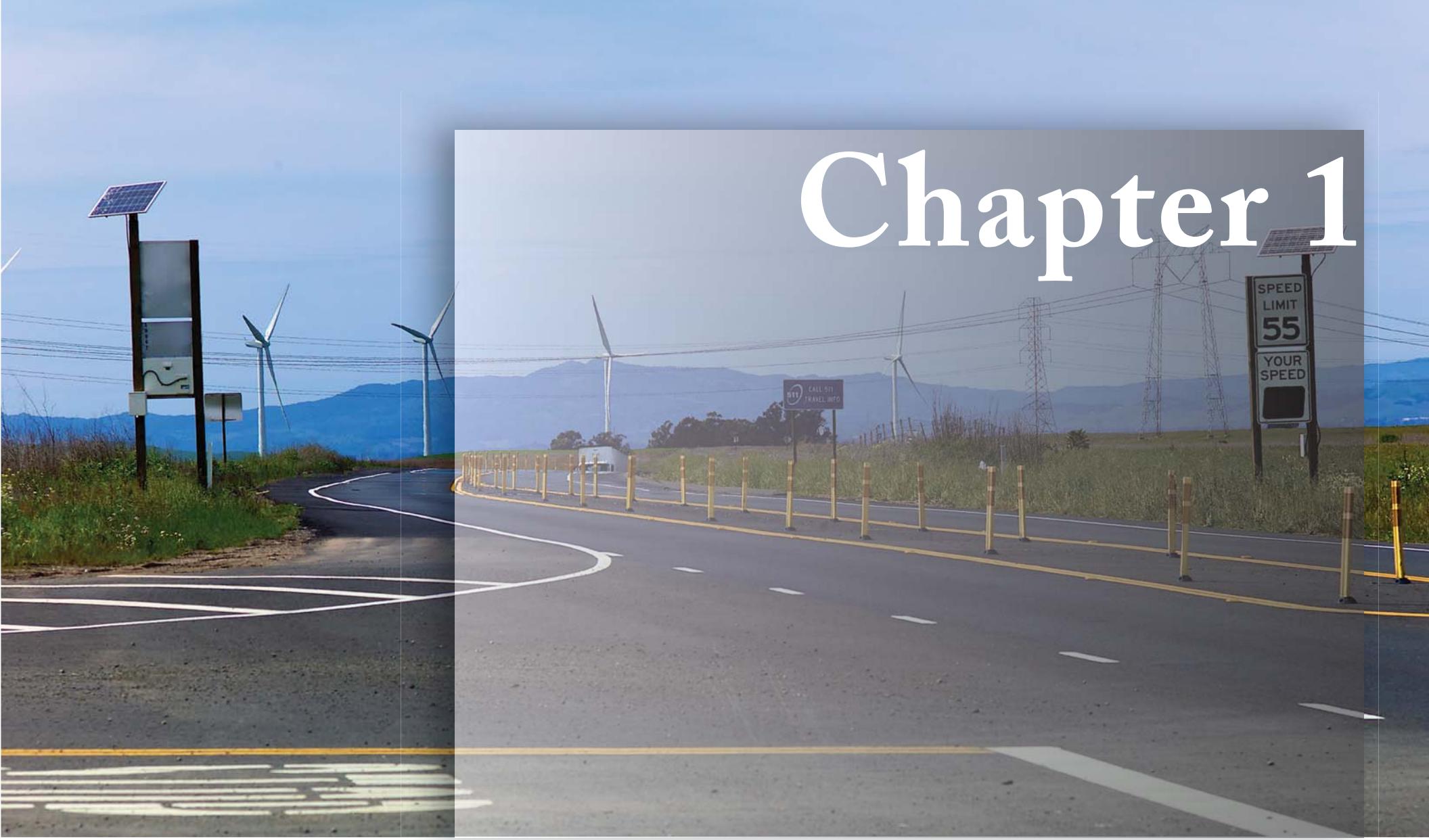
Acronyms

AB	Assembly Bill
BART	Bay Area Rapid Transit
Caltrans	California Department of Transportation
CDFG	California Department of Fish and Game
CESA	California Endangered Species Act
CHP	California Highway Patrol
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Corridor Management Plan
CRHR	California Register of Historical Resources
CTC	California Transportation Commission
ESA	Environmental Site Assessment
FAST	Fairfield and Suisun Transit
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
LOS	Level of Service
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
NRHP	National Register of Historic Places
OBAG	One Bay Area Grant
PA/ED	Project Approval/Environmental Document
PDT	Project Development Team
PID	Project Initiation Document
PQS	Professionally Qualified Staff
RTIP	Regional Transportation Improvement Program
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments
SCS	Sustainable Community Strategies
SCT/LINK	South County Transit
SHOPP	State Highway Operations and Protection Program
SJCOG	San Joaquin Council of Governments
STA	Solano Transportation Authority
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAG	Technical Advisory Group
TE	Transportation Enhancement
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
VMT	Vehicle Miles of Travel



Chapter 1

Summary

This report summarizes the evaluation conducted for SR-12 as it passes through the four counties of Napa, Solano, Sacramento and San Joaquin. This 55-mile segment of SR-12 is under the jurisdiction of three California Department of Transportation (Caltrans) Districts (4, 3, and 10); three Metropolitan Planning Organizations (MPOs): the Metropolitan Transportation Commission (MTC), the Sacramento Area Council of Governments (SACOG), and the San Joaquin Council of Governments (SJCOG). The corridor also lies within the jurisdiction of the Napa County Transportation and Planning Agency and the Solano Transportation Authority (STA).

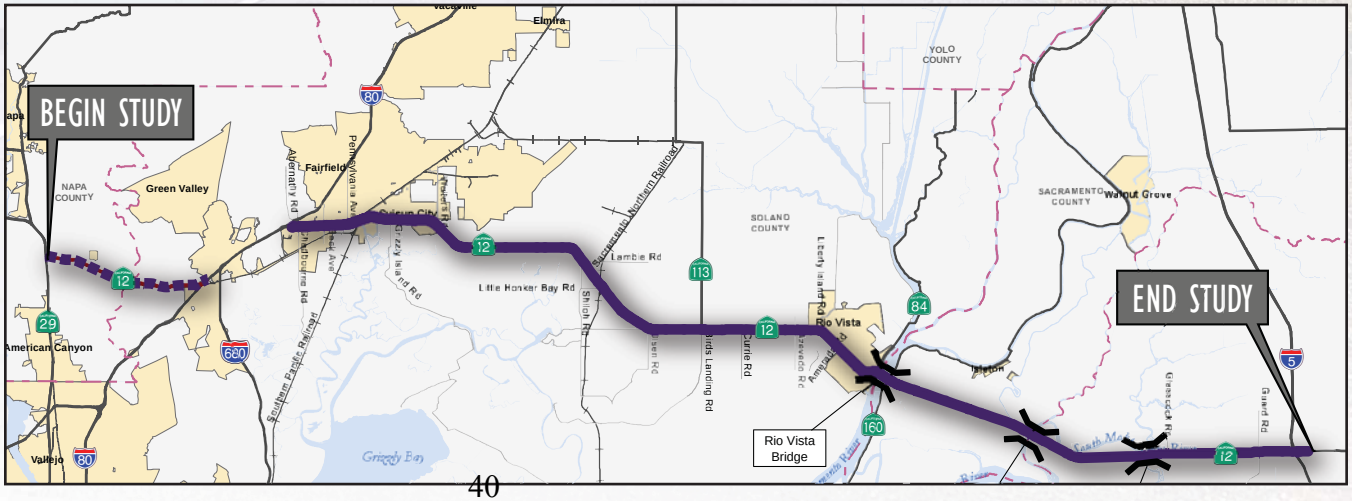
Along its east-west alignment, SR-12 connects I-5 to I-80 and supports the interregional travel needs of commuters, residents, freight companies, and recreational travelers -- many destined for the California Delta. The highway passes over two railroads and three navigable water bodies with movable bridges. The movable bridge over the Sacramento River at Rio Vista allows the passage of commercial shipping to the Port of West Sacramento.

The route passes through developed areas including Suisun City, Fairfield and Rio Vista, rural communities, farmlands and portions of the Delta. SR-12 is a designated Department of Defense Truck Route connecting Travis Air Force Base with the National Interstate Highway System. Agricultural goods move along SR-12 from San Joaquin County to Napa County.

Most of SR-12 passes through lightly developed and agricultural areas. This environment is rich habitat for threatened and endangered species, and passes through protected lands, waterways and marshes. In Sacramento and San Joaquin counties, SR-12 passes through the rich farmland and recreational areas of California's Delta.

Safety is a concern along SR-12 to those that trravel this route. Working collaboratively, Solano, Sacramento and San Joaquin counties, along with Caltrans and the California Highway Patrol (CHP), have implemented a multi-pronged approach to address mobility, operations, and safety along SR-12. This approach includes Legislation, Enforcement, Education and Engineering efforts. Assembly Bill (AB) 112 introduced new legislation that includes double fines and provides for increased enforcement by CHP. Caltrans is implementing State Highway Operation and Protection Program (SHOPP) projects at various locations along the corridor. In combination, these safety measures are making a difference on SR-12 by improving mobility and reducing the frequency and severity of collisions.

Exhibit 1: Corridor Study Area Map



WHY IS A CORRIDOR MANAGEMENT PLAN NEEDED?

SR-12 is of particular interest to those governmental entities that plan, operate and maintain the highway. More importantly, the everyday users of SR-12 care about accidents, travel times and delays. AB 112 is an important first step towards improving travel, mobility and safety on SR-12. The primary deliverable of this work effort is a multi-jurisdictional Corridor Management Plan (CMP) that will provide a long-term vision for SR-12. The CMP addresses questions such as should SR-12 be widened to four lanes? Should the movable bridges at Rio Vista and Mokelumne be replaced? When should major improvements be implemented and what are the costs and benefits? In short, this CMP outlines a roadmap for improving SR-12 that represents a consensus of the involved parties.

The study itself is an excellent example of collaborative planning across multiple jurisdictions. Funding is provided by Caltrans (Districts 4, 3 and 10), MTC, STA and SJCOG. Each agency participated as a member of the Project Development Team that guided the preparation and technical analyses leading to the recommendations included in this planning document.

ROLE OF THE CORRIDOR MANAGEMENT PLAN

Though the CMP inovlved significant cost and technical feasibility analysis, it strictly intended for planning and visioning purposes. It is not intended to serve as a programming or technical engineering document. Any safety or operational analysis mentioned in this document is used for planning purposes and not intended to supplant later engineering analysis by Caltrans during programming, environmental clearance, or alternative selection phases of a project. Such analysis and judgment are an integral part of the narrowing down to a preferred alternative. This is typically performed during the environmental phase of a project, or the phase after project programming. It relies on the data trends over time as well as the most current data available prior to any alternative selection.

Funding for corridor improvements can be complex and involve various agencies and types of funding sources. Some recommended improvements may not be feasible to implement for another ten to twenty years, or until funding is available. The CMP intends to inform future programming decisions.

In the context of this document implementation refers to the corridor planning phase and process. It presents a range of alternatives that will be iteratively re-examined over time in subsequent phases of

The Corridor Management Plan addresses:

- Freight and goods movement
- Future levels of inward commuting to the Bay Area
- Access, mobility and safety
- Future development in Rio Vista
- Increased shipping to the Port of Sacramento
- Travis AFB as an important military installation
- Preservation of the Delta environment
- Design appropriate in some specific locations
- Policy mandates such as Senate Bill 375
- Integration of economic, environmental and equity concerns

the Caltrans project development process (See Chapter 1, page 2, at the end of the section titled "Why is a Corridor Management Plan Needed?").

The CMP differs from other Caltrans system planning documents in that it involves three Caltrans Districts, three MPOs, and two county transportation planning authorities, and discusses corridor-wide approaches to the highway that cannot be addressed by one single District. The document also addresses funding needs and a range of alternatives, whereas other system planning documents usually do not. A more comprehensive public outreach effort was made by this CMP compared to other system planning documents.

A PLAN FOR SR-12

The CMP includes both a short- and a long-term vision for SR-12. Elements of this plan include recommendations for Intelligent Transportation Systems (ITS) roadway capacity improvements, bridge replacements and facilities used by pedestrians, bicyclists and public transit riders.

The plan for SR-12 builds upon a baseline set of improvements that have been recently completed, are planned for construction between now and 2015, or have been advanced in the project planning and delivery process. Many of these improvements are in direct response to the safety initiatives begun in 2007. The baseline improvements may be seen graphically in Exhibit 21 and are summarized briefly from west to east as follows:

- SR-12 Jameson Canyon Project (Napa EA 04-264134, Solano EA 04-264144)
- I-80/I-680/SR-12 Interchange Project Phase 1 (Solano EA 04-0A5300)
- SR-12 Roadway Rehabilitation Project from Walters Road to Currie Road (Solano EA 04-0T10U)
- SR-12 and SR-113 Intersection Improvement Project
- SR-12 Roadway Rehabilitation Project from Currie Road to Liberty Island Road (Solano EA 04-2A6200)
- SR-12 and Church Road Intersection Improvements
- SR-12 Rehabilitation Project between Rio Vista Bridge and Mokelumne Bridge
- SR-12 Bouldin Island Project (San Joaquin EA 10-0G800)
- SR-12 Improvements Project I-5 to Bouldin Island (San Joaquin EA 10-A8404)

The CMP for SR-12 is separated into recommendations for the short term (2015-2020) and the longer term beyond 2020. In general, the recommendations are intentionally not prioritized in order to leave stakeholders the flexibility to implement projects based on funding availability and readiness for implementation. All of the projects

included in the short- and long-term recommendations are important in terms improving operations, mobility and safety along the corridor.

SR-12 is of major economic importance to the counties, cities and communities that lie along this route. Recognizing this, the Solano County Economic Development Corporation is working on an economic study, the "Highway 12 Corridor Economic Analysis," which was completed in September of 2012. Results of this study show that improvements to SR-12 not only improve mobility and safety, but also contribute to expanding the regional economy by neary 10 percent, or the equivalent of $1.8 billion in economic output per year. The study also shows that much of the economic benefit of the activities that occur along the corridor accrue to users at the end points or the corridor.

There is one recommendation that should be acted on as soon as possible. This is finalizing the Rio Vista Bridge alignment. This will be a locally-led effort, although it cannot be completed until a Caltrans compliant environmental process is completed.

The chapters of this report that follow provide more detailed information on the evaluations that were conducted to support the preparation of the CMP. Included in later chapters are discussions of safety, the environmental setting, traffic growth, capacity of the system, waterborne traffic, and costs and benefits. A high level summary of the plan for SR-12 is presented here.

A Short-Term Plan for SR-12 (2015-2020)

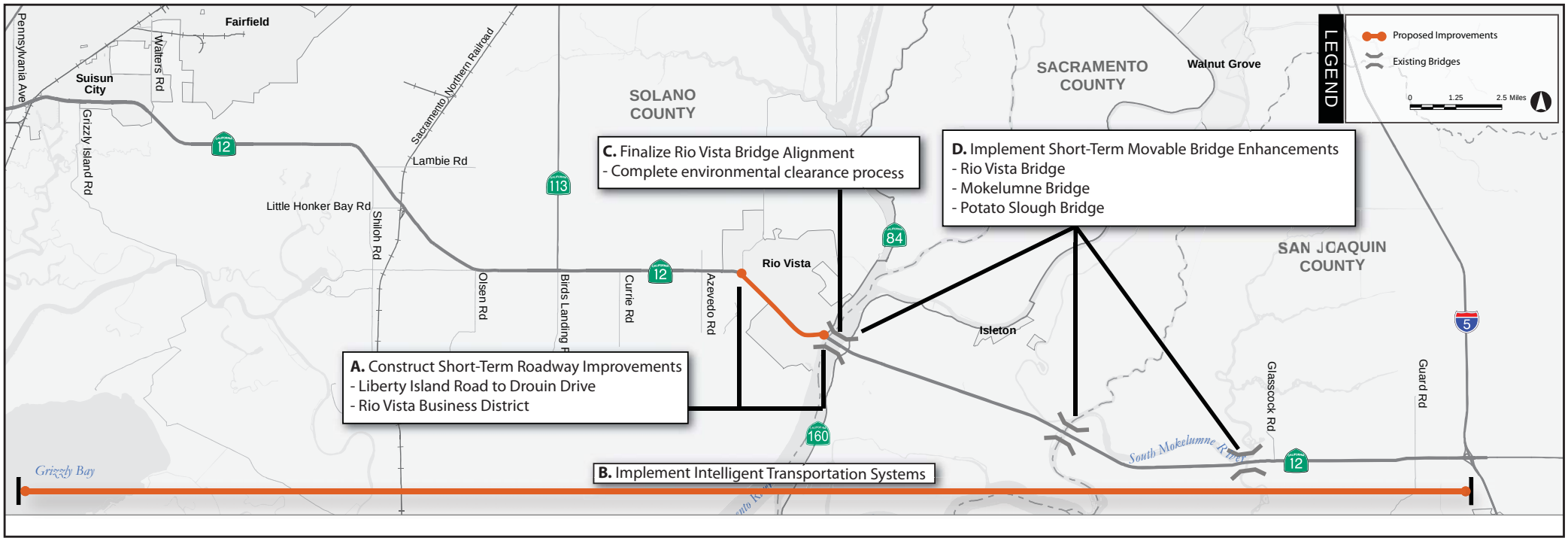
The short-term plan for SR-12 builds upon the State Highway Operations and Protection Program (SHOPP) and State Transportation Improvement Program (STIP) funded improvements underway or completed recently by Caltrans. These improvements include a temporary concrete barrier installation, centerline rumble strips and outside shoulder rumble strips, horizontal and vertical alignment correction, left-turn channelization, and improved sections of SR-12 with center channelizers (pylons) in Solano County. Channelizer installations are planned for implementation in Sacramento County. In San Joaquin County, the Bouldin Island Project reconstructs SR-12 with new structural pavement sections that resist settlement, a concrete median barrier with inside shoulders, standard width lanes, outside shoulders and strategically located underpasses to provide passage for agricultural traffic.

The short-term plan addresses non-recurrent delay due to accidents, incidents and weather by the installation of ITS technologies that monitor the roadway and inform motorists. Highway improvement projects are recommended for select segments of SR-12 in and near Rio Vista. Improvements are also proposed on the movable bridge approaches to improve efficiency and safety. Lastly, a budget is proposed to maintain aging bridge operating equipment in the best possible condition over the near term.

Exhibit 2 depicts the short-term CMP for SR-12. These proposed projects are not specifically prioritized in Exhibit 2, but rather in sequential order generally from west to east. The short-term plan is estimated to cost $87 million in

Exhibit 2: SR-12 Short-term Corridor Management Plan (2015-2020)

2011,[1] is projected to improve travel time by 5% and reduce vehicle delay by 2,000 hours each day. Each of the elements of this plan is further discussed in the paragraphs that follow.



A. Reconstruct SR-12 from Liberty Island Road to Drouin Drive and Improve SR-12 through the Rio Vista Business District: This improvement strategy includes improvements to the physical roadway for two segments in and near Rio Vista. The first segment -- between Liberty Island Road and Drouin Drive – consists of reconstruction of SR-12 with a concrete median barrier, inside shoulders, standard 12' lanes and outside shoulders. (These improvements are similar to those proposed in the Bouldin Island Project.) The second segment is along SR-12 through the Rio Vista Business District as it approaches the Rio Vista Bridge. Here, better curb definition is recommended along with facilities for pedestrians, bicyclists, landscaping and streetscape improvements.[2]

1 All costs presented in 2011 dollars unless otherwise noted.

2 These improvements may be either 2-lanes (one in each direction) or 4-lanes (two lanes in each direction) depending on which alignment is chosen for the Rio Vista Bridge replacement. This is discussed later in this section and in more detail in the main body of this report.

B. **Implement Intelligent Transportation Systems:** This strategy adds to the ITS equipment presently installed or planned to be installed along SR-12. By tying these ITS technologies to regional transportation management facilities, real time information on the corridor including incident detection can be gathered. Through this detection, a coordinated response from emergency responders can be quickly initiated and motorists can be notified of delays that can inform travel choices such as route or time of travel. In addition, technology to coordinate the traffic signals on SR-12 in Fairfield and Suisun City are included.

C. **Finalize the Rio Vista Bridge Alignment:** Addressing this issue is central to any plan for SR-12. A prior study of the Rio Vista Bridge[3] identified alternative options north and south of Rio Vista and an option that maintains or closely parallels the existing SR-12 alignment. A final decision on this alignment for the Rio Vista Bridge cannot be determined until an appropriate environmental process is conducted. In the short-term, it is recommended that the environmental clearance process be initiated[4] and completed for the Rio Vista Bridge so that the alignment can be established.

D. **Implement Short-Term Movable Bridge Enhancements:** The Rio Vista and Mokelumne River bridges are the oldest and most actively used on the SR-12 corridor. The Potato Slough Bridge is the newest but is unmanned and seldom operated. For the short-term, advance warning devices, surveillance cameras and, where appropriate, signal preemptions are recommended for each bridge approach. Also, a budget is recommended to replace aging controls and equipment that operate the movable spans on these bridges.

SR-12 in the Long-Term (2020-2035)

The long-term plan for SR-12 addresses the more significant capacity issues along the corridor. The long-term plan adds capacity where it is most needed to reduce delay and addresses safety through enhancements to the remaining two-lane segments of SR-12.

The long-range vision includes recommendations to add a lane in each direction on SR-12 in the area of Fairfield and Suisun City, construct a four-lane divided highway from SR-113 to SR-160 and replace movable bridges at the Rio Vista and Mokelumne River crossings. For the balance of the corridor, an enhanced two-lane highway is recommended that includes median barriers, inside shoulders, full 12' lanes, outside shoulders and strategically located acceleration lanes that provide passing opportunities. The outside shoulders are assumed to typically be 10' wide: a 2' rumble strip and an 8' clear shoulder. In some areas, constraints such as environmental considerations may mandate lesser shoulder widths. This context sensitive approach will accomodate both emergency stopping and bicycle use.

[3] SR-12 Realignment/Rio Vista Bridge Preliminary Study (Sept. 2010), AECOM for Solano Transportation Authority
[4] The first step of this process is to complete a Project Initiation Document (PID).

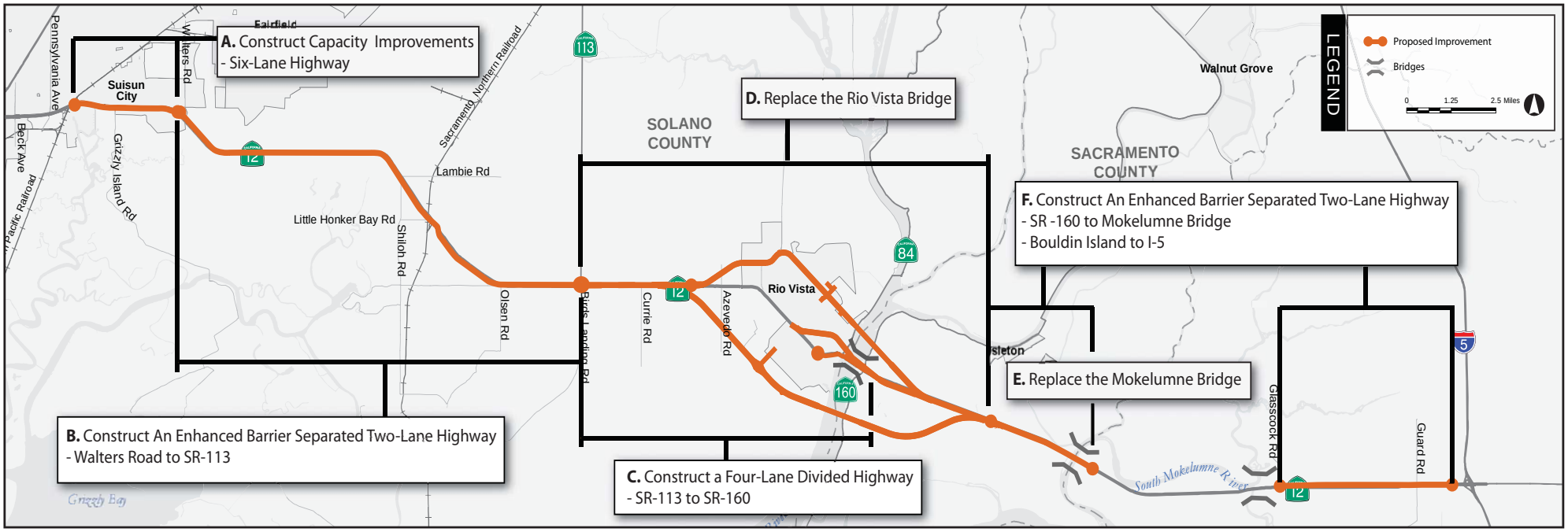


Exhibit 3: SR-12 Long-term Corridor Management Plan (2020-2035)

The long-term plan has capital costs of $1.44 billion in present day dollars. A significant portion of the cost is attributable to the bridge replacements and associated realignments at Rio Vista and Mokelumne River. When compared to SR-12 today, the long-term CMP reduces delay by as much as 6,000 hours per day and significantly improves end-to-end travel times by 30 minutes.

A. **Construct Capacity Improvements in Fairfield/Suisun City:** Throughout this evaluation, significant delays at the intersections through this stretch of SR-12 have been identified. From I-80 east to Beck Avenue, these existing and projected deficiencies are being addressed through the Project Approval/ Environmental Document (PA/ED) under way for the proposed I-80/I-680/SR-12 Interchange. The CMP recommends that similar improvements along SR-12 from Beck Road to Walters Road be implemented. These improvements include construction of interchanges at Beck Road and Pennsylvania Avenue and an additional traffic lane in each direction.

B. **Construct an Enhanced, Barrier Separated Two-Lane Highway from Walters Road to SR-113:** The enhanced barrier separated section includes a permanent median barrier, inside shoulders, full-width lanes in each travel direction, and 10' outside shoulder with bicycle provisions. Intersection capacity enhancements are also included along with acceleration/passing lanes at key locations.

C. **Construct SR-12 as a Four-Lane Divided Highway from SR-113 to SR-160:** This recommendation is directly related to the Rio Vista Bridge replacement discussed above. The bridge and alignments leading to the bridge are recommended to be four-lane divided highways built to expressway standards where appropriate. Some of the bridge study alignments for SR-12 go around Rio Vista and on the west, reconnect to the existing SR-12 just east of SR-113. On the eastern end, some of the alignments reconnect

with existing SR-12 well east of SR-160. The CMP recommends that whether realigned or not, SR-12 from SR-113 to SR-160 should be a four-lane divided highway including the Rio Vista Bridge.

D. **Replace the Rio Vista Bridge:** The SR-12 Rio Vista Bridge Final Study Report identifies a range of viable alternatives to replace the Rio Vista Bridge. The short-term strategy discussed previously includes a recommendation to conduct the environmental studies necessary to determine which alignment alternative will be selected for the Rio Vista Bridge replacement. In the long-term, the CMP recommends that the Rio Vista Bridge be replaced with an alternative that does not require movable bridge operations to allow the passage of larger vessels to and from the Port of West Sacramento. This can be achieved by either a tunnel under the shipping channel or a high-level bridge that meets the clearance requirement for shipping in the Sacramento River, as identified in the Rio Vista Bridge Study and in accordance with U.S. Coast Guard regulations.

E. **Construct an Enhanced, Barrier Separated Two-lane Highway from SR-160 to the Mokelumne Bridge and from the eastern limits of Bouldin Island to just west of Interstate 5:** The enhanced barrier separated two-lane highway proposed here has the same characteristics that are described previously under B above, and is modeled after the Bouldin Island Project in San Joaquin County. It includes a fixed median barrier, inside shoulders, 12' travel lanes, and outside shoulders. To the extent possible, the design of all enhanced two-lane segments should anticipate a possible four-lane widening in the far future (i.e., beyond the 2035 horizon year of this evaluation). Because of the significant amount of agricultural traffic in Sacramento and San Joaquin counties, these projects should include strategically located crossings for agricultural vehicles and equipment.

F. **Replace the Mokelumne River Bridge:** This is one of the most frequently opened bridges in California. Like the Rio Vista Bridge, movable bridge operations at this location result in significant traffic delay on SR-12. The CMP recommends that the Mokelumne River Bridge be replaced with a bridge that provides the vertical clearance requirement appropriate to the primarily recreational boat traffic that passes here and as specified by U.S. Coast Guard regulations.

WHAT COMES NEXT?

While the CMP sets a short- and long-term vision for SR-12 across Solano, Sacramento and San Joaquin counties, it does not address funding shortfalls. This document may, however, be the framework for advocacy and multi-jurisdictional collaboration that can result in various types of enhancements along SR-12. This kind of collaboration took place in 2007 when jurisdictions came together with Caltrans and CHP to advance SHOPP projects and provided enhanced enforcement along the corridor that reduced the frequency of incidents along the corridor.

Given the scarcity of Federal funding for transportation and resulting funding constraints on Caltrans, it falls more and more to local jurisdictions to take a stronger leading role in advancing projects through innovative approaches to funding and project delivery. One of the first steps to advance the projects in this CMP is through the regional transportation planning processes so that eligibility for state and federal funding is established. These projects have strong benefits in terms of safety, travel time savings and operational enhancements that can be used to make the argument that SR-12 needs to be included in regional plans. Through the course of preparing this CMP, it became apparent that much depends on resolution of the Rio Vista Bridge replacement and the re-alignments that are associated with this proposed project. As mentioned previously in the short-term plan, a Caltrans compliant Project Initiation Document (PID) should be started and then followed by PA/ED.[5] At the same time, a general plan for Rio Vista should be prepared that considers how this community will grow in the context of the potential replacement of its namesake structure across the Sacramento River.

The bridge at the Mokelumne River, a dividing line between Sacramento and San Joaquin counties, is where the most frequent delays occur east of Rio Vista. The cause is frequent openings of this low-level structure that impedes both highway and waterborne traffic. As a priority, the CMP recommends that funding plans and opportunities to replace this crossing be researched. Replacement of this structure should eliminate bottlenecks and delays in the corridor.

This study recommends that the Corridor Advisory Committee framework continue to provide a forum for continual coordination and to shape the phasing and implementation of improvements along SR-12 based on the recommendations of this study. The success of this effort can be largely attributed to committed stakeholder involvement and overall guidance provided by

[5] The alignment for the bridge will be identified upon completion of the Project Approval/Environmental Document phase which will take approximately 5 years for a corridor as environmentally sensitive as SR-12.

staff representing the jurisdictions along the corridor and by the SR-12 Corridor Advisory Committee led by elected officials who represent these jurisdictions. The corridor partners should continue to work together to develop funding plans that address the needs of the corridor including replacement of the Rio Vista and Mokelumne River bridges.

STAKEHOLDER PARTICIPATION IN THE STUDY

Extensive stakeholder coordination was conducted over the 18 month period during which data was collected, technical evaluations were conducted, alternatives studied and finally a recommended CMP developed. Four stakeholder groups were assembled to serve in distinct roles in order to assure that all elements of the CMP received jurisdictional and public scrutiny.

Exhibit 4 shows the major milestones of this project and maps these deliverables against the stakeholder outreach plan. The stakeholder groups and their compositions are as described as follows:

Project Development Team (PDT): A group comprised of professional staff from Caltrans Districts, MPOs, Counties, and the Consultant Team who met monthly to direct and guide the study. The PDT was responsible for review of all work plans and products.

Technical Advisory Group (TAG): A group comprised of executives from transportation agencies, city engineers, safety officers and highway patrol, transit agencies, ports, and regulatory agencies. This group met at major study milestones to provide input and guidance.

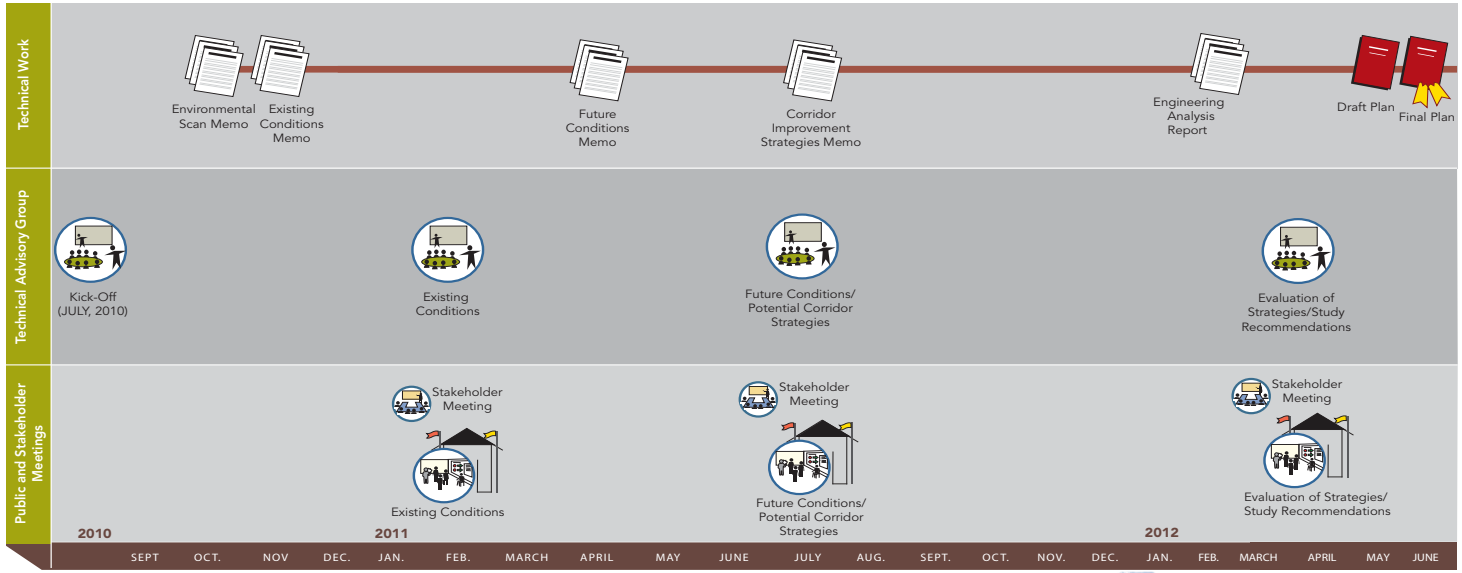


Exhibit 4: SR-12 Workplan and Major Milestones

Corridor Stakeholders: Organized groups with a special interest in the corridor, such as air quality officials, civic and environmental groups, downtown associations, private developers, and pedestrian and bicycle advocates. This group was briefed by members of the PDT at major study milestones and asked to provide input.

Members of the Public at-large: All citizens interested in the corridor were invited to attend open-house forums to review major study work products, ask questions, and provide input.

SUPPORTING DOCUMENTATION

This Summary Report for the SR-12 Comprehensive Evaluation and Corridor Management Plan serves as the final document chronicling the work undertaken by the Project Development Team and stakeholders over the course of this effort. It is intended to provide a relatively brief summary that captures all elements of the workplan and intermediate technical documentation including safety reviews, data collection, operational analysis, forecasting, alternatives evaluations and recommendations.

During the course of this 18 month effort, seven separate technical work products were prepared leading up to this final summary report. These documents consisted of over 500 pages of text, tables, graphics, concept plans and analyses. Each intermediate technical document was reviewed by the PDT, revised and then presented to the TAG, stakeholders and the public for comment and input during several well attended outreach cycles.

These supporting documents are available electronically from the stakeholders who participated in the PDT including Caltrans Districts 4, 3 and 10, the Metropolitan Transportation Commission, the San Joaquin Council of Governments and the Solano Transportation Authority. Contact information may be found in the acknowledgements section of this report. For reference, the supporting documents include the following:

STA Model Evaluation Summary and Future Forecasts, (Feb. 2011)

SR-12 Comprehensive Corridor Evaluation and Corridor Management Plan (From SR-29 to I 5) – Final Existing Conditions Technical Report, (Apr. 2011)

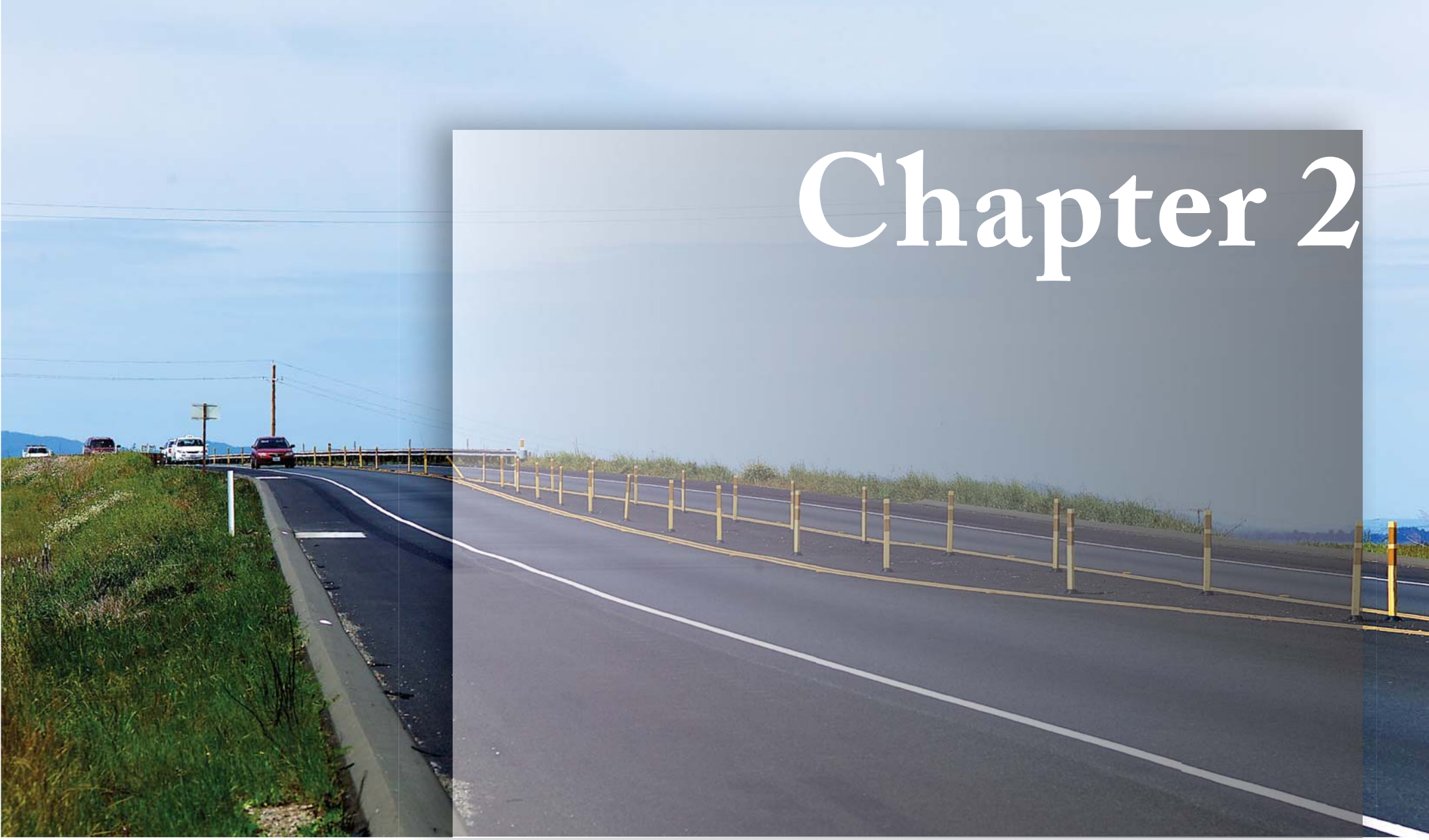
SR-12 Comprehensive Corridor Evaluation and Corridor Management Plan (From I-80 to I-5) – Final Environmental Resources Scan, (Apr. 2011)

SR-12 Comprehensive Corridor Evaluation and Corridor Management Plan (From SR-29 to I 5) – Final Future Conditions Technical Report, (Jul. 2011)

SR-12 Comprehensive Corridor Evaluation and Corridor Management Plan (From SR-29 to I 5) – Corridor Improvement Strategies Final Technical Memorandum, (Oct. 2011)

SR-12 Comprehensive Corridor Evaluation and Corridor Management Plan – Alternatives Analysis Final Technical Memorandum, (Feb. 2012)

Alternatives Analysis for SR-12 – Supplemental Report Conceptual Drawings and Cost Estimates, (Feb. 2012)



Chapter 2

Safety

Safety is a concern on SR-12. Accident rates are higher than average in some locations for similar facilities. When accidents occur they can be severe, resulting in injuries, fatalities and lengthy delays before travel can resume. Ensuring safe travel on SR-12 is a priority of local jurisdictions, cities located along the corridor, residents, motorists, Caltrans and the California Highway Patrol.

DESIGNATION AS A SAFETY CORRIDOR

The counties of Solano, Sacramento, and San Joaquin have worked collaboratively with Caltrans and the CHP to improve safety along the corridor. Several accidents occurred on SR-12 in 2006 and 2007. A multi-faceted strategy was introduced and put in place by 2008. The four key elements of this strategy are:

- Legislation – AB 112 created a safety enhancement-double fine zone on SR-12 between I-80 and I-5.
- Enforcement – AB 112 provided CHP with increased grant funding[1] for expanded enforcement on SR-12.
- Education – A public outreach and education campaign to improve safety on SR-12 by educating the commuting public was initiated in 2007. The campaign includes branding SR-12 as a Safety Corridor, providing updates on enforcement efforts and the status of current and upcoming construction projects.
- Engineering – Throughout the corridor, Caltrans implemented operational and safety enhancements in 2007, including re-striping, radar speed detection, warning signs, changeable message signs, channelizers, rumble strips and a temporary concrete barrier on the centerline between Walters Road and Shiloh/Lambie Road.

Shortly after implementation of this four-elemnt strategy, construction began on a SHOPP project from west of Scally Road to Currie Road in Solano County. This project included shoulder widening, intersection improvements, and vertical and horizontal alignment improvements, and was completed in 2011.

In San Joaquin County, the SR-12 Bouldin Island SHOPP Project is planned to start construction in 2012 for the San Joaquin segment of SR-12. This 4.5-mile project, between the Mokelumne Bridge and the Potato Slough Bridge, will provide full-width outside shoulders with rumble strips, a concrete median barrier, five-foot inside shoulders for the most part adjacent to the concrete barrier, and structural pavement.

[1] Grant funding for enforcement has since expired.

ACCIDENT HISTORY ON SR-12

Three and a half years of accident history on SR-12 was reviewed to understand the frequency and types of accidents that occur along this corridor. The available data was for the years 2006, 2007, 2008 and for the first six months of 2009. This information spans the two year period before SR-12 was designated a Safety Corridor and the 18 months after the designation when increased enforcement and operational and safety enhancements were implemented.

The accident history shows that enforcement and operational and safety enhancements have made a difference. There is a downward trend in the total number of accidents. This trend may be due to the above factors and to fewer vehicle miles traveled (VMT) on the corridor. The reduction in corridor VMT may in turn be a result of construction-realted delays and lower speed limits, changes in fuel proces, and lower regional economic activity. A more significant trend is seen for severe and fatal accidents. Exhibit 5 plots fatal accidents across the corridor for the 3-1/2 year period where it can be seen the

Exhibit 5: Location of Fatal Accidents

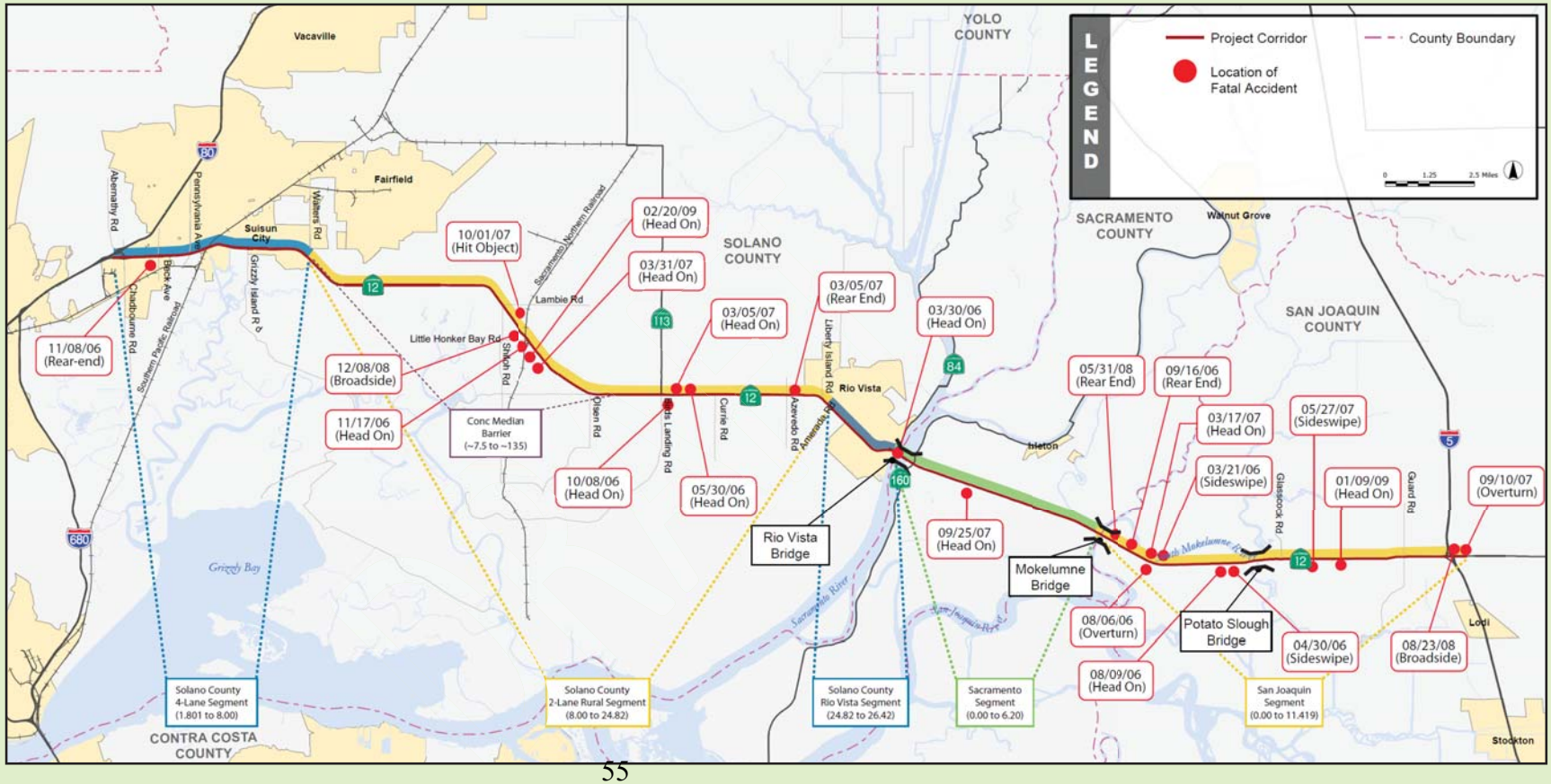


Exhibit 6: Accident Rates by Year

Segment	Accident Rates [1]				
	2006	2007	2008	2009 [2]	All Years [3]
Solano County, 4-Lane (I-80 to Walters)	1.10	1.68	1.51	1.09	1.42
Solano County, 2-Lane (Walters to Rio Vista)	0.75	0.45	0.58	0.72	0.65
Solano County, 2-Lane (Rio Vista)	1.43	0.63	0.55	0.44	0.89
Sacramento County, 2-Lane	1.18	0.70	0.60	0.66	0.87
San Joaquin County, 2-Lane	0.75	0.93	0.65	0.56	0.81
Total	0.92	0.94	0.86	0.77	0.94

Notes:
1 Reported accident rates are "accidents per million vehicle miles traveled."
2 Data does not cover entire year (January to June included).
3 AADT values used to calculate accident rates for individual analysis years were obtained from Caltrans Traffic Data Branch and may differ slightly from the AADT values used in the TASAS reports. As a result, the sum of reported accident rates for all three analysis years may be slightly different than the TASAS rate.

Exhibit 7: Head-on Accidents

Segment	Before Safety Enhancements [1]			After Safety Enhancements [2]		
	Head-On	Fatal	Injury	Head-On	Fatal	Injury
Solano County, 4-Lane (I-80 to Walters)	4	0	3	4	0	1
Solano County, 2-Lane (Walters to Rio Vista)	8	5	2	4	1	3
Solano County, 2-Lane (Rio Vista)	1	0	0	0	0	0
Sacramento County, 2-Lane	5	2	2	4	0	4
San Joaquin County, 2-Lane	7	2	3	4	1	3
Head-On Accidents Total	25	9	10	16	2	11
Other Accidents (Non-Head-On) Total	533 (Non-Head-On)	9	201	323 (Non-Head-On)	3	119
All Accident Totals	558 (All Accident Types)	18	211	339 (All Accident Types)	5	130

Notes:
1 18-month period prior to safety enhancement implementation is January 2006 through June 2007.
2 18-month period following safety enhancement implementation is January 2008 through June 2009.

fatal accidents most often occur on the two-lane rural sections of SR-12 in Solano and San Joaquin counties, and that head-on collisions are the most prevalent cause of fatalities.

Accident rates are expressed as accidents per million vehicle miles of travel. Exhibit 6 shows accident rates for various segments of SR-12. This information clearly indicates a decline in accident rates since enforcement was increased by CHP and operations and safety projects were implemented by Caltrans beginning in 2007. Over this period, fatal accidents dropped from 10 in 2006 to eight in 2007 and three in 2008.

HEAD-ON COLLISIONS

Head-on collisions have been a particular concern on the narrow SR-12 corridor because of the severity of these types of accidents. Of the 23 fatal accidents in the 3-1/2 years analyzed, 12 were head-on collisions. The short-term safety enhancements (centerline rumble strips, no passing zones, etc.) helped reduce head-on collisions.

Exhibit 7 depicts the total accidents for the 18 month period before the safety enhancements were implemented and for

the 18 month period after the enforcement and safety enhancements were in place. As can be seen, total accidents decreased from 558 to 339 over the two 18 month periods. Head-on accidents were reduced from 25 to 16. But most importantly, head-on accidents with fatalities were reduced from nine to two.

	Before Installation (36 Months)	After Installation (24 Months)
Total Accidents	38	41
Injury	16	8
Fatal	1[1]	2[2]
Cross Centerline Fatal	1[1]	0

Notes:
1 Driver allowed vehicle to drift to the right, overcorrected to the left, and then crossed into opposing lane.
2 1st fatality involved trailer/tractor vehicle travelling westbound hitting the end of the temporary barrier with rear wheel and flipping. 2nd fatality involved vehicle travelling eastbound being broadsided by vehicle that failed to stop at stop sign while travelling northbound on Shiloh Road.
Source: Caltrans TASAS accident data.

Exhibit 8: Accidents Before and After the Temporary Concrete Barrier Installation

EFFECTIVENESS OF CONCRETE BARRIERS

In October of 2007, a temporary concrete barrier was installed on the SR-12 centerline from Walters Road to Shiloh/Lambie Road. In the 24 months since the barrier was installed there have been no head-on collisions due to vehicles crossing the center line. The barrier has proven effective at mitigating head-on collisions, as shown in Exhibit 8.

In some circumstances, other barrier types may be appropriate. This could include fiberglass "channelizers" where there is insuffcient right-of-way or pavement width to allow for a concrete barrier. In addition, wood post and metal rail or open swale barriers may be appropriate in the future where there are issues of water movement or wildlife migration.

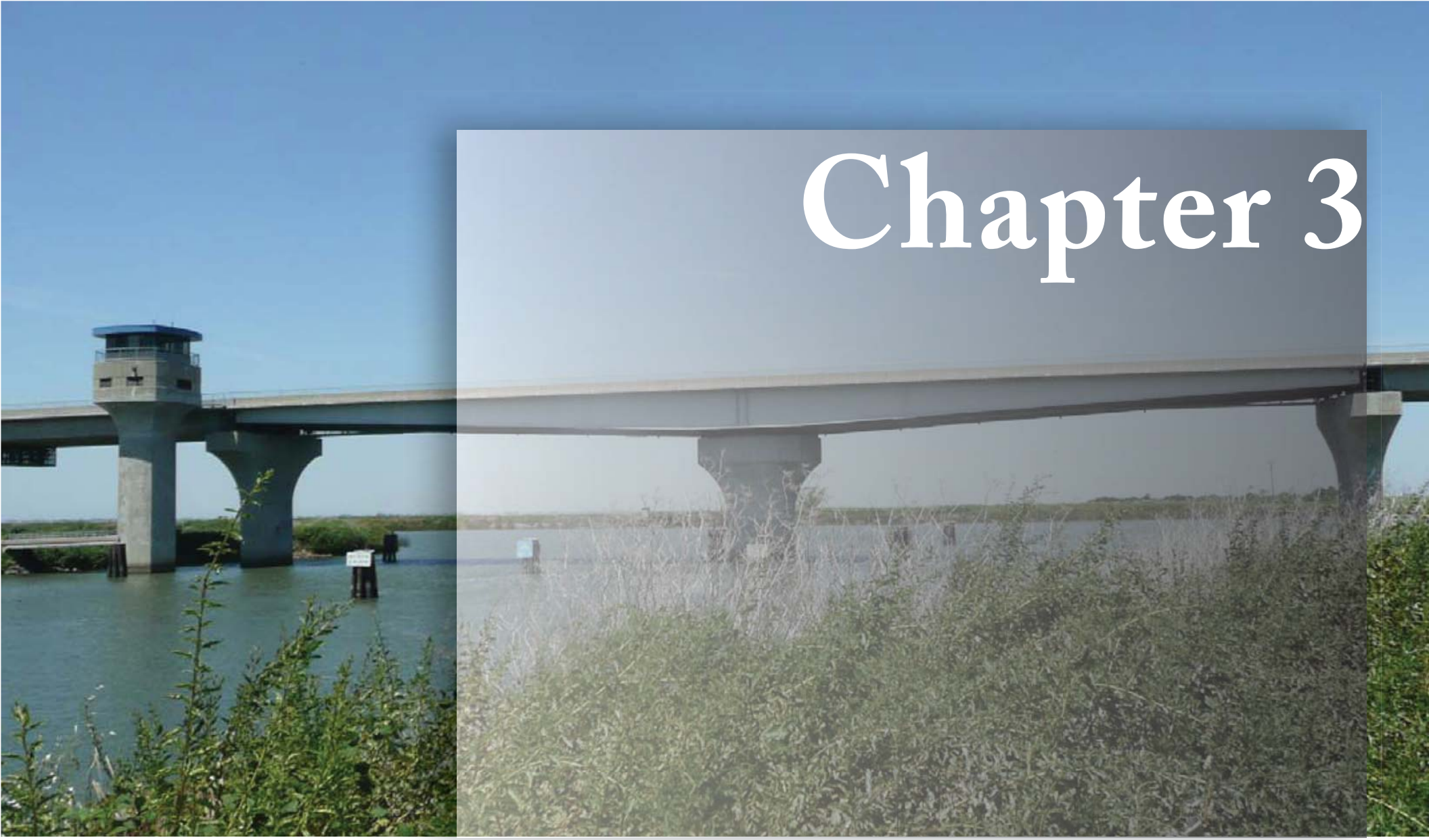
SAFETY CONSIDERATIONS FOR THE CMP

Improving safety is one of the consideration in the recommendations of the CMP for SR-12. The projects in this plan are the next steps after Caltrans completes the current operational, safety and rehabilitation projects along SR-12[2]. As such, each project that is recommended in the CMP will reduce traffic delay and provide for enhanced mobility and safety on the corridor. The principal goals incorporated in the CMP improvements are:

- The CMP projects should include improvements that reduce both recurrent (everyday) congestion and non-recurrent congestion. Strategies that mitigate non-recurrent congestion include ITS installations and additional capacity (lanes), when possible, that allow for traffic management options at incident locations.
- Projects that involve new construction, widening or reconstruction should be evaluated to determine if the horizontal and vertical alignment of SR-12 will improve sight distance and travel along the corridor.

2 Complete road closure of segments of SR-12 identified as Extreme Maintenance Operations to allow for simultaneous repairs and maintenance efforts by Caltrans crews are ongoing activities in the corridor.

- Projects that involve new construction, widening or reconstruction can be an opportunity to provide possible improvements, such as inside shoulders, 12’ travel lanes, and outside shoulders and/or fixed median barriers.
- Intersections that are improved should include left-turn pockets and right-turning lanes where appropriate. Where possible and appropriate, current sight distance standards will be met.



Chapter 3

Environment

SR-12 passes through a highly and considerably sensitive landscape containing protected environmental resources including watersheds, rich farmland and a wide variety of sensitive species. Between Rio Vista and I-5, SR-12 traverses the California Delta; an invaluable resource serving as a water source for more than two-thirds of the State's population and home to many species of fish, birds, mammals, and plants. The Delta also supports agricultural and recreational activities, attracting upwards of 12 million recreational visitors annually for water-based recreation such as fishing, sailing, and water-skiing.

Protecting and maintaining these rich and diverse resources from man-made impacts is a challenge. In addition, nearly the entire corridor is subject to the threat of natural impacts including sea-level rise and the area critically depends on its more than 1000 miles of levees for protection.

An environmental scan of the SR-12 Corridor was conducted in April of 2011. The purpose of the scan was to provide a high-level overview of known environmental resources and potential constraints on the development of transportation improvement strategies in the corridor. The environmental scan relied on information from GIS and resource agency databases, a review of aerial photography, and existing environmental documentation for recently approved projects in the corridor. Information on environmental resources in the portion of the corridor between SR-29 and I-80 can be found in the Initial Study/ Environmental Assessment prepared for the Jameson Canyon Project.[1]

Key findings from the scan are summarized in this chapter. Exhibit 9 presents a high level overview of the environmental factors and constraints that were considered in the preparation of the CMP. These constraints can potentially add significant project costs due to the requirement for the development and implementation of appropriate mitigation measures; project design requirements and/or construction techniques to avoid impacts; and/or construction timing restrictions imposed by permitting agencies.

DELTA-FACTS*

Levees (total mileage, 1987): 1,100

Water Supply: Drinking water for 25 million people

Agriculture: Average Annual Gross Value totals more than $2 billion.

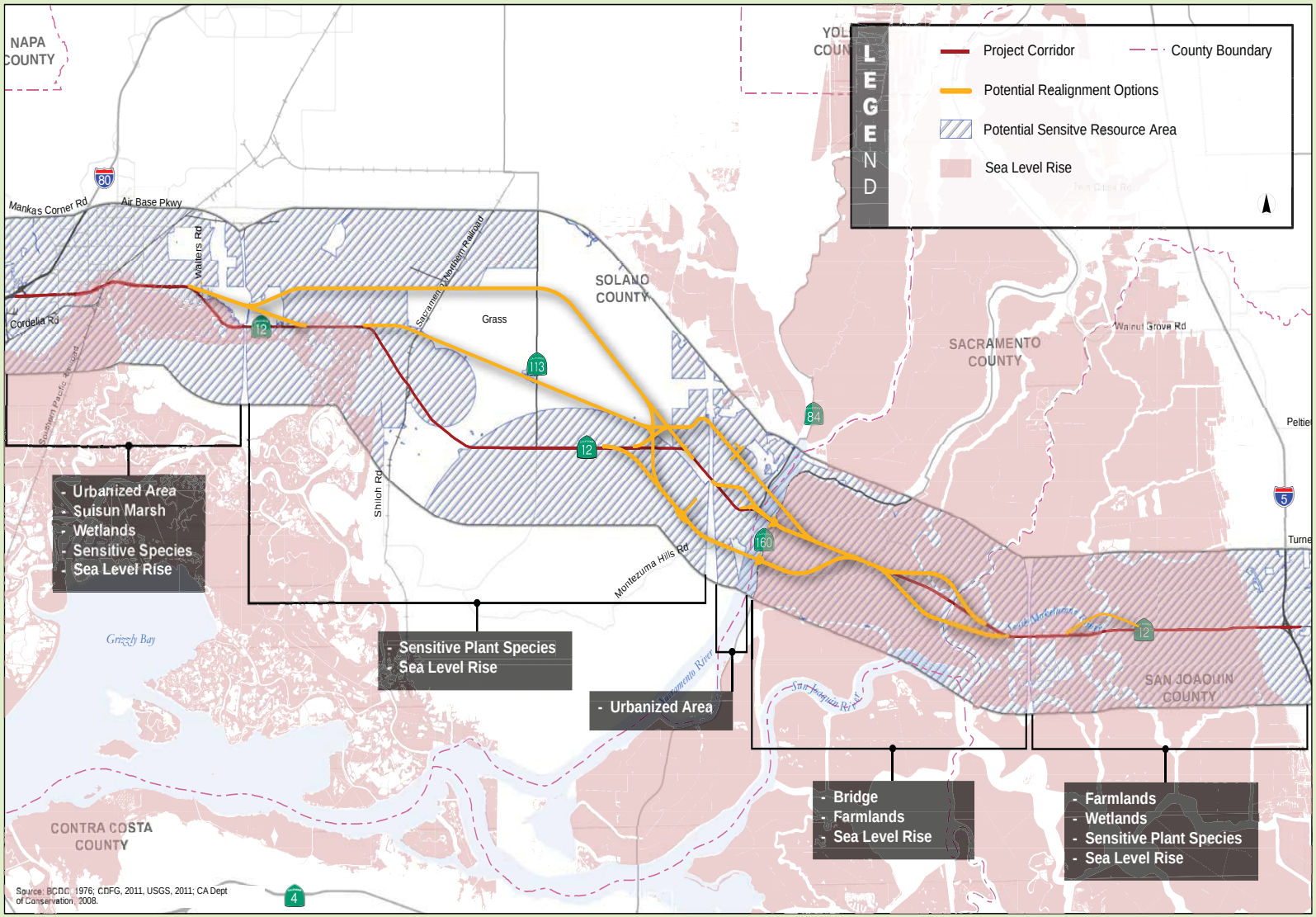
Wildlife: 52 mammals, 22 reptiles and amphibian species, 225 birds, 54 species of fish.

Recreation: Over 12 million visitors annually and 57,000 acres of navigable waterways.

*** Sacramento San-Joaquin Delta http://www.delta.ca.gov/res/docs/Sacto-SanJoaqin_fact.pdf**

[1] State Route 12 Jameson Canyon Road Widening & State Routes 29/12 Interchange Project Initial Study-Mitigated Negative Declaration (CEQA) and Environmental Assessment with Finding of No Significant Impact (NEPA) (January 2008).

Exhibit 9: Overview of Environmental Constraints



BIOLOGICAL RESOURCES

Wetlands and Waters of the U.S.

Wetlands and waters of the U.S. are protected under Sections 401 and 404 of the Federal Clean Water Act which are administered by the Regional Water Quality Control Board (RWQCB) and the U.S Army Corps of Engineers (USACE), respectively. Lakes, streams and rivers receive additional protection under the California Fish and Game Code. To the extent feasible, projects in the corridor should be designed such that all encroachment of any wetlands or waters of the U.S. are avoided. If these wetlands and other waters cannot be avoided then Certification from the RWQCB and permits from USACE are required to address mitigation for any proposed impacts.

Vernal pools and seasonal wetlands are primarily restricted to the alignment west of Rio Vista with the highest concentration between Fairfield/Suisun City and SR-113. These features occur in relatively undisturbed grassland habitat, but may persist in areas with historic disturbance such as along roadsides, railroads and fallow agricultural fields.

Freshwater marsh occurs at various locations along the corridor, and is typically associated with streams, rivers and sloughs crossing the corridor, but can occur in association with irrigation canals and reservoirs. While some freshwater marsh occurs in channels west of the Sacramento River, the greatest concentration of this habitat along the corridor occurs east of the Sacramento River with notable examples along Jackson Slough and in irrigation canals between Guard Road and I-5.

Threatened and Endangered Species

Habitats in the corridor consist of urban (developed and/or landscaped), non-native annual grassland, vernal pool grasslands, alkaline seasonal wetlands, freshwater marsh, saline/alkaline marsh, riparian, agricultural (row crops), and agricultural (orchards). These habitats potentially support a variety of plant and wildlife species known from the region that are protected under either the California Endangered Species Act (CESA), and/or the Federal Endangered Species Act (FESA).

A total of 30 state- or federally-listed threatened or endangered species have the potential to occur in the corridor. To the extent feasible, projects in the corridor should be designed such that all encroachment on habitat for any of these species is avoided. If habitat for any of these threatened or endangered species cannot be avoided, then a permit under either CESA or FESA (or both) must be obtained prior to any disturbance. A list of these species may be seen in Exhibit 10.

Exhibit 10: State or Federal Threatened and Endangered Species

Plants	
Showy Rancheria clover (*Trifolium amoenum*)	Suisun thistle (*Cirsium hydrophilum* var. *hydrophilum*) (species and its proposed critical habitat)
Mason's lilaeopsis (*Lilaeopsis masonii*)	Keck's checkerbloom (*Sidalcea keckii*)
Contra Costa goldfields (*Lasthenia conjugens*) (species and its critical habitat)	Soft bird's-beak (*Cordylanthus mollis* ssp. *mollis*) (species and its proposed critical habitat)
Invertebrates	
Vernal pool tadpole shrimp (*Lepidurus packardi*) (species and it's critical habitat)	Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*)
Delta green ground beetle (*Elaphrus viridis*) (species and its critical habitat)	Vernal pool fairy shrimp (*Branchinecta lynchi*) (species and its critical habitat)
Conservancy fairy shrimp (*Branchinecta conservatio*) (species and its critical habitat)	Callippe silverspot butterfly (*Speyeria callippe callippe*)
California freshwater shrimp (*Syncaris pacifica*)	
Fish	
Delta smelt (*Hypomesus transpacificus*) (species and it's critical habitat)	Green sturgeon (Acipenser medirostris)
Central Valley steelhead (*Oncorhynchus mykiss*) (species and its critical habitat)	Central Valley spring-run Chinook salmon (*Oncorhynchus tshawytscha*) (species and its critical habitat)
winter-run Chinook salmon, Sacramento River (*Oncorhynchus tshawytscha*) (species and its critical habitat)	
Amphibians	
California tiger salamander (*Ambystoma californiense*) (species and its critical habitat)	California red-legged frog (*Rana draytonii*) (species and its critical habitat)
Reptiles	
Giant garter snake (*Thamnophis gigas*)	
Birds	
California clapper rail (Rallus longirostris obsoletus)	California black rail (Laterallus jamaicensis coturniculus)
Mountain plover (Charadrius montanus)	Swainson's hawk (*Buteo swainsoni*)
California brown pelican (Pelecanus occidentalis californicus)	California least tern (Sternula antillarum (=Sterna, =albifrons) browni)
Northern spotted owl (Strix occidentalis caurina)	
Mammals	
Salt-marsh harvest mouse (*Reithrodontomys raviventris*)	Riparian brush rabbit (Sylvilagus bachmani riparius)

Source: CNDDB and USFWS, 2011.

Critical Habitat

Portions of the corridor have been designated critical habitat for delta smelt, delta green beetle, vernal pool fairy shrimp, vernal pool tadpole shrimp, California tiger salamander, and Contra Costa goldfields. Work in proximity to these areas could be subject to coordination with the U.S. Fish and Wildlife Service (USFWS) and/or National Oceanic and Atmospheric Administration Fisheries.

Sensitive Species of Special Concern

50 special-status species and five sensitive natural communities have the potential to occur in the region surrounding the corridor. To the extent feasible, projects in the corridor should be designed such that all encroachment on habitat for any of these species is avoided. If habitat for any of these threatened or endangered species cannot be avoided, permits or other approvals must be obtained from the USFWS, and/or the California Department of Fish and Game (CDFG) prior to any disturbance.

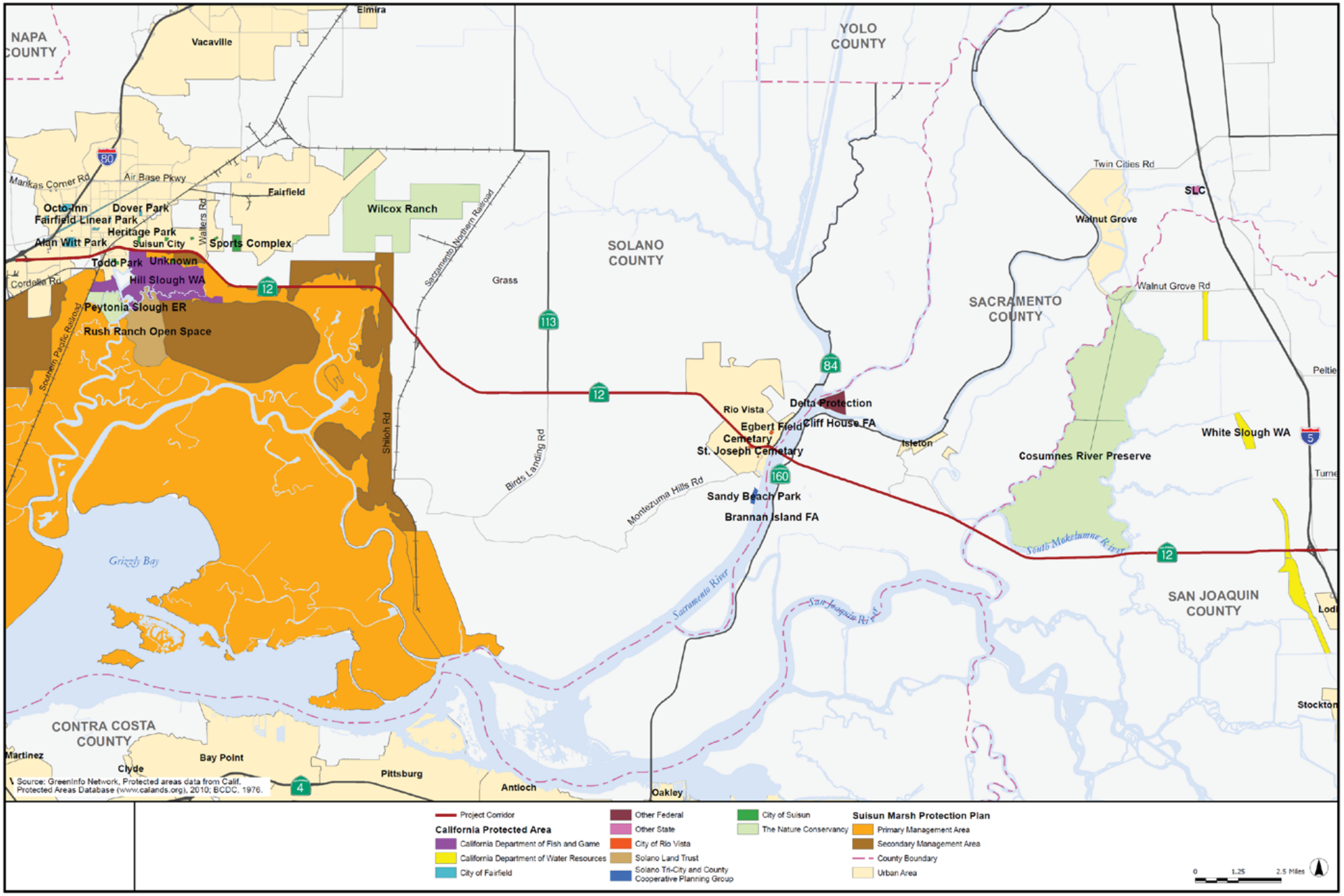
Invasive Species

Ground disturbance related to road improvements along the corridor could promote the proliferation and spread of one or more invasive species. If it is determined that road improvements along the corridor could promote the spread of invasive species, preventative measures should be taken. Such measures could include, but not be limited to, controlled burns prior to ground disturbance, herbicide use prior to ground disturbance, and the careful removal and disposal of mature invasive species prior to construction disturbance.

LAND USE

Protected Areas

Protected areas are shown in Exhibit 11 and include the Suisun Marsh, parks, managed wildlife areas, and preserves. These areas are potential Section 4(f) resources. Federally-funded transportation projects that require the acquisition of right-of-way from these areas will be required to demonstrate that there is no prudent and feasible alternative to the acquisition. In addition, work in the Primary Management Area of the Suisun Marsh could be subject to the Bay Conservation and Development Commission approval.


NAPA COUNTY
Vacaville
Elmira
YOLO COUNTY
SOLANO COUNTY
SACRAMENTO COUNTY
SAN JOAQUIN COUNTY
CONTRA COSTA COUNTY
Fairfield
Wilcox Ranch
Octo-Inn
Dover Park
Fairfield Linear Park
Heritage Park
Alan Witt Park
Suisun City
Sports Complex
Todd Park
Unknown
Hill Slough WA
Peytonia Slough ER
Rush Ranch Open Space
Grass
Rio Vista
Egbert Field
Cemetery
St. Joseph Cemetery
Delta Protection
Cliff House FA
Isleton
Sandy Beach Park
Brannan Island FA
Walnut Grove
SLC
Cosumnes River Preserve
White Slough WA
Grizzly Bay
Sacramento River
South Mokelumne River
San Joaquin River
Martinez
Clyde
Bay Point
Pittsburg
Antioch
Oakley
Stockton
Lodi
Source: GreenInfo Network, Protected areas data from Calif. Protected Areas Database (www.calands.org), 2010; BCDC, 1976.
Project Corridor
California Protected Area
California Department of Fish and Game
California Department of Water Resources
City of Fairfield
Other Federal
Other State
City of Rio Vista
Solano Land Trust
Solano Tri-City and County Cooperative Planning Group
City of Suisun
The Nature Conservancy
Suisun Marsh Protection Plan
Primary Management Area
Secondary Management Area
County Boundary
Urban Area
0 1.25 2.5 Miles

Farmland

The majority of the corridor in Sacramento and San Joaquin counties passes through lands designated as Prime Farmland by the Farmland Mapping and Monitoring Program. Federal acquisition of right-of-way in this portion of the corridor could require coordination with the Natural Resources Conservation Service.

The SR-12 corridor also passes through, or runs adjacent to, properties that are under active Williamson Act contracts. Acquiring the land under contract, or portions of the land, would require contract cancelation. Specific findings would be required that there are no proximate non-contracted lands available and suitable for the proposed use or, that development of the contracted land would provide more contiguous patterns of urban development.

Socioeconomic/Community Impacts

All projects involving a federal action (funding, permit, or land) must comply with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Of the 11 Census tracts in the corridor, five environmental justice communities were identified based on population and one environmental justice community was identified based on population and income. These five communities are all in the census tracts at the western end of the corridor in Suisun City and Fairfield. All federally-funded projects proposed within these census tracts would require further analysis to ensure compliance with Executive Order 12898.

Historical/Cultural Resources

As part of the environmental scan, multiple cultural resource background studies were conducted for the project corridor; the project corridor is defined here as approximately 150 feet on either side of SR-12. Record searches were conducted at the Northwestern Information Center for Solano County; North Central Information Center for Sacramento County; and at the Central California Information Center for San Joaquin County. These searches included the National Register of Historic Places (NRHP); the California Register of Historical Resources (CRHR); California Inventory of Historic Resources; California Historical Landmarks; California Points of Historical Interest; the Caltrans State and Local Bridge Survey; previously recorded resources; previous studies; and historical maps as appropriate.

Based on the results of the background research conducted within the project corridor, the majority of cultural resources (described below) within the project corridor represent extant historic-era agricultural and engineering structures. No prehistoric archaeological sites have been previously identified within the project corridor. In sum, background research identified 24 previously recorded historic-era resources within the project corridor; 130 previous studies; two NRHP historic properties/CRHR historical resources (both bridges); and at least four resources that should be recorded prior to project implementation by cultural resource specialists that meet Caltrans Professionally Qualified Staff (PQS) standards.

The majority of cultural resources (described below) within the project corridor represent extant historic-era agricultural and engineering structures. No prehistoric archaeological sites have been previously identified within the project corridor. In sum, background research identified 24 previously recorded historic-era resources within the project corridor; 130 previous studies; two NRHP historic properties/CRHR historical resources (both bridges); and at least four resources that should be recorded prior to project implementation by cultural resource specialists that meet Caltrans PQS standards.

Of particular concern are the designations of the Rio Vista and Mokelumne River bridges. The Rio Vista Bridge was originally constructed in 1944 and is a steel truss vertical lift-style drawbridge, the longest in the Delta region. Although this resource is designated as not eligible for listing on the NRHP on the Caltrans Historic Bridge Inventory (2010), it appears to be of local significance and the State Office of Historic Preservation Directory has determined that it needs to be re-evaluated.

The Mokelumne River Swing Truss Bridge represents the only historic property within the San Joaquin section of the corridor. The bridge was built in 1942 was found eligible for listing on the NRHP by Caltrans in 2001 (Supernowicz 2000). This eligibility determination also makes the bridge a historical resource for the CRHR.

Hydrology

The corridor lies within a large drainage area where numerous drainages convey surface runoff that ultimately discharges into the Sacramento River, San Joaquin River, Mokelumne River, Suisun Marsh, and Suisun Bay. Development of projects in the corridor could cross these numerous water courses and result in additional runoff through the creation of new impervious surfaces.

Corridor improvements would occur within extensive areas subject to 100-year flood hazards and sea-level rise inundation. In several areas, the flood depth water surface elevation has been identified and the road surface could be elevated to above the flood elevation. Regardless, because water courses in the area are subject to tidal conditions, sea-level rise could exacerbate flood hazards.

Appropriate hydraulic/hydrologic studies will need to be conducted in order to determine effects of future projects. A Location Hydraulic Study, Summary Floodplain Encroachment Report, and Floodplain Evaluation Report will need to be prepared in order to determine and assess the amount of runoff generated and the effects on existing drainage facilities. The amount of floodplain fill and effects on flood storage capacity and flood flow conveyance will also need to be identified. This will require hydrologic and hydraulic modeling of water crossing structures and displacement of floodplain storage effects.

Water Quality

The corridor passes through several watersheds and two Regional Water Quality Control Board jurisdictions. Runoff from the corridor drains through sloughs, ditches, canals, and other drainages including impaired receiving waters. Because the corridor drains to impaired receiving waters, construction and operation of new projects could affect water quality and a Caltrans Water Quality Assessment Report would be required to identify potential risks to water quality.

In compliance with Caltrans and State Non-Point Discharge Elimination System, a Storm Water Data Report would also be required and stormwater quality Best Management Practices incorporated into project design. Prior to construction of any project improvements, a Storm Water Pollution Prevention Plan would also be required. Construction of projects resulting in fill of wetlands, alteration of drainages, and structure crossings of major channels and flood control features would require a USACE 404 permit, Clean Water Act Section 401 water quality certification, and CDFG Streambed Alteration Agreement.

Soils

The geology and geotechnical conditions for a majority of the corridor, especially in the Sacramento-San Joaquin River Delta area, present many issues as the Delta soils, which consist of peat and clay layers, are highly compressible. Roadways built over these soil conditions are subject to settlement and require long-term maintenance to address pavement cracking, deterioration, and decreased service life.

Highly compressible soils throughout segments of the corridor will require specialized geotechnical engineering solutions to allow for roadway construction and other improvements that may be identified as part of the mitigation strategies for the corridor.

Geology

The organic rich soils of the Sacramento-San Joaquin Delta islands are subsiding at average rates as rapid as 4.8 cm/yr (1.9 inches per year). The SR-12 corridor between the Rio Vista Bridge and Potato Slough Bridge crosses some of the most rapidly subsiding portions of the Delta. Brannon Island (Rio Vista Bridge to Mokelumne Bridge) is now between 2.00 and 2.99 m (6.6 and 9.8 feet) below sea level and is expected to be between 3.00 and 3.99 m (9.8 and 13.1 feet) below sea level by 2050. Bouldin Island (Mokelumne Bridge to Potato Slough Bridge) is more than 5.00 m (16.4 feet) below sea level and could be more than 6.92 m (22.7 feet) below sea level by 2050. Terminus Tract (Potato Slough Bridge to I-5) is relatively stable at 1.00 to 1.99 m (3.3 to 6.5 feet) below sea level.[2] Subsidence of these soils will have major impacts on the design and cost of transportation projects in the corridor.

The San Francisco Bay and Sacramento-San Joaquin Delta areas are in a seismically active region near the boundary between two major tectonic plates, the Pacific Plate to the southwest and the North American Plate to the northeast. These two plates move relative to each other in a predominantly lateral manner, with the San Andreas Fault Zone at the junction. The Pacific Plate, on the west side of the fault zone, is moving north relative to the North American Plate on the east. The relative movement between the Pacific and the North American Plates generally occurs across a 65-mile zone extending from the Point Reyes Fault about 50 miles west of Fairfield to the Great Valley Thrust Belt about 15 miles east of Fairfield.

Paleontology

Paleontological resources are protected by federal regulation under the 1906 Federal Antiquities Act. Database searches of the University of California Museum of Paleontology to identify previously reported vertebrate fossil finds in Solano, Sacramento, and San Joaquin counties indicate nearly the entire SR-12 corridor has high potential for the discovery of these paleontological resources. A Paleontological Resources Monitoring and Mitigation Program may be necessary, if excavation in the

2 Mount, J. and R. Twiss. 2005 (March). Subsidence, Sea-level Rise, and Seismicity in the Sacramento-San Joaquin Delta. California Bay-Delta Authority Science Program: San Francisco Estuary & Watershed Science. Vol 3, Issue 1, Pages 9 and 11.

SR-12 corridor is expected to disrupt deposits that are highly sensitive with respect to paleontological resources.

Hazardous Waste

There are various sites within the SR-12 corridor that are under the oversight of the San Francisco Bay Area Regional Water Quality Control Board for hazardous waste cleanup. Due the presence of known hazardous waste sites and the potential for unknown sites in the corridor, Phase I Environmental Site Assessments (ESA) would be required during the PA/ED phase of transportation projects proposed in the corridor. Depending on the results of the Phase I ESA, Phase II ESAs may be required, as well as the adoption of mitigation and minimization measures to protect workers and the public during construction activities.

Noise

For highway transportation projects with Federal Highway Administration (FHWA) involvement, the Federal-Aid Highway Act of 1970 and the associated implementing regulations govern the analysis and abatement of traffic noise impacts. The SR-12 corridor includes a number of receptors that could be impacted by improvements within the corridor. Noise levels for residential, commercial, and church uses within the corridor would need to be compared to the FHWA Noise Abatement Criteria to determine if abatement measures must be considered.

Climate Change/Sea-Level Rise

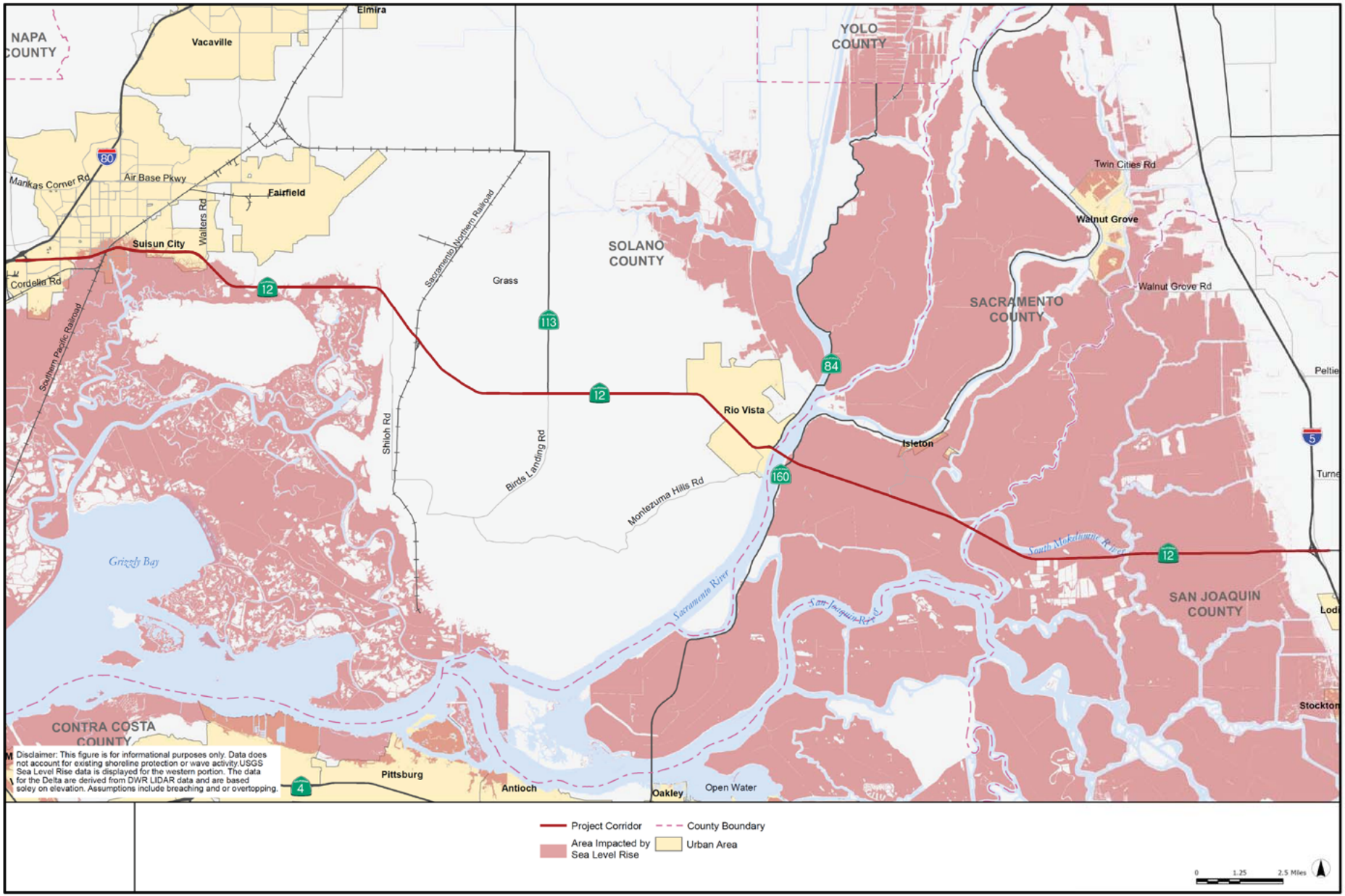
Sea-level rise is a well documented impact of climate changes and the California coastline will experience rising sea levels over the next century unless emissions of greenhouse gases are dramatically reduced from current levels.

Exhibit 12 shows projected sea-level rise inundated areas along the corridor. Towards the western end of the corridor in the vicinity of Suisun City and Fairfield, the sea-level rise inundated areas and the impact of these will need to be evaluated using the latest Caltrans guidance[3] to determine what, if any, mitigation should be included as part of a proposed project.

Sea-level rise, unless mitigated, is also expected to inundate the Delta areas of Sacramento County and San Joaquin County. Managing the issue and consequences of the sea-level rise in the Delta is much

[3] Guidance on Incorporating Sea-Level Rise – For use in the planning and development of Project Initiation Documents, Caltrans Climate Change Workgroup and the HQ Divisions of Transportation Planning, Design and Environmental Analysis (May 2011).

Exhibit 12: Sea-Level Rise Inundated Area



bigger than addressing elevation of SR-12 and needs to be addressed comprehensively through plans for levee improvements that will address long-term viability of this area for both existing and projected sea levels.

Visual Aesthetic

According to Caltrans, SR-12 is not on the state list of eligible or officially designated Scenic Routes. In addition, there are no known recognized scenic viewpoints or resources in the corridor. However, projects proposed in the corridor will require analysis to demonstrate compatibility with the existing visual landscape in the corridor.

As described in this environmental resources scan, the SR-12 corridor passes through an area containing considerable environmental constraints, including human, natural, and physical. Each of these constraints has the potential to limit the range of alternative transportation improvements available for implementation in the corridor. This limitation is primarily due to potential constraints on the acquisition of new right-of-way from sensitive and protected land uses.

Any projects that do require right-of-way acquisition will require extensive coordination with the appropriate agencies during the planning and environmental phases of project development to demonstrate that all efforts have been made to avoid and minimize such acquisitions. This coordination must be taken into account when determining the schedules for the planning (PID and PA/ED), design, and construction phases of projects in the corridor. The environmental constraints in the corridor may also have a significant effect on project costs. Costs could escalate due to the requirement for the development and implementation of appropriate mitigations measures; project design requirements and/or construction techniques to avoid impacts; and/or construction timing restrictions imposed by permitting agencies.

Chapter 4

SR-12 Today

Along the 55-mile length of the corridor, SR-12 passes through a diverse setting that includes urbanized communities, cities, rural settlements, agriculture and recreational areas. SR-12 crosses two major Interstate routes (I-80 and I-5), three State Routes (SR-113, SR-84, and SR-160), two railway lines (Union Pacific and Sacramento Northern), navigable water bodies with three movable bridges (Sacramento River Crossing at Rio Vista Bridge, Mokelumne Bridge, and Potato Slough Bridge) and numerous at-grade and grade separated intersections.

The characteristics of SR-12 vary as much as the environment it passes through. Along this 55-mile stretch, the road is classified as an expressway and conventional highway. The cross-section varies between two and four lanes with varying speed limits that range from 35 mph in Rio Vista to 55 mph in more rural sections. Traffic volumes vary as well from 9,500 vehicles per day in rural Solano County to 42,000 vehicles per day passing through Fairfield and Suisun City. The percentage of truck traffic varies between 7 and 14 percent of the daily traffic volume which equates to between 950 and 3,750 trucks per day on segments of SR-12.

With the exception of the Fairfield/Suisun City areas, there are no parallel highways or routes that offer an east-west travel option. SR-12 is the primary east-west travel way between northern San Joaquin County communities such as Lodi, and Solano County communities such as Fairfield and Suisun City. SR-12 is also the only east-west commuting option for the City of Rio Vista. The lack of competitive alternative routes demonstrates the importance of SR-12 and how prolonged traffic congestion and emergency incidents can impose significant delay to those who travel the corridor.

This chapter describes existing conditions along the SR-12 corridor including geometric characteristics, movable bridge operations which have a significant effect on the corridor, traffic volumes, corridor performance and other transportation systems considerations such as transit service. Planned and programmed improvements including those recently completed or underway are also identified.

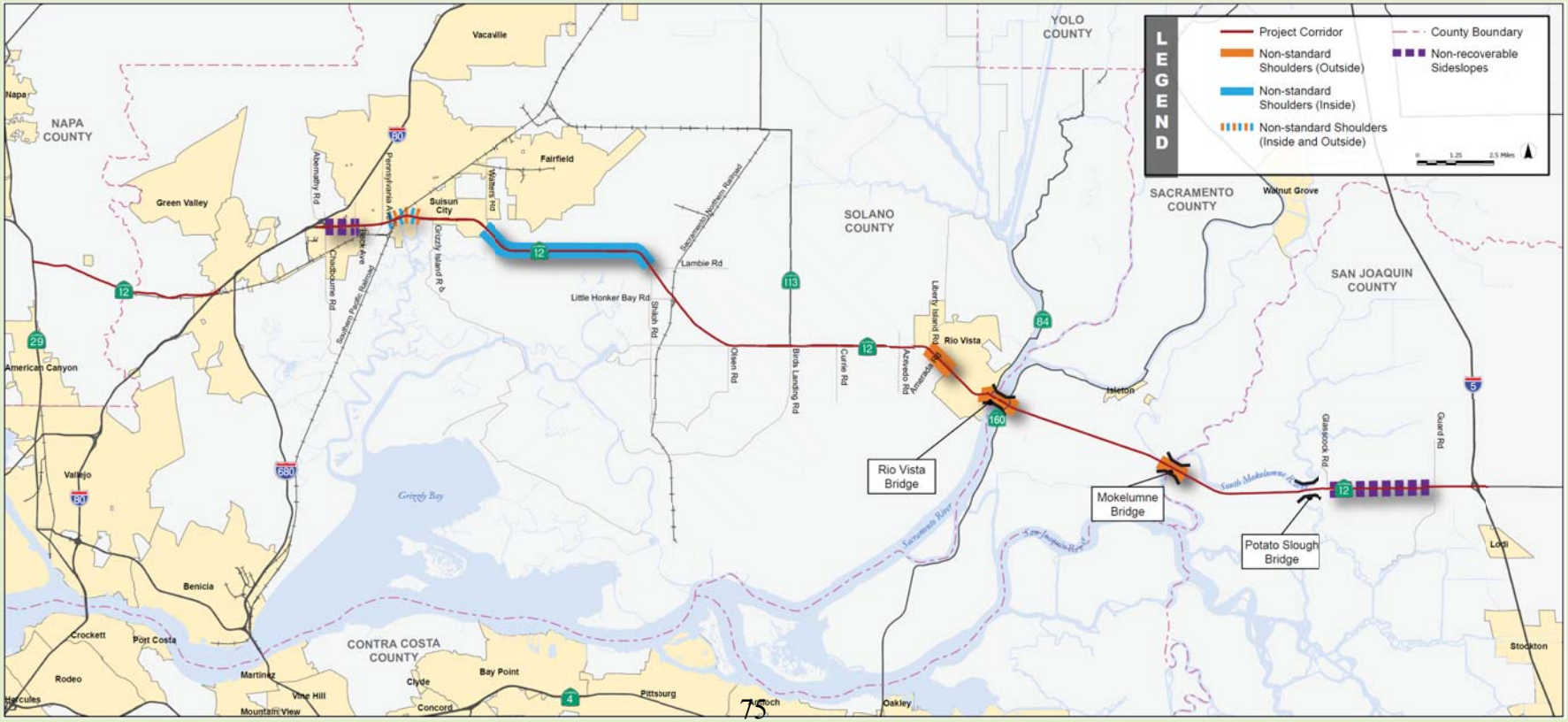
GEOMETRIC EVALUATION

Existing geometry was evaluated throughout the corridor with respect to horizontal alignment (curvature), vertical alignment (hills and grades) and cross-section elements (shoulders, lanes and median treatments). This evaluation was conducted at the start of this study in November 2010. There have been changes along the corridor since that date. Most notably, Caltrans has completed the SR-12 Rehabilitation Project in rural Solano County (Solano EA 04-0T10U) and construction is beginning on the multi-lane Jameson Canyon Project. Exhibit 13 highlights areas where the cross-sections along SR-12 could be improved by providing wider shoulders or improved grading on side slopes.

Jameson Canyon Segment (PM 0-3.3 Napa, PM 0-2.75 Solano)

Today, the Jameson Canyon section of SR-12 is a two-lane conventional highway between SR-29 and I-80 with additional truck climbing lanes at each end of this segment. In its existing configuration, the

Exhibit 13: SR-12 – Segments Where Cross-Sections Could Be Improved



Jameson Canyon section does not meet current Caltrans standards for shoulder width and there are lengths along this section where both the horizontal and vertical alignments do not meet the criteria for a 55 mph design speed.

Construction has started on the SR-12 Jameson Canyon Project (Napa EA 04-264134, Solano EA 04-264144) which will widen and upgrade this segment of SR-12 to a four-lane conventional highway. The project includes a new concrete median barrier and full standard inside and outside shoulders. A Class II bicycle lane will be provided for the entire eastbound direction of Jameson Canyon and, where feasible, in the westbound direction. Intersections will be upgraded to include additional left and right turn lanes. The horizontal and vertical alignment will be improved to a 55 mph design speed. This project is expected to be completed in 2013.

Solano Urban Segment (PM 1.8–7.8)

The Solano urban segment is a four-lane facility passing through the cities of Fairfield and Suisun City. Although the roadway is classified as both an expressway and a conventional highway, the typical section is generally four lanes, with full standard inside and outside shoulders, and either a median concrete barrier (I-80 to Marina Boulevard) or depressed median (Marina Boulevard to Walters Road). Standard outside shoulders are 10 feet, and inside shoulders are five feet or wider. The bridges crossing over Webster Street and the Union Pacific Railroad have narrow shoulders and the adjacent roadways between Webster Road and Marion Boulevard have shoulders below current standards.

This segment has the only bicycle path within the study area. The Central County Bikeway, a Class I bicycle facility, extends from the Union Pacific Railroad to Walters Road on the north side of SR-12. This path ties into the City of Suisun City's local streets near the railroad tracks and consists of an eight- to ten-foot wide concrete path. There are no near-term plans to improve this section of SR-12, although in the long-term, it is proposed to be improved as part of Phase 2 of the I-80/I-680/SR-12 Interchange Project.

Solano Rural Segment (PM 7.8–24.82)

The safety enhancement implementation and recently-completed SHOPP project have improved safety along a majority of this segment. There is a concrete median barrier from just east of Walters Road to just west of Shiloh/Lambie Road. In this section there is no inside shoulder adjacent to the median barrier, but there are standard eight-foot outside shoulders.

East of Shiloh/Lambie Road to Currie Road, the SHOPP project upgraded the roadway to meet current standards and improved horizontal and vertical alignments. There are two passing lanes in each direction in this section. In passing lane locations, the existing shoulder is less than two feet wide.

East of Currie Road, the existing roadway consists of two lanes, centerline rumble strip with channelizers, and rumble strips on the outside shoulders where the width is at least eight feet. The outside shoulder widths vary between zero and eight feet, with much of this section from Currie Road to the City of Rio Vista having shoulders below current standards. Passing is not permitted in this section, except in the short passing lanes. The SR-12 Roadway Rehabilitation Project (West of Currie Road to Liberty Island Road, Solano EA 04-2A6200) SHOPP project will upgrade and rehabilitate this section of SR-12. Construction is scheduled to begin in 2013 and be completed in 2014.

Rio Vista Segment (PM 24.82 – 26.24)

The City of Rio Vista segment is primarily a two-lane conventional highway section with various turn lanes within the City of Rio Vista limits. This segment extends from Church Road to the Rio Vista Bridge. From Church Road to Drouin Drive, the cross section is two lanes with centerline channelizers and a zero- to two-foot outside shoulder. There are steep side slopes that extend from the edge of the shoulder.

From Drouin Drive to the Rio Vista Bridge, there are various right turn lanes, wide outside shoulders, and a center (two-way) left turn lane. There are numerous driveway accesses from adjacent businesses and parking is allowed in some locations along SR-12 within the City of Rio Vista limits. There are stretches of narrow, five-foot sidewalk along SR-12 in Rio Vista. This segment ends at the Rio Vista Bridge.

Sacramento Rural Segment (PM 0.0 – 6.2)

The Sacramento rural segment is a two-lane conventional highway that extends from the Rio Vista Bridge to the Mokelumne Bridge. This segment has mostly standard eight-foot shoulders with rumble strips, but there are several areas where the shoulders are approximately six feet wide. For most of this section, passing is allowed. In areas were passing is not permitted; there is a centerline rumble strip. There are numerous locations where the roadway has settled around cross drainage pipes causing humps to form in the roadway.

San Joaquin Rural Segment (PM 0.0 – 10.8)

The San Joaquin Rural segment is similar to the Sacramento segment and is a two-lane conventional highway from the Mokelumne Bridge to west of the I-5 interchange where the roadway becomes a four-lane conventional highway. There are standard eight-foot wide outside shoulders with rumble strips for most of the segment although there are several lengths that have narrow shoulders ranging from four to six feet in width.

The Bouldin Island Project (San Joaquin EA 10-0G800) will widen and rehabilitate SR-12 between Mokelumne Bridge and Potato Slough Bridge. These improvements will include full-width shoulders, six-foot inside shoulders, and the addition of a concrete median barrier. The SR-12 Improvements Project I-5 to Bouldin Island (San Joaquin EA 10-A8404) will improve the intersections of Tower Parkway, Glasscock Road, Correia Road, and North Guard Road. In addition, the project includes compaction of the existing soils and engineered lightweight fill that together are designed to address settlement and premature pavement failure due to the compressible Delta soils.

MOVABLE BRIDGES

There are three movable bridges along the 55-mile SR-12 corridor. The two oldest bridges – Rio Vista and Mokelumne River – frequently open for marine traffic and these operations result in lengthy delays at the bridge approaches. As the older two bridges were constructed around 70 years ago, more ongoing maintenance and repairs are required. Since these bridges were built, Caltrans standards have changed. Newly designed bridges would provide for pedestrian and bicycle access as well as appropriate shoulders to allow vehicles to pull to the side in case of emergency. The newest bridge at Potato Slough is opened by appointment only and has negligible impact on traffic operations along SR-12. Exhibit 14 summarizes the physical and operational features of the movable bridges.

Rio Vista Bridge

The Rio Vista Bridge crossing the Sacramento River was constructed in 1944 and has a clearance of 18 feet above ordinary high tide. Rio Vista is a lift bridge using counterweights to lift a 310-foot long section on the western half of the bridge. The total length of the bridge including approach structures is 2,890 feet. The bridge is operated 24 hours a day, seven days a week, and regularly opens for sailboats, tugboats, and large barges. The bridge is considered functionally obsolete because of the

lack of shoulders and is also structurally deficient due to the need for repairs to several elements of the bridge.

In 2010, the Rio Vista Bridge was opened approximately 100 times during peak months. This is about half of the opening frequency experienced in 2004 when this bridge cycled just over 200 times during peak months.

The reduction in openings is believed to be due to the economic conditions in 2009 and 2010 which resulted in fewer commercial and recreational vessels passing under the Rio Vista Bridge. Opening the Rio Vista Bridge often results in queues of 200 vehicles extending ¾ of a mile on the approaches and resulting in delays as long as 30 minutes.

As the gateway to the Port of West Sacramento, the Rio Vista Bridge is part of the M-580 Marine Highway Corridor that includes the San Joaquin River, Sacramento River, and connecting commercial navigation channels, ports, and harbors from Sacramento to Oakland. The United States Department of Transportation awarded the Ports of West Sacramento, Oakland, and Stockton a joint $30 million grant through the Transportation Investment to Generate Economic Recovery Grant program. This funding will enable the Ports of West Sacramento, Oakland, and Stockton to begin a Marine Highway, which will take 350 containers on each trip from the Valley to the Port of Oakland, reducing the number of drayage trucks on the already congested highways. The projected increase in shipping could benefit SR-12 by removing truck traffic, but will result in more frequent delays on SR-12 at the Rio Vista Bridge approaches.

Mokelumne River Bridge

The Mokelumne Bridge was constructed in 1942 and has a clearance of eight feet above ordinary high tide. This bridge is a center pivot swing drawbridge. The total length of the bridge including approach structures is 1,436 feet. According to the Caltrans Bridge operating staff, the Mokelumne River Bridge is the most frequently opened bridge in California. Because of the low clearance, the bridge has to open for almost all vessels on the Mokelumne River. The most common vessels are recreational motorboats, sailboats, and house boats. The bridge is considered functionally obsolete because of the narrow shoulders[1].

Similar to the Rio Vista Bridge, the frequency of openings has decreased from approximately 400 in peak months to around 220 openings. Openings at this bridge are estimated to produce queues in the range of 150 vehicles extending over ½ mile during peak travel times.

[1] The Mokelumne River was listed as functionally obsolete in 2010 when this information was first gathered. A review of the same source (the Federal Highway Administration National Bridge Inventory) in April 2012 now shows this bridge as structurally deficient and functional obsolete.

Potato Slough Bridge

The Potato Slough Bridge was constructed in 1991 and has a typical high-tide clearance of 35 feet. This bridge is a center pivot swing drawbridge. The total length of the bridge including approach structures is 2,980 feet. The bridge is opened by appointment only. The higher clearance allows most boats to pass underneath without the need to open the bridge. The bridge is rated as structurally deficient due to the need for repairs to the bridge deck and adjacent elements.

Exhibit 14: SR-12 Corridor Movable Bridges

Bridge	Year Built	Type	Typical High-Tide Clearance	Operation Schedule
Rio Vista Bridge	1944	Lift Bridge (Counterweights)	18'	24 hours/7 days
Mokelumne Bridge	1942	Swing Drawbridge (Pivot)	8'	May-Oct 6am-10pm Nov-Apr 9am-5pm 4 hours advance notice required
Potato Slough Bridge	1991	Swing Drawbridge (Pivot)	35' (Unimpaired)	On-call only (Opened 6 times in 2004) 4 hours advance notice required

PUBLIC TRANSPORTATION

While use of the SR-12 corridor is dominated by personal auto and commercial truck traffic, there is service by three transportation providers. Transit use along the SR-12 corridor is relatively low, but it does provide for important transportation needs. The local transit services provide good connections to the inner San Francisco Bay Area via Fairfield and Suisun Transit (FAST) Route 90 to the El Cerrito del Norte Bay Area Rapid Transit (BART) Station and transfers at the Suisun Amtrak Station to the Capitol Corridor Service, which also serves the Sacramento-Auburn area.

Delta Breeze Route 52 SR-160 Express also provides three round trips per day from Rio Vista to the Pittsburg/Bay Point BART Station. The major transit services operating in the corridor are bus routes provided by FAST, Rio Vista Delta Breeze, and South County Transit (SCT/LINK) in Galt. Exhibit 15 shows weekday transit service in the corridor.

Exhibit 15: Weekday Transit Service in the SR-12 Corridor

Transit Agency/Route	Average Weekday Ridership	Direction	Weekday Service			
			Hours	Frequency (in minutes)		
				Morning	Midday	Evening
Fairfield/Suisun Transit (FAST)						
Express Route 90	840	WB	4:10 AM - 7:30 PM	15-35	60	8-60
		EB	5:00 AM - 8:12 PM	17-43	60	9-33
Local Route 5	185	Circular Route	7:30 AM - 7:22 PM	30	30	30
Local Route 8	95	Circular Route	7:05 AM - 7:00 PM	60	60	60
Rio Vista Delta Breeze						
Route 50 SR-12 Express	20	EB	8:00 AM - 6:30 PM	1 trip	2 trips	2 trips
		WB	5:20 AM - 5:25 PM	3 trips	2 trips	1 trip
Route 52 SR-160 Express	5	NB	5:50 AM - 6:20 PM	1 trip	1 trip – Tuesday only(overlaps AM)	1 trip
		SB	7:00 AM - 7:20 PM	1 trip	1 trip – Tuesday only	1 trip
SCT/LINK						
Delta Route	20	EB	9:00 AM - 5:35 PM	Three round trips between Isleton and Lodi via SR-160 and SR-12		
		WB	10:15 AM - 6:10 PM			

Source: www.fasttransit.org; www.rio-vista-ca.com/transit; www.sctlink.com.

Notes:

1. Route 90 FAST ridership is based on FY 09/10 annual ridership from STA's Transit Program Manager.
2. SCT/LINK Delta Route daily ridership is based on average monthly ridership from STA/LINK. Additional service times to Galt at the beginning and end of day not shown in table.
3. Delta Breeze daily ridership is from July-September 2010, Rio Vista Delta Breeze Summary Report FY 2010-11.
4. FAST local route weekday ridership estimated from FY 09/10 annual ridership.

BICYCLE FACILITIES

The Central County Bikeway Class I bicycle facility extends from the Union Pacific Railroad to Walters Road on the north side of SR-12. It is the only dedicated bicycle facility along SR-12 today. Bicycle facilities planned for the corridor include:

- A 20-mile Class II bicycle lane or Class III bicycle route between the Rio Vista Bridge and Walters Road developed by improving shoulders along SR-12.

- Class II bicycle lane improvements along Jameson Canyon Road from Red Top Road to the Napa County Line as part of the Jameson Canyon (PM 0-3.3 Napa, PM 0-2.75 Solano) Project.
- A 0.6-mile Class I bicycle multi-use path along the north side of SR-12 from Marina Road to the Amtrak Station in Suisun City.

INTELLIGENT TRANSPORTATION SYSTEMS

The existing inventory of ITS infrastructure implemented along the SR-12 corridor is primarily located in the western segment of the corridor from I-80 to the Rio Vista Bridge. The existing ITS elements currently servicing the corridor include Portable Changeable Message Signs and Speed Radar Signs (or Driver Feedback Signs).

Proposed ITS improvements along the SR-12 corridor are mainly concentrated within the eastern segment of the corridor and would expand ITS coverage from the Rio Vista Bridge to I-5. Proposed improvements include the implementation of ITS features such as:

- Extinguishable Message Signs – at either approach of the Rio Vista Bridge;
- Changeable Message Signs – at the intersection of SR-12 and Jackson Slough Road; and
- Traffic Monitoring Stations – installed throughout the eastern segment of the corridor from the Rio Vista Bridge to N. Thornton Road just past I-5.

TRAFFIC CHARACTERISTICS

Traffic characteristics were evaluated at four representative locations along the SR-12 to assess daily variations in traffic volumes. A performance evaluation was conducted by analyzing bottleneck locations, queues, corridor travel times and intersection delays.

Eight data locations (four eastbound and four westbound) were chosen for this analysis. Data locations were chosen to represent typical traffic characteristics for various segments of the corridor. The locations chosen were:

- Between Beck Avenue and Pennsylvania Avenue – 4-lane urban segment located in Solano County.

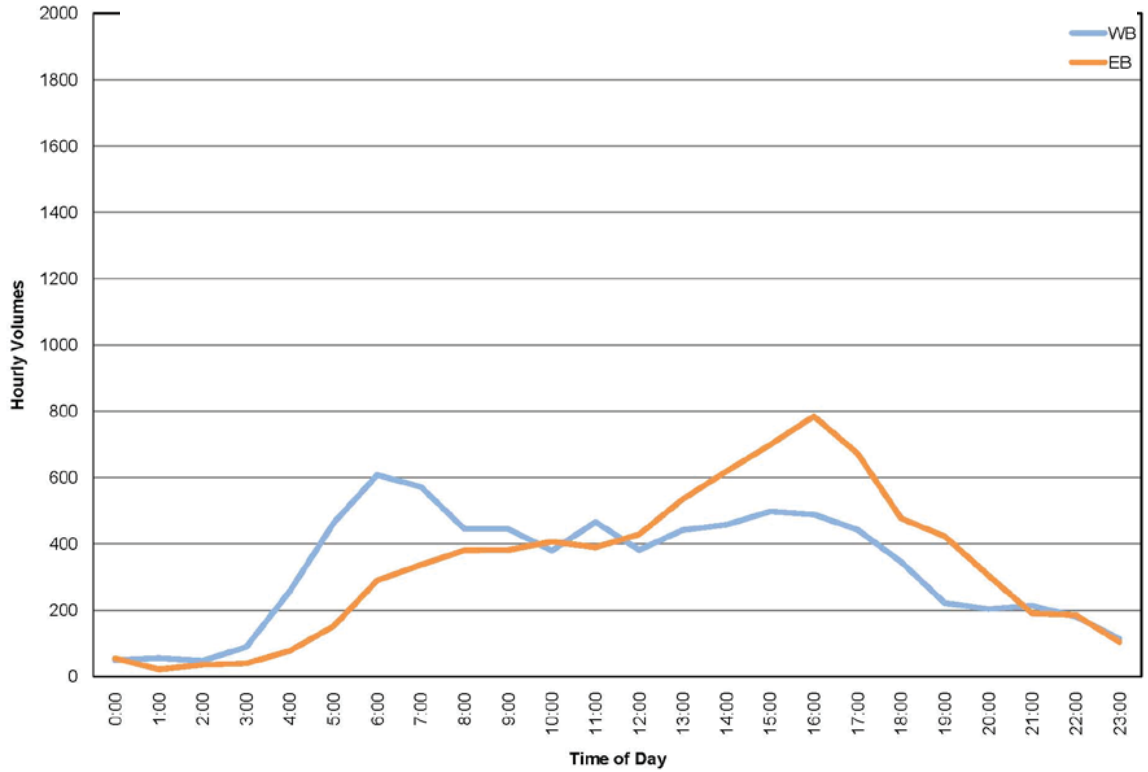
- Between Walters Road and Shiloh Road – 2-lane rural segment located in Solano County.
- Between SR-160 and Brannan Island Road – 2-lane rural segment located in Sacramento County.
- Between West Terminous Road and I-5 – 2- and 4-lane rural segment Located in San Joaquin County.

Hourly traffic volume was obtained from counts conducted in the last week of May and the first week of June 2010, and excluded the Memorial Day weekend days. AM counts were conducted from 5 am to 8 am and PM counts from 3 pm to 6 pm. The traffic count data collected in 2010 was compared to historic traffic data to determine if adjustments should be made to reflect seasonal variations or impacts of recession period economic conditions. This review indicated that on average, the 2010 traffic counts were 8% lower than those collected between 2005 and 2007. The traffic counts used for this evaluation were adjusted upwards accordingly.

Along much of the corridor the morning peak traffic concentrates generally westbound and the afternoon peak traffic generally eastbound. This relationship reverses towards the far eastern segment of the corridor as it approaches I-5.

The afternoon peak hour traffic is most often the highest, but in certain segments such as between Walters Road and Shiloh Road in Solano County, the difference in magnitude between morning and afternoon peak traffic is only slight. Exhibit 16 shows typical hourly traffic profiles for the SR-12 corridor.

Exhibit 16: Hourly Traffic Profiles between SR-160 and Brannan Road



Truck and Heavy Vehicle Traffic

Agricultural goods are transported on SR-12 to Napa County and beyond from the San Joaquin Valley and Delta area. SR-12 is also a Department of Defense truck route and part of the federal Surface Transportation Assistance Act with a designation as a terminal access route. SR-12 provides the most direct route for high priority shipments between the Department of Defense Logistics Agency Distribution Center in Tracy, California and the Travis Air Force Base.

There are a high number of industrial facilities in the City of Fairfield between I-80 and Grizzly Island Road that generate truck trips from I-80 and along SR-12. The Portrero Hills Landfill, accessed from Scally Road, is the destination for waste hauling trucks. Truck and heavy vehicle traffic make up 7 to 14 percent of daily vehicle trips along SR-12. Exhibit 17 presents average daily total traffic and truck traffic for SR-12.

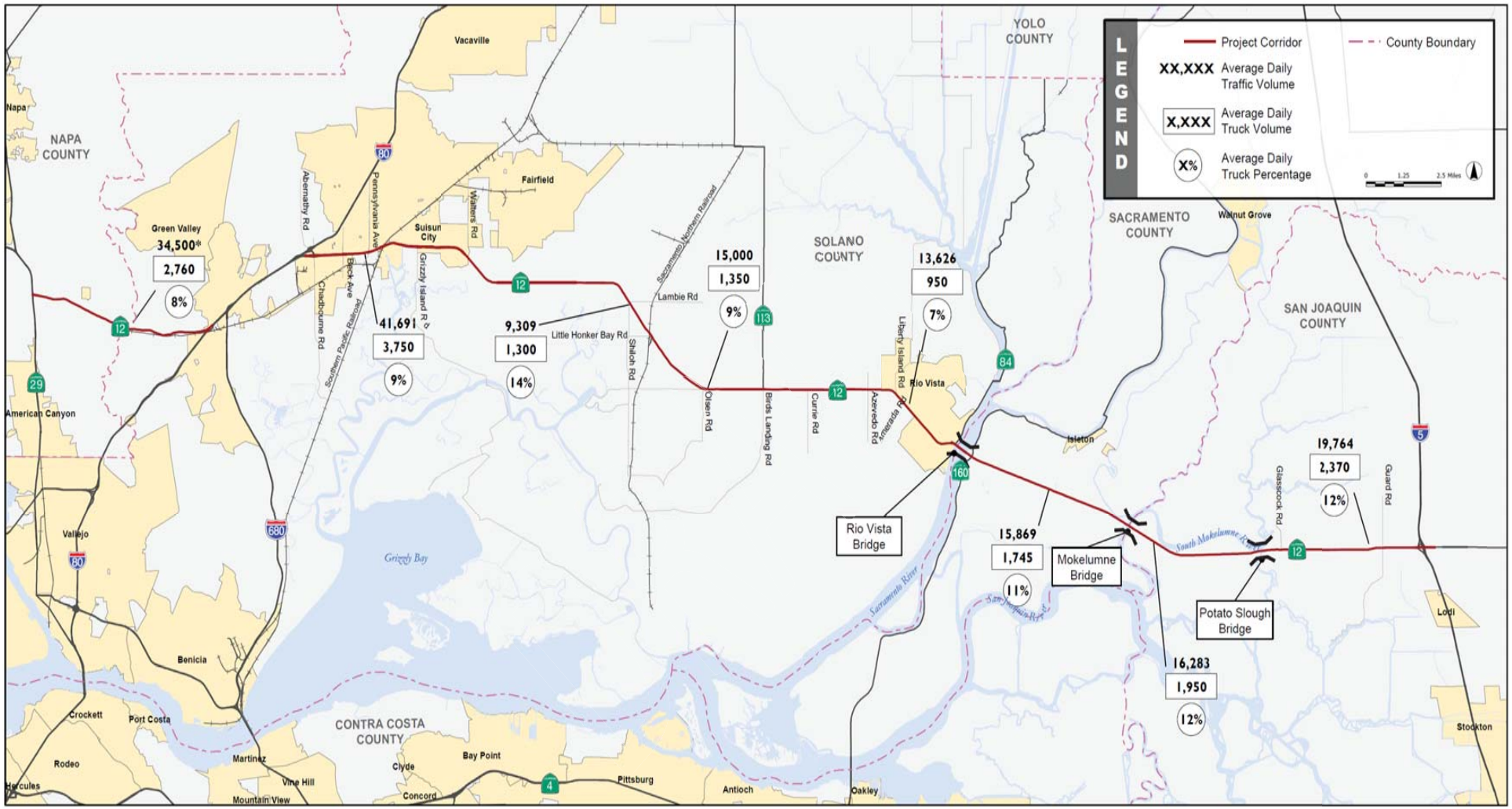
CORRIDOR PERFORMANCE EVALUATION

The existing corridor performance evaluation relies heavily upon the use of available collected data and field observations. This section includes a discussion of the methods and tools used to identify congestion and it presents an analysis of existing conditions with a focus on identifying congested areas, bottlenecks and the causes of these delays. Operational performance of the corridor is quantified using travel times, operating speeds and intersection delay. An evaluation of travel time, speed and delay helps quantify mobility along the corridor.

Travel Speeds

Review of the travel time data indicates the presence of low average speeds (10-25 mph) on the west end of the corridor between I-80 and Walters Road through Suisun City. Lower speeds are observed on segments that carry the highest corridor volumes between Abernathy Road and Walters Road. Slower speeds (25 mph) were also observed in the vicinity of Rio Vista and near the I-5 interchange which can be attributed to the presence of signals and closely spaced intersections. The observed lower speeds in other areas can be attributed to control delay due to signals at intersections. No significant congestion was observed on segments of SR-12 with uninterrupted flow (from Sunset Avenue to Hillside Terrace and from River Road to I-5). Travel speeds for the eastbound direction of travel, in the afternoon, are shown in Exhibit 18.

Exhibit 17: Average Truck Volumes on SR-12

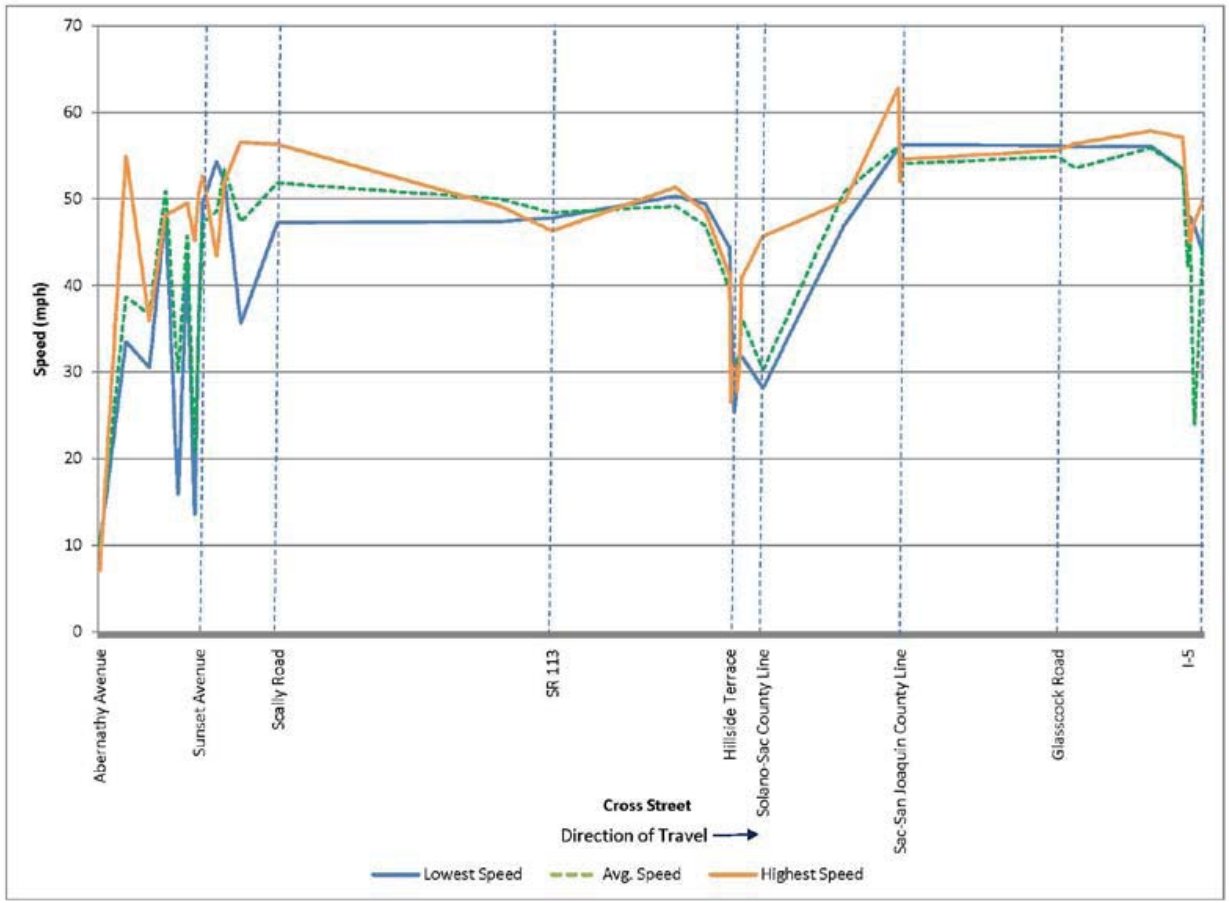


Source: ATKINS Traffic Analysis, 2010.

Delay

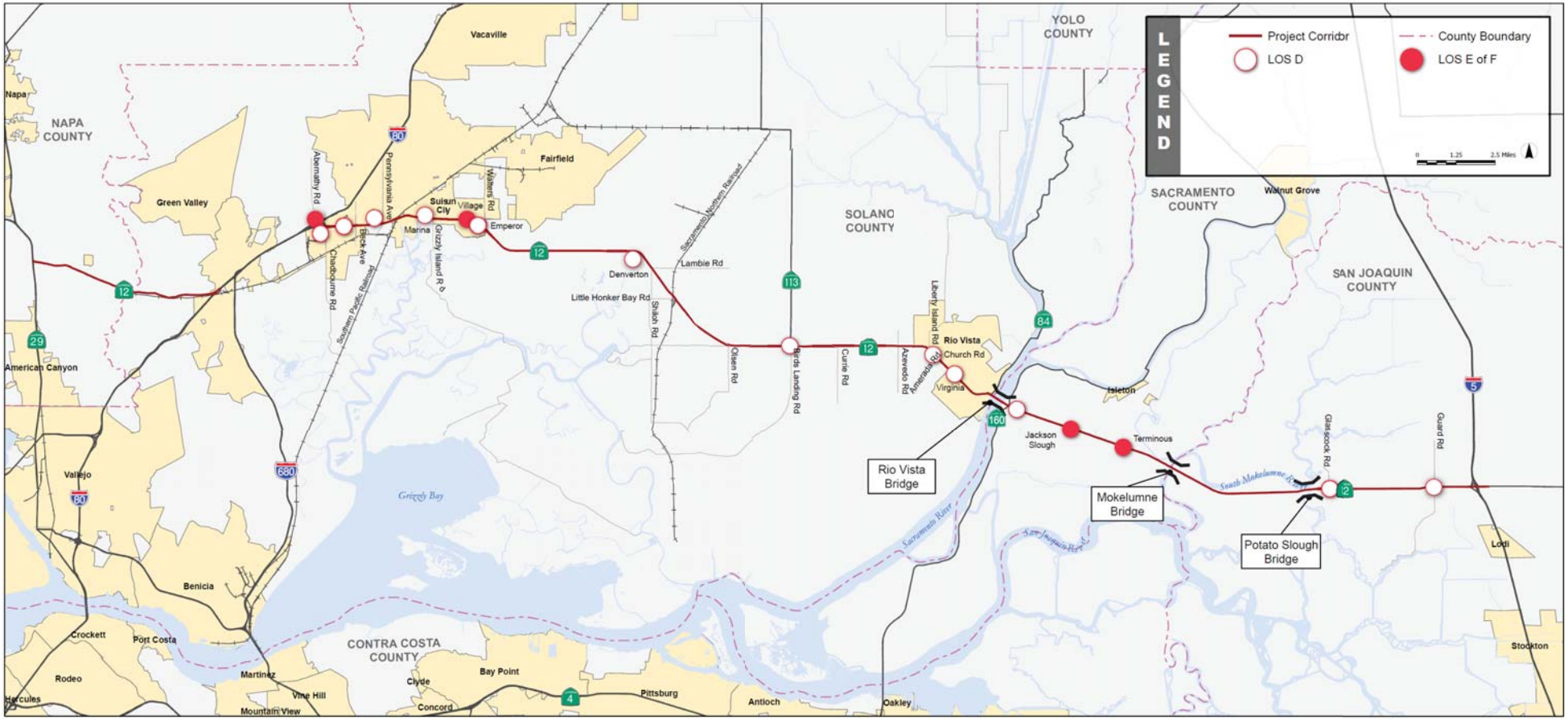
Intersection and mainline SR-12 operations are quantified using Level of Service (LOS) and a corresponding delay and speed value. Intersection LOS ranges from A (which indicates free flow or excellent conditions with short delays), to F (which indicates congested or overloaded conditions with long delays). Existing delays were estimated for intersections (signalized and unsignalized) and roadway links using standard Highway Capacity Manual methodologies. In the existing conditions, delays occur at intersections located along the corridor and at the Rio Vista and Mokelumne River bridges when they are opened for marine traffic. The delay at the bridges is addressed early in this section. Intersections that are at or over capacity and where significant peak hour delays occur are shown in Exhibit 19.

Exhibit 18: SR-12 Corridor Speed Variations in the Eastbound Direction during the PM Peak Period

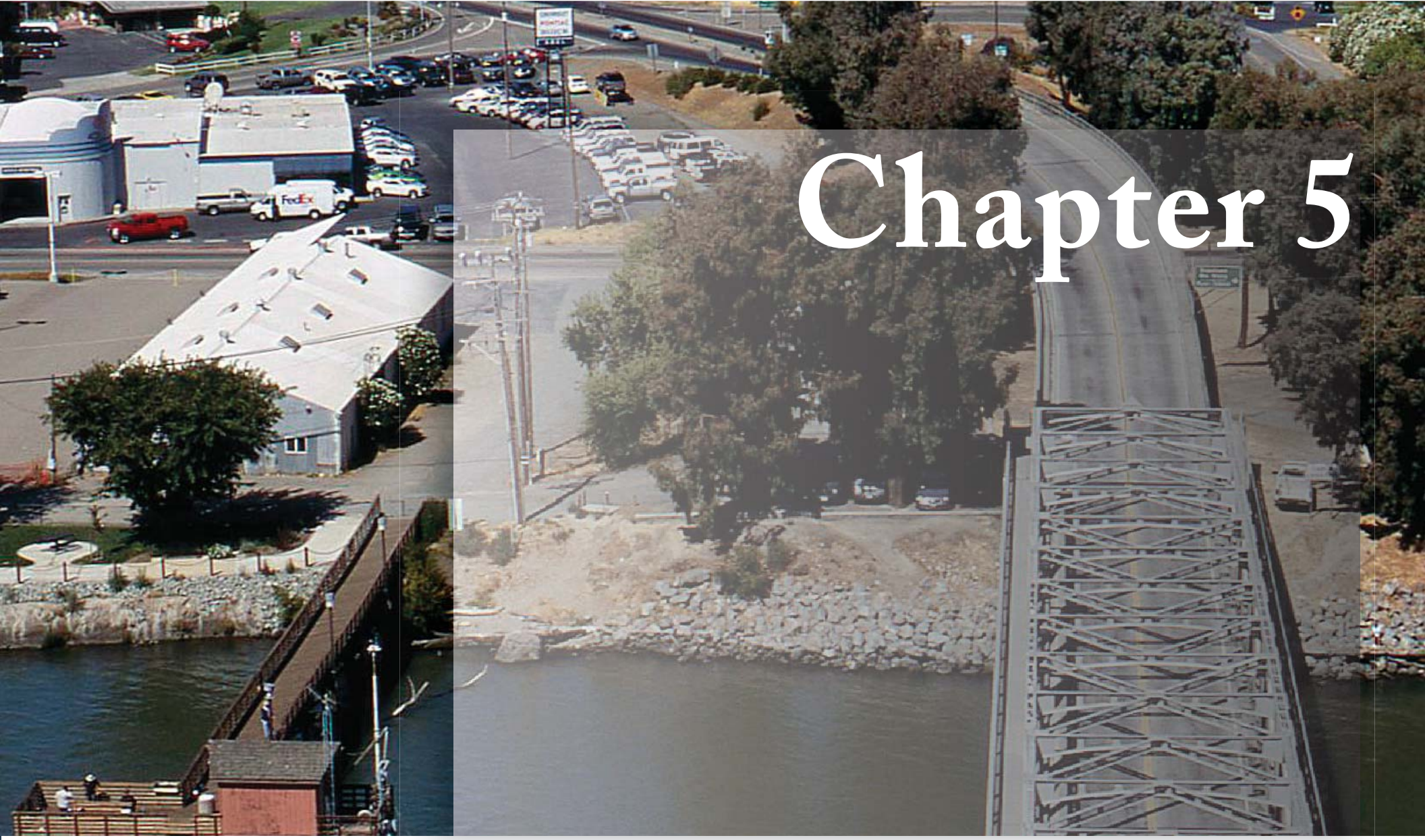


Source: Atkins traffic analysis, 2010.

Exhibit 19: Congested Intersections and Segments on SR-12



Source: ATKINS traffic analysis, 2010



Chapter 5

Forecast for SR-12

The forecast for SR-12 looks out to the years 2015 and 2035 to determine how traffic growth will affect travel on the corridor. The forecast begins with estimates of regional population and employment growth. The estimates used in this forecast were made available from the San Joaquin Council of Governments, the Association of Bay Area Governments, Solano Transportation Authority and the Sacramento Area Council of Governments.

By 2035, population is expected to grow approximately 40% across the SR-12 corridor. The largest population increase of 70% is estimated to take place in Rio Vista and its vicinity. Across the corridor, employment is projected to grow by 50% with the largest concentrations in the developed areas of Fairfield, Suisun City and Rio Vista.

Based upon these forecasts, traffic projections were prepared for SR-12 and the surrounding roadway network. These were used to evaluate the impacts of increasing traffic along SR-12.

TRAFFIC PROJECTIONS

A traffic forecasting model was developed specifically for the purposes of the SR-12 evaluation. Since the limits of this evaluation include Solano, Sacramento and San Joaquin counties, a model with that coverage was desirable. To achieve this, the most recent versions of the Solano County and San Joaquin County models were combined into a single forecasting tool.

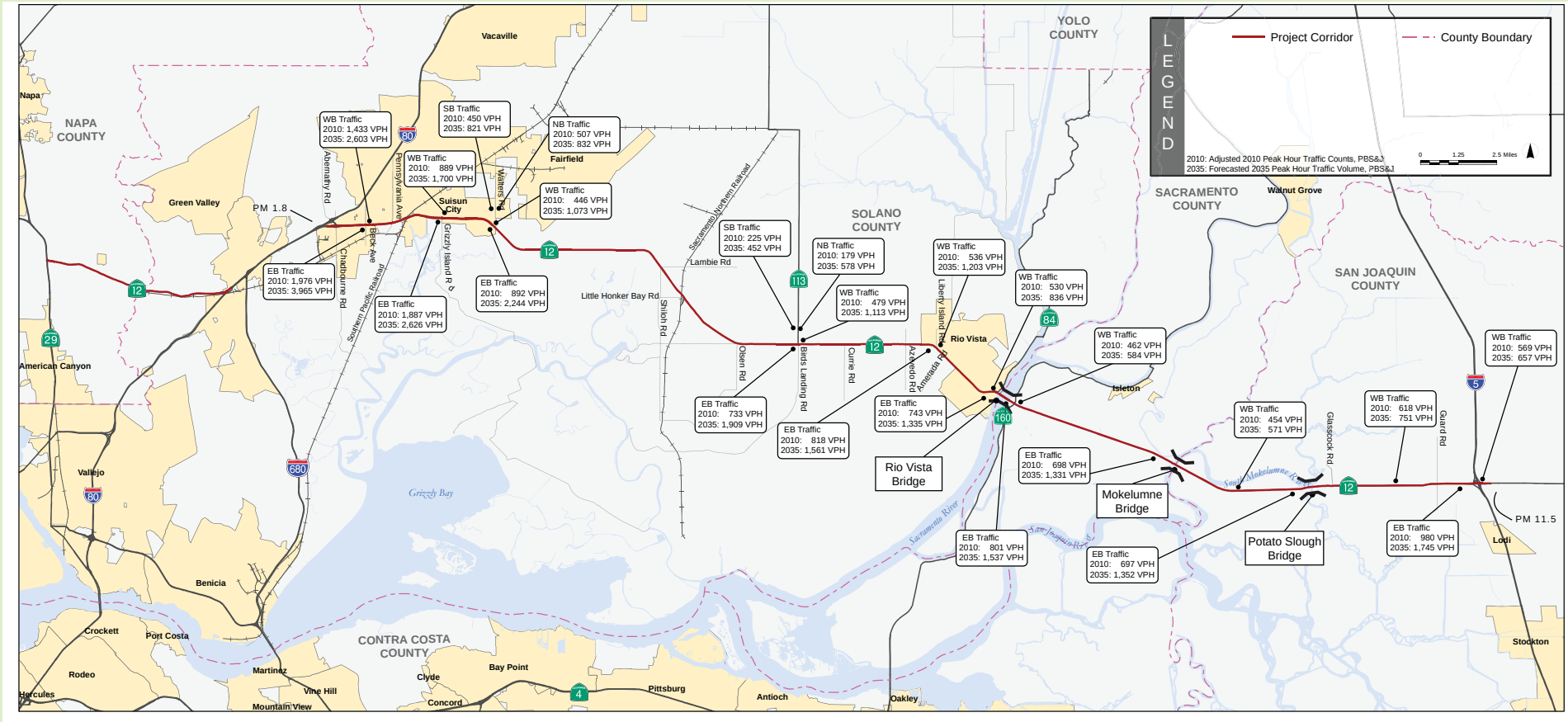
A Model Task Force was established to oversee the development and validation of the combined model for SR-12. The Task Force included representatives from Solano County, San Joaquin County and the Consultant team. Working with this Task Force, the mechanics of developing the model for SR-12 were addressed, the results validated and documented. Once complete, the documentation was forwarded to Caltrans Districts 3, 4 and 10 for review and approval prior to preparing the traffic forecasts for 2015 and 2035.

Much more detail on the development of the SR-12 model, and its application to the corridor, is available in the original technical memorandum entitled SR-12 Comprehensive Corridor Evaluation and Corridor Management Plan, from SR-29 to I-5 – Final Future Conditions Technical Report, Atkins (July 2011). The technical memorandum presents all of the resulting forecasts by analysis year and time of day and a substantial body of work that presents analytical results pertaining to speed, capacity, travel times, bottlenecks and delays.

In summary, the traffic forecasts for 2015 show only modest increases above those that are present today in the corridor. Between 2010 and 2015, total Vehicle Miles of Travel (VMT) on SR-12 is expected to increase by only 14%.

The long-term forecasts of population and employment not just in the corridor, but regionally as well, result in an estimated doubling of VMT on the SR-12 corridor. Basically twice as many cars and twice as many trucks will be on the roadway. Exhibit 20 shows existing and 2035 peak hour directional volumes at selected locations along SR-12. As can be seen, the projected volumes are double and in some cases, more than double the volumes in 2010. Truck traffic is expected to increase significantly in the corridor from an average of 2,400 trucks per day to 4,400.

Exhibit 20: 2035 Traffic Projections (PM Peak Hour)



MOVABLE BRIDGES IN 2035

The impact of movable bridge operations at Rio Vista and the Mokelumne River were noted as being significant causes of delay on SR-12 today. Between now and 2035, the number of vessels passing under the Rio Vista Bridge is expected to be 400 in the peak month, or double the previous high of 200 in 2004. This will result in more frequent and longer openings at the Rio Vista Bridge. The Mokelumne River Bridge is already the most frequently operated bridge in California.

The bridge cycle times at Rio Vista range from 8 to 25 minutes depending on the type and number of approaching vessels. If a 25 minute bridge cycle were to occur at the Rio Vista Bridge in 2035, a queue of vehicles nearly three miles long could result and the average vehicle would be delayed 10 minutes. A long bridge opening cycle at the Mokelumne River Bridge could produce a similar outcome. Frequent and often lengthy cycle times at these two bridges are today one of the most significant causes of recurrent delay on SR-12.

BASELINE IMPROVEMENTS

SR-12 improvement projects that have been recently completed, are underway, or have received funding were identified as a set baseline improvements to be included in the evaluation of future conditions. In general, these projects can be expected to be in place by 2015, or shortly after. Many of these baseline projects are the SHOPP projects being implemented by Caltrans to improve safety on SR-12. The baseline improvements are depicted in Exhibit 21. Proceeding from west to east the baseline improvements are:

- SR-12 Jameson Canyon Project (Napa EA 04-264134, Solano EA 04-264144)
- I-80/I-680/SR-12 Interchange Project Phase 1 (Solano EA 04-0A5300)
- SR-12 Roadway Rehabilitation Project from Walters Road to Currie Road (Solano EA 04-0T10U)
- SR-12 and SR-113 Intersection Improvement Project
- SR-12 Roadway Rehabilitation Project from Currie Road to Liberty Island Road (Solano EA 04-2A6200)
- SR-12 Bouldin Island Project (San Joaquin EA 10-0G800)
- SR-12 Improvements Project I-5 to Bouldin Island (San Joaquin EA 10-A8404)

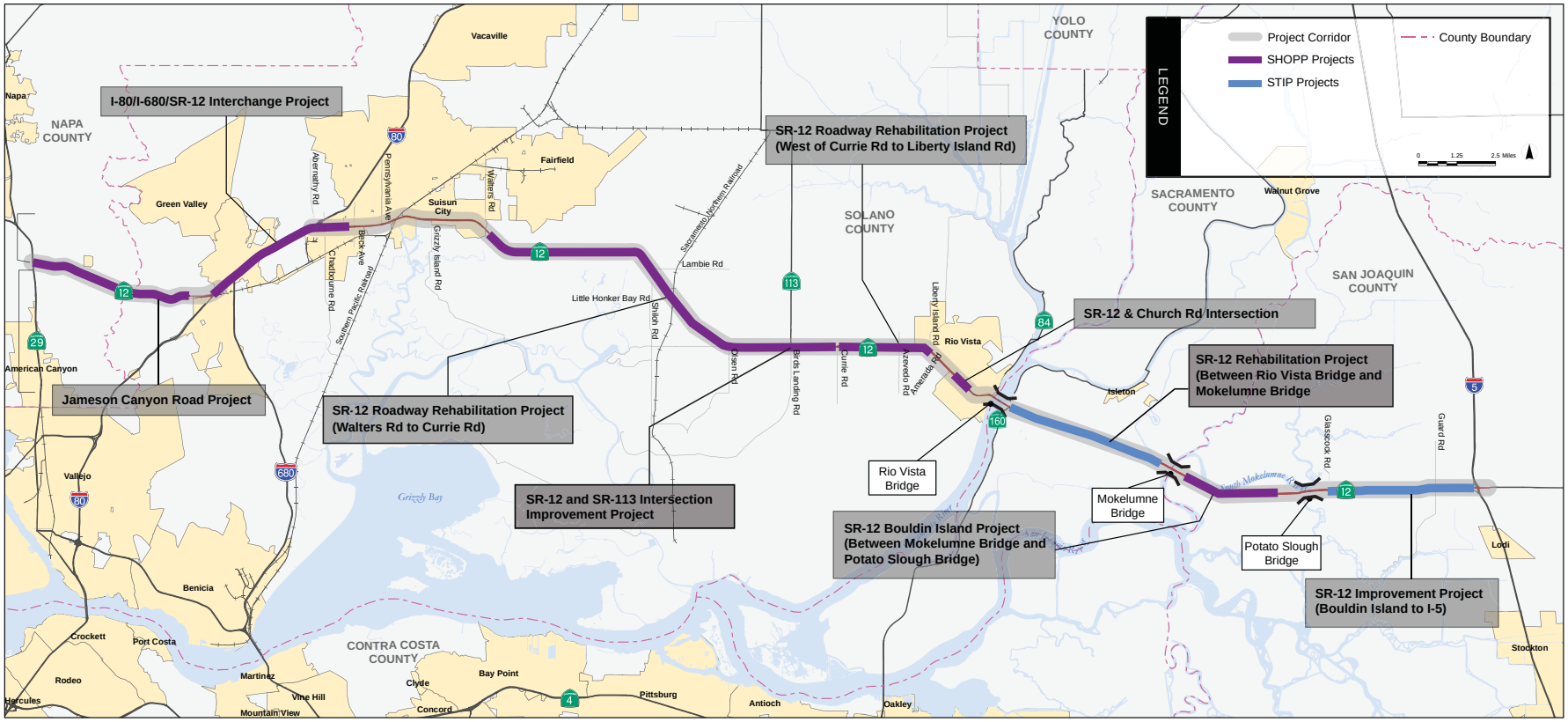


Exhibit 21: Baseline Improvements

BOTTLENECKS AND QUEUES

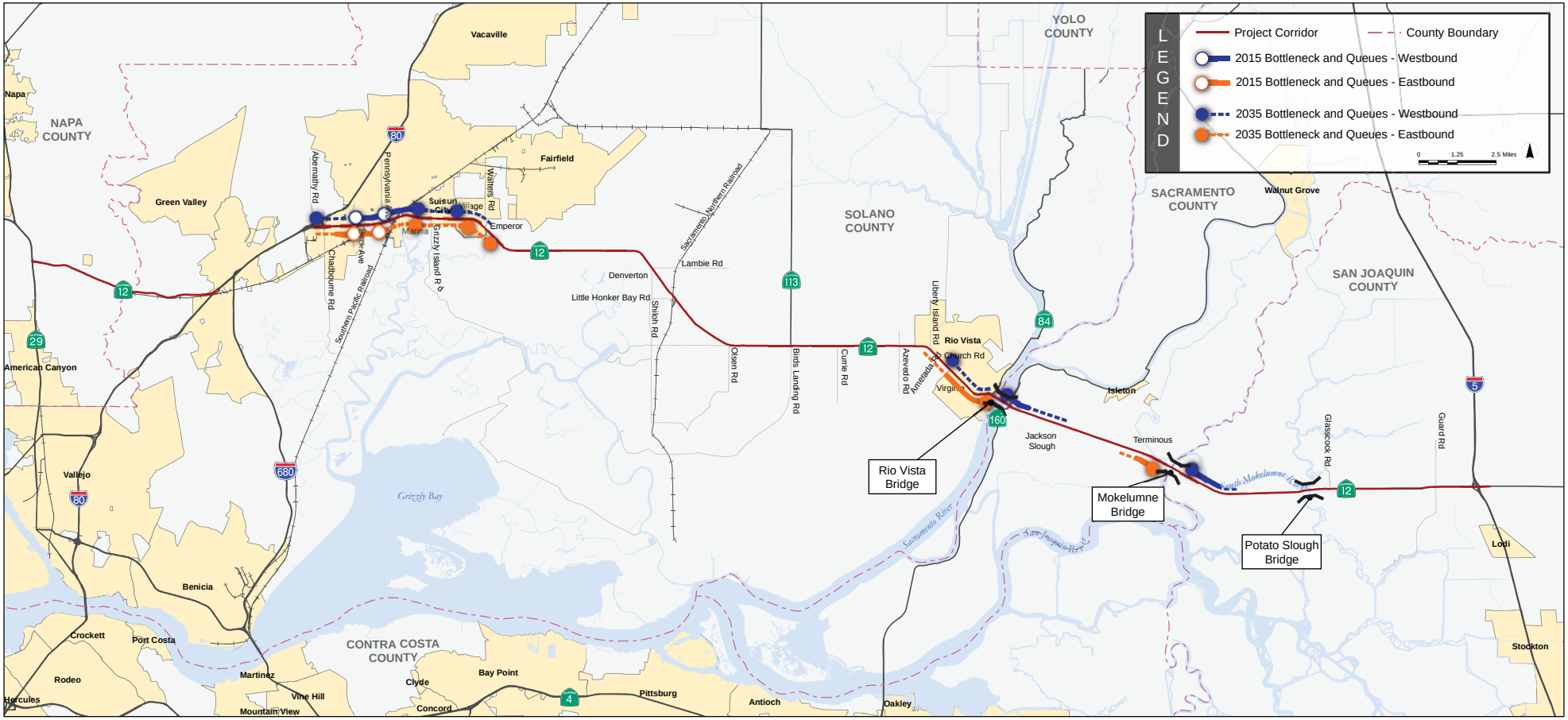
SR-12 exhibits a consistent pattern of bottlenecks and queues. Bottlenecks are locations where traffic demand exceeds capacity. In the queues formed behind these bottlenecks, speeds are erratic and often stop and go. Exhibit 22 depicts the locations of recurrent bottlenecks and queues in the SR-12 corridor.

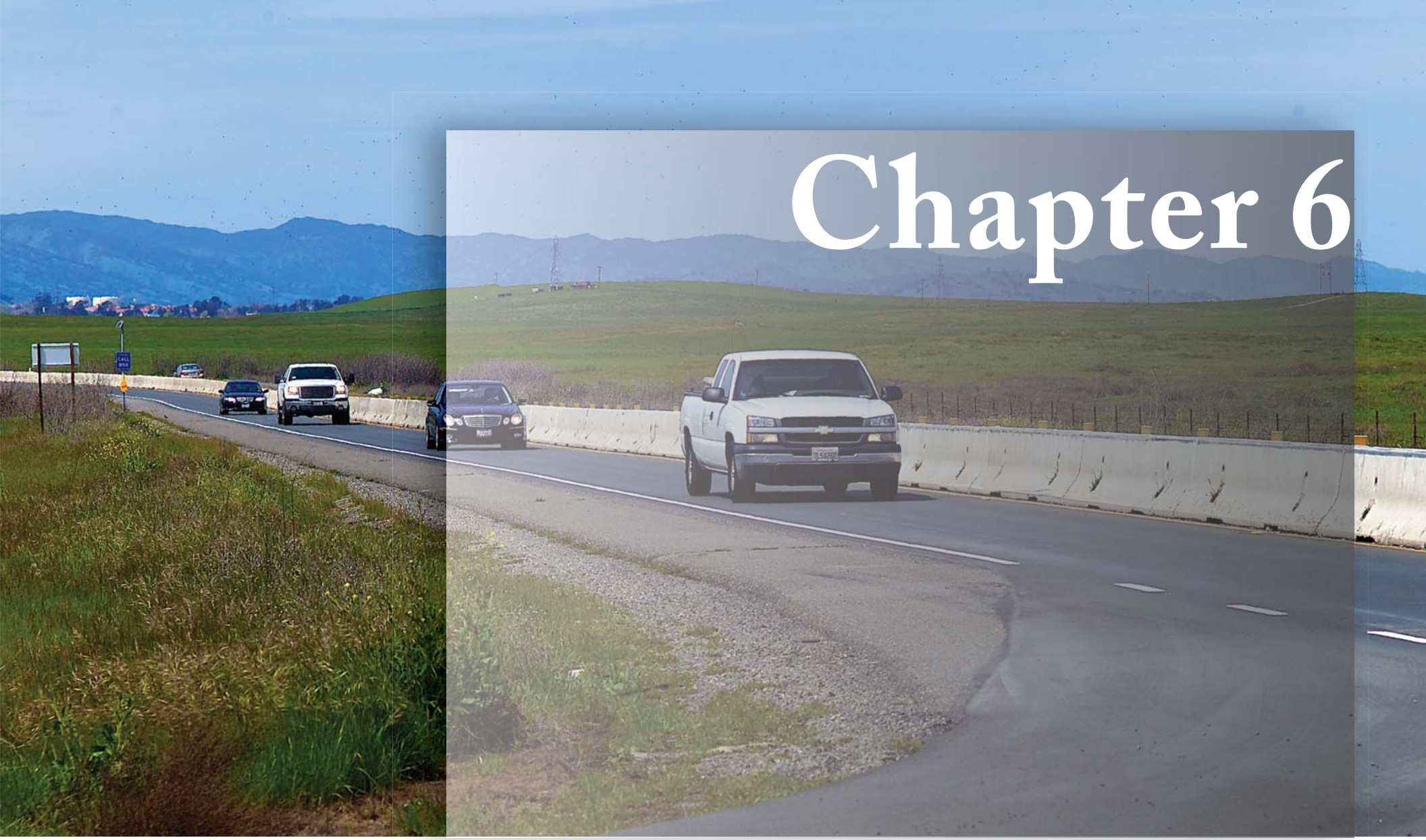
The first location that exhibits bottlenecks is the four-lane section of SR-12 passing through Fairfield and Suisun City. The cause of the bottlenecks and associated backups are the traffic signals located along SR-12 in this area. Vehicles on SR-12 back up while traffic from side streets enters onto or crosses SR-12. Due to added trips from commercial and residential develoment along the corridor, the traffic volume is over capacity during peak traffic hours. By 2035, the queues created by these bottlenecks will extend from Walters Road to I-80 in both directions.

Moving eastward, the second location that shows bottlenecks is Rio Vista and the Rio Vista Bridge. Backups extend from approaches to the bridge when it operates during periods of peak traffic. A third westbound bottleneck occurs at the intersection of Church Road and SR-12.

The third location eastward is at the Mokelumne River Bridge approaches, both east and westbound. These occur due to frequent openings of this bridge. Bottlenecks such as those described in these paragraphs are often the most severe indicators of congestion and should be addressed as part of any mitigation strategy.

Exhibit 22: Location of Bottlenecks and Queues for the Future Years 2015 and 2035





Chapter 6

Options for SR-12

Three distinctly different strategy options for SR-12 were initially developed in a workshop fashion on April 14, 2011, with the members of the Project Development Team. The PDT workshop participants included transportation professionals representing Caltrans, Metropolitan Planning Organizations, counties and the consulting team charged with preparing this study.

The draft corridor improvement strategies were presented to the Technical Advisory Group, stakeholders and general public during outreach activities that were held in the summer of 2011. Based on input received during the outreach, the corridor improvement strategies were evaluated. This chapter describes the three strategy options and presents the evaluation of these options.

CONCEPTUAL STRATEGIES CONSIDERED

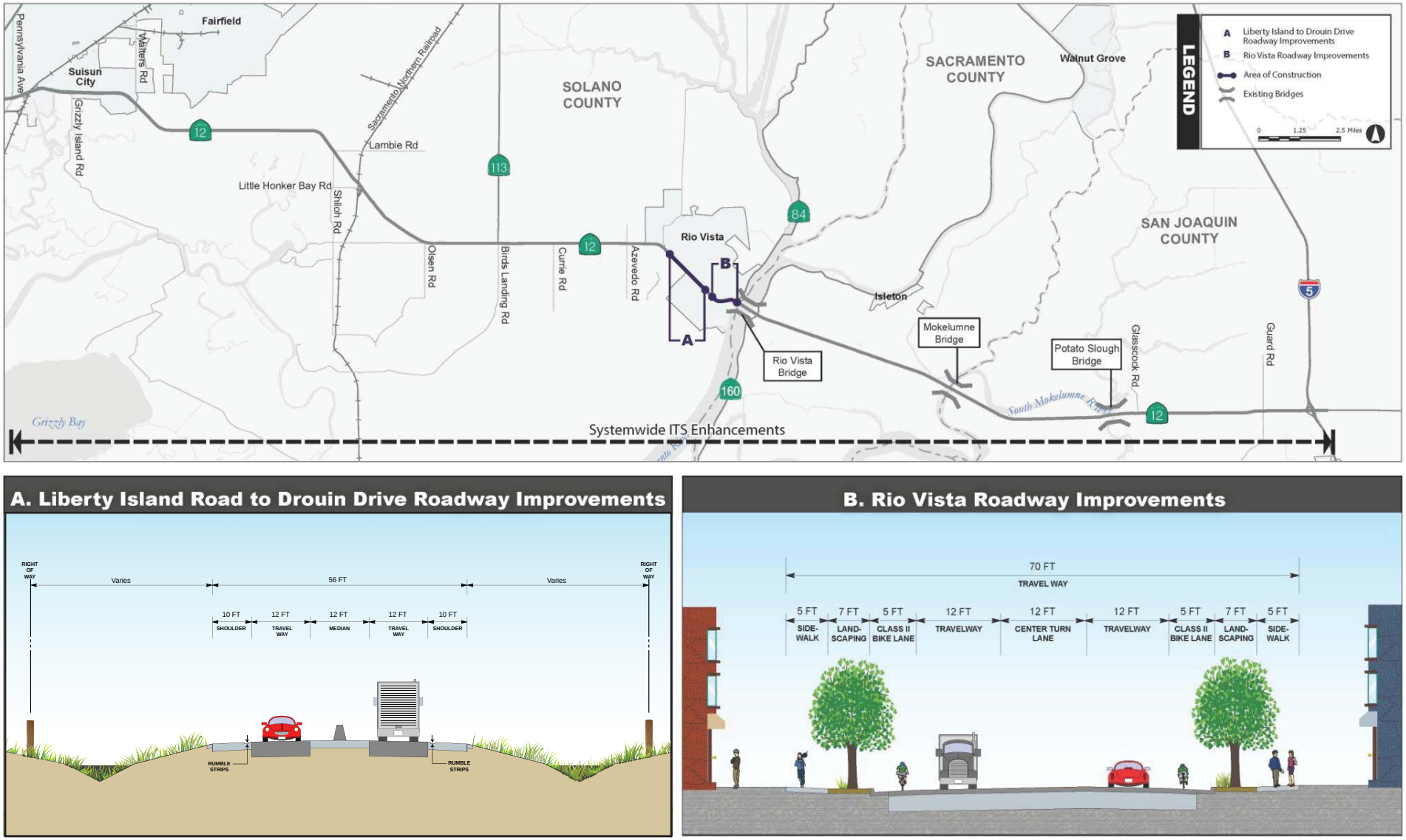
The strategy options considered are not specific recommendations for improvements in the corridor, but have been defined to explore three possible outcomes for improvements to SR-12. Using the results of this evaluation, an overall plan for short- and long-term improvements for the corridor is recommended and presented elsewhere in this document. The conceptual strategies are described as follows:

Gap-fill Strategy

The gap-fill strategy builds upon the work along SR-12 that is presently underway, recently completed or funded for implementation in the near term. These improvements were described as the "Baseline" condition in Chapter 5 and are shown in Exhibit 21.

Essentially, the gap-fill strategy is the next step towards incrementally improving safety and travel along the SR-12 corridor. The gap-fill improvement could be implemented in the short-term between now and 2015. The key components of the gap-fill strategy include corridor wide Intelligent Transportation Systems (ITS) deployments to improve safety, reliability and capacity, alignment and shoulder improvements west of Rio Vista and improvements to SR-12 in downtown Rio Vista that enhance vehicular circulation, pedestrian circulation, landscaping and the streetscape in general. Elements of the gap-fill strategy are shown in Exhibit 23.

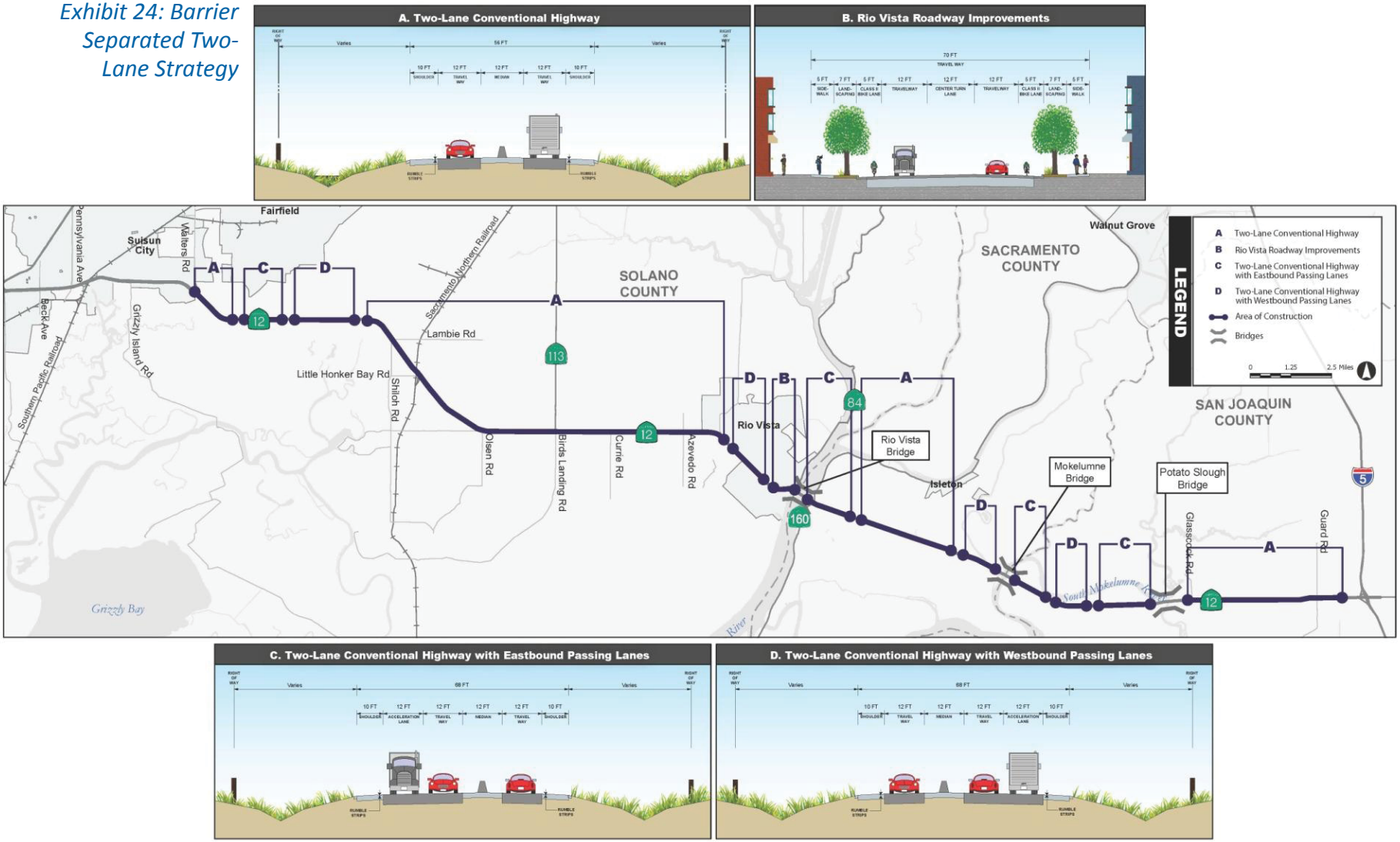
Exhibit 23: Gap-fill Strategy



Barrier Separated Two-Lane Strategy

This strategy consists of implementing a consistent two-lane cross-section consisting of concrete median barrier, inside paved shoulders, standard 12' lanes and paved outside shoulders. This option also includes acceleration lanes that allow for passing of slower moving vehicles at key intersections along the corridor. The elements of this cross-section will improve operations and safety, but other than the benefits of the passing lanes, the option does not add new capacity on SR-12.

Exhibit 24: Barrier Separated Two-Lane Strategy



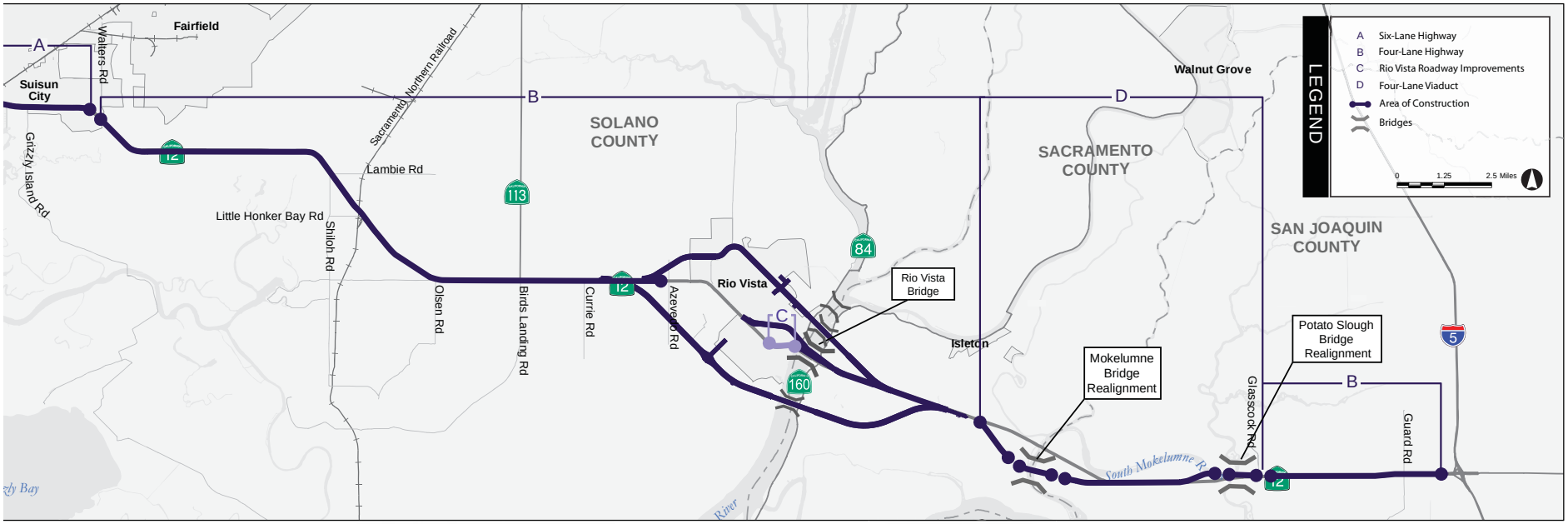
This concept involves improvement of, or re-construction of, much of the corridor to incorporate these elements to the cross-section and in doing so, considers the geotechnical requirements imposed by peat soils in the Delta areas located in Sacramento and San Joaquin counties. The barrier separated two-lane strategy is illustrated in Exhibit 24.

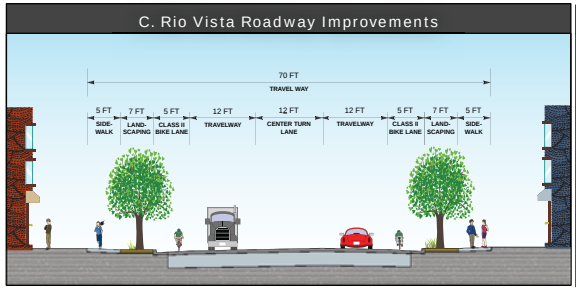
Four-Lane Strategy

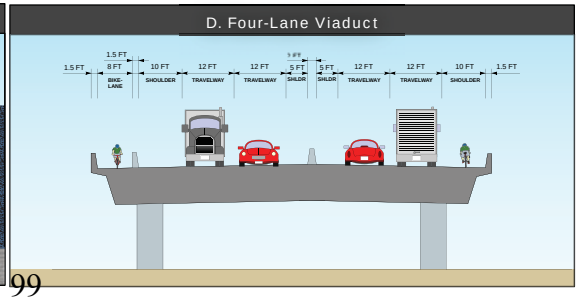
As its name implies, this concept looks at upgrading all of the existing, two-lane segments of SR-12 to a four-lane divided highway. It can be considered the ultimate improvement for the corridor through 2035.

This alternative incorporates six-lane improvements in the Fairfield/Suisun City areas with interchange and intersection improvements consistent with the long-range plans for the I-80/I-680/SR-12 interchange improvements under development by Solano County. Additionally, this concept examines realignments associated with replacing bridges at Rio Vista, Mokelumne, and Potato Slough so that these crossings can accommodate two lanes of traffic in each direction.

Exhibit 25: Four-Lane Strategy







As part of the evaluation of the four-lane concept, consideration will also be given to the implementation of a four-lane expressway option that allows for higher speeds and restricts access. Exhibit 25 presents the four-lane strategy.

COMMON ELEMENTS FOR ALL STRATEGIES

Several elements have been identified that will be included in all, or most of the conceptual alternatives. For instance, all strategies will include a common ITS architecture. Other common elements for the conceptual alternatives include proposed improvements to public transportation, bridge approach improvements, pedestrian and bicycle improvements and provisions for agricultural crossings. These elements are discussed in the sections that follow.

Pedestrian and Bicycle Facilities

Today, the only dedicated bicycle facility along SR-12 is in Solano County between Main Street (Suisun City) and Walters Road. All three of the conceptual alternatives include bicycle and pedestrian facilities in the Rio Vista Business district located along the SR-12 approach to the Rio Vista Bridge.

The four-lane strategy adds bicycle lanes on new bridges that cross the Sacramento River at Rio Vista, the Mokelumne River and Potato Slough. Additionally, the four-lane option includes new bicycle facilities in the area of Travis Air Force Base.

Transit

All three strategies include two new park and ride lots that will enhance transit access along the SR-12 corridor in Solano County. The westernmost park and ride facility is located at the intersection of SR-12 with Walters Road in Suisun City. To implement this facility, bus routes will need to be adjusted and FAST Route 6 will travel further east on SR-12 and connect with the proposed park and ride lot.

A second park and ride facility is proposed near the intersection of SR-12 and Drouin Drive, west of Rio Vista. This facility will offer better connectivity to the regional transit routes that link Rio Vista with Isleton, Fairfield, Suisun City, the Pittsburg/Bay Point BART Station and Antioch. This proposed park and ride lot is located directly adjacent to transit lines 50 and 52 (operated by the City of Rio Vista transit services).

Intelligent Transportation Systems

A conceptual ITS architecture was established for the entire SR-12 corridor. This builds upon existing ITS in the corridor and improvements to ITS that are part of the baseline projects previously identified. The benefits and costs of this conceptual ITS architecture are included in each of the three conceptual alternatives that are examined in the analysis and include:

- Traffic Monitoring Stations (1 mile spacing)
- Changeable Message Signs (Approximately 2 miles upstream of major intersecting routes)
- Surveillance Cameras (1 mile spacing)
- Speed Feedback Radar Signs (3 mile spacing)
- Highway Advisory Radio Transmitters (5 mile spacing)
- Fiber Optics Communications Backbone (Corridor-wide)
- Traffic Responsive, Coordinated Traffic Signals (I-80 to Walters Road)

Movable Bridge Enhancements

For the gap-fill and barrier separated two-lane strategies, a budget is provided for upgrades to bridge equipment and controls. In addition, bridge specific warning features are proposed on the approaches to the movable spans at Rio Vista, Mokelumne River and Potato Slough. These features include:

- Advance warning signs with flashing beacons
- Advance message signs that notify of a bridge opening
- Surveillance cameras on each approach
- Signal pre-emption at the Rio Vista Bridge to clear nearby intersections of traffic

The four-lane strategy includes roadway realignments and new, high-level bridges at each of the three crossings that will eliminate the need for these advance warning features.

Agricultural Crossings

The Bouldin Island Project (presently in design) located in San Joaquin includes one crossing for agricultural traffic. For this evaluation, two additional agricultural crossing are assumed although the exact locations cannot be determined at this time.

OTHER CORRIDOR-WIDE CONSIDERATIONS

There are two other considerations that have an impact on the conceptual alternatives for the SR-12 corridor. These are 1) soil conditions and 2) sea-level rise. Each of these is discussed separately in the sections that follow.

Soil Conditions

To understand the implications of soil conditions on pavement design, with regard to cost and construction staging, two resources were evaluated. The first was soil survey information from the United States Department of Agriculture and the second was pavement designs used by Caltrans for the existing and pending SHOPP projects in the SR-12 corridor. In addition, the basic findings of these reviews and the implications on this study were communicated to staff at Caltrans Districts 4 and 10 to determine if the conceptual conclusions were reasonable for a study of this type and level of detail.

From Rio Vista Bridge to Mokelumne Bridge, the floodplain soils have high organic content in the form of peat and muck; they are subject to subsidence. East of Mokelumne Bridge to about midway between Potato Slough Bridge and I-5, the Delta islands and tracts are mostly peaty muck. The valley plain soils to the east do not contain peat.

Soils with peat and muck (which are subject to subsidence) are addressed by either removal of the soils if the pockets are small enough, or by preloading with extra soil over time (i.e., surcharge) or by other methods. On SR-12, Caltrans has addressed these areas that are substantially composed of peat and muck soils by using the surcharge method followed by specially engineered roadway bases that include wick drains. This approach (and the associated costs) has been incorporated into SR-12 improvements from Rio Vista to midway between the Potato Slough Bridge and I-5.

Sea-Level Rise

Exhibit 12 in Chapter 3 shows SR-12 inundated due to rising sea levels towards the western end of the corridor in the vicinity of Suisun City and Fairfield. Sea-level rise, unless mitigated, is also expected to inundate the Delta areas of Sacramento County and San Joaquin County.

Sea-level rise is a well documented impact of climate changes and the California coastline will experience rising sea levels over the next century unless emissions of greenhouse gases are dramatically reduced from current levels. There are isolated areas of potential inundation that may impact SR-12 east of Suisun City and south of Fairfield. Potential inundation could possibly be addressed by changes in roadway elevation or realignments to the north but this needs more detailed evaluation that is beyond the scope of this effort.

The Delta areas of Sacramento and San Joaquin counties are an entirely different situation. These areas are below the existing sea level due to subsidence and they are protected by levees that protect this area as prime agricultural land, an environmental resource that is important to the California water supply, and a vibrant recreational area. Managing the issue and consequences of the sea-level rise in the Delta is much bigger than addressing elevation of SR-12 and needs to be addressed comprehensively through plans for levee improvements that will address long-term viability of this area for both existing and projected sea levels.

Climate change science is evolving as are the methods, best practices and justifications for addressing sea-level rise as it is related to transportation infrastructure. In May 2011, Caltrans issued Guidelines on Incorporating Sea-Level Rise which provides a comprehensive method to address sea-level rise in PIDs. Projects that result from this study of SR-12 will need to have PIDs prepared and at that time, the methodologies set forth in the Caltrans guidance on this subject will need to be followed to determine and justify whether and to what extent mitigation for sea-level rise is applicable to specific projects in the SR-12 corridor.

EVALUATION METHODOLOGY

Each of the conceptual strategy options is compared to the Baseline case previously presented. The Baseline case represents the status quo, or SR-12 as it will be in 2015 if no other improvements are planned and implemented for the corridor. Therefore, the evaluation considers four cases for both the years 2015 and 2035. These are 1) Baseline Case, 2) Gap-fill Strategy, 3) Barrier Separated Two-lane Strategy and 4) Four-lane Strategy.

For each case evaluated, the methodology consists of two basic activities that provide input into a comparative analysis framework. The first is an evaluation measure based on performance metrics that are used to assess benefits for each conceptual strategy for both the short-term (2015) and the long-term (2035). The second activity is the development of capital cost estimates for implementation of the conceptual strategies and estimates of maintenance costs over a uniform life-cycle. This information is then used to estimate a cost-effectiveness rating for each of the proposed improvements that make up a conceptual strategy alternative.

EVALUATION MEASURES

In general, the evaluation measures build upon those under development by regional agencies to address the requirements of Sustainable Communities Strategies (SCS) based on Senate Bill 375. These measures are now being refined and applied to the Regional Transportation Planning Process. Because of differences in the timeline for this SR-12 project and the development of regional plans that comply with the SCS, the specific computational methodology used here is generally consistent with, but not identical to, the evolving methodologies that will be used in regional plans. Each is described as follows:

Transportation System Effectiveness

This measure focuses both on mobility in the corridor and the state, or condition of the transportation asset. The primary metric of mobility is per-trip travel time for motorized auto and transit modes that use the SR-12 corridor. A second set of metrics – daily and peak hour Vehicle Miles of Travel – is also used to compare transportation efficiency of the alternatives. In this case, a lower peak hour VMT indicates congestion and unmet peak hour demand in the SR-12 corridor.

The assessment of the physical state of the transportation asset is addressed by identifying centerline miles of pavement areas with poor ride-quality or which need rehabilitation. Bridges, which are particularly relevant on the SR-12 corridor, are assessed based on the data in the Federal Highway Administration 2010 National Bridge Inventory. The criterion used is a bridge sufficiency rating of less than 80%.

Safety

Safety is a paramount issue along SR-12. Roadway improvements that are presented in conceptual alternatives have been developed to enhance safety by including cross-sections with full-width shoulders, median barriers, enhanced alignments and ITS features. The criteria used to assess the safety features that are proposed in the roadway cross-sections and alignment improvements is centerline miles of safety enhanced roadway.

Collisions and incidents along SR-12 can result in unpredictable travel times and often very long delays while incidents are cleared. This is referred to as non-recurrent delay which differs from normal recurrent delay due to predictable patterns of traffic congestion.

Intelligent Transportation Systems is proposed for all of the conceptual alternatives. ITS can reduce non-recurrent delays and notify motorists of such delays in advance such that, if possible, alternative routes can be taken or travel may take place at a different time-of-day. Changes in non-recurrent vehicle hours of delay are also used as a measure of safety enhancement in this evaluation.

Economic Vitality

Highways such as SR-12 contribute to economic vitality by providing reliable travel times to businesses, commuters and recreational travelers. Freight and goods movement, whether by road, rail or water, relies upon efficient, reliable travel times on transportation facilities. SR-12 is a route with a relatively high percentage of truck traffic that serves industry and agriculture.

Three movable bridges are located along the SR-12 study area. These are 1) Rio Vista Bridge over the Sacramento River, 2) the Mokelumne Bridge over the Mokelumne River in San Joaquin County and 3) the Potato Slough Bridge over Potato Slough, also in San Joaquin County. Whereas the Potato Slough Bridge is seldom operated, the Rio Vista and Mokelumne bridges are operated frequently and result in substantial delays to roadway traffic at these locations.

The metric used to evaluate economic vitality in this analysis is daily Vehicle Hours of Delay. This measure includes recurrent delays due to congestion, delays due to bridge operations and non-recurrent delays due to accidents and incidents on the SR-12 corridor.

Environment

SR-12 travels through a sensitive environmental area that extends through Solano County and the Delta areas of Sacramento and San Joaquin counties. Additionally, the corridor passes through the built up areas of Fairfield, Suisun City and Rio Vista.

Recent construction projects (such as the recently completed Solano County SR-12 SHOPP project) have shown that environmental impacts are a serious concern even when the project is built within existing right-of-way. Conceptual improvements that require new right-of-way to be acquired for widening or new alignments can be expected to have even greater impacts on the built and natural environments.

The environmental impacts in this analysis are assessed based on two criteria. The first criterion is areas where proposed construction activity is within existing right-of-way and the second criterion is where new right-of-way is required. Both criteria are measured in terms of acres. In addition, as part of the environmental comparison of alternatives, reductions in greenhouse gases are evaluated in terms of CO2 emissions.

Healthy Communities

Transportation improvements can promote a better quality of life by improving air quality and through health benefits gained from increased bicycling and walking. Health can also be improved by reductions in particulate emissions. Estimates of fine and coarse particulate emissions are provided for each of the conceptual alternatives.

Health benefits associated with walking and bicycling can be encouraged by the provision of adequate facilities that promote these modes of travel. To compare these facilities, three criteria are used. The first is miles of bike friendly roadways which are defined in this analysis as roadway miles that do not have dedicated bicycle facilities, but do have full 12-foot travel lanes and an outside shoulder width of at least five feet. The second criterion is miles of dedicated bicycle lanes and the third is miles of dedicated pedestrian pathways, or sidewalks.

SUMMARY OF EVALUATION RESULTS

In the alternatives analysis, each of the conceptual improvement strategies was refined and detailed. This process included the preparation of conceptual improvement drawings, engineering evaluations, cost estimates and a traffic analysis. The three strategy options were first evaluated using measures that are grouped in terms of 1) Transportation System Efficiency, 2) Safety, 3) Economic Vitality, 4) Environment and 5) Healthy Communities. These evaluations were conducted without consideration for cost which was considered later in the evaluation of cost-effectiveness. As noted previously, this work was done at the Corridor Planning level and will require extensive additional work before projects based upon this study are selected and implemented.

In terms of the measures described, the four-lane strategy performed best in terms of system efficiency, safety and healthy communities. This was due to the relatively large expansion of capacity in the corridor that effectively mitigated all of the projected bottlenecks in the Fairfield/Suisun City area and the delays at the movable Rio Vista and Mokelumne bridges. Exhibit 22 in Chapter 5 depicts the bottlenecks and queues that are mitigated by the four-lane strategy but are still present in the gap-fill and two-lane strategy options.

The four-lane strategy has the most impact on the environment due to the amount of construction required in existing rights-of-way and new right-of-way required. The gap-fill strategy, because of the relatively small scope of construction that is included in this strategy, results in the smallest environmental impact.

These conclusions are indicated in Exhibit 26 which includes both quantitative measures and a qualitative ranking that is expressed using dots with different levels of shading. These dots are qualitative rankings for each area of system performance – transportation effectiveness, safety, etc. That is to say the solid dots denote the best performance relative to the baseline case and the dots with progressively less shading indicate relatively lower performance for the areas evaluated.

This simple ranking provides a high-level overview of each scenario over the 55-mile length of the corridor. In some cases, the actual differences between certain metrics are rather subtle when the best and next best ranked alternatives are compared. However, in every case, there is at least one metric in each of the evaluation areas that shows a difference compelling enough to warrant an overall, qualitative ranking relative to the other scenarios. For instance, under the environmental evaluation

criteria, the differences in CO2 emissions are not particularly significant, but the number of new acres of right-of-way with the potential for environmental impact is significant.

Cost-effectiveness was considered next and is expressed as project cost per hour of vehicle delay reduction. The life-cycle cost of the three strategies (which includes additional maintenance costs over time), ranges from $102 million for the gap-fill strategy to $2.9 billion for the four-lane strategy. The more modest barrier separated two-lane strategy has a life-cycle cost of $397 million.

The four-lane strategy with a life-cycle cost of $2.9 billion is eight times the cost of the barrier separated two-lane strategy. This is due to the extensive realignments required to four-lane the three movable bridges, the cost of the bridges and the amount of new right-of-way required, including environmental mitigation.

The finding that the four-lane strategy performs the best but costs substantially more than the other two alternatives is hardly surprising. To assess benefits based on expenditures, a cost-effectiveness calculation was performed that produces a cost for each hour of vehicle delay that is reduced over the life-cycle. In the case of this metric, a lower cost for each hour of vehicle delay reduction is the best outcome.

The gap-fill strategy has a cost-effectiveness estimate of $4.2 per hour of delay reduction, the barrier separated two-lane strategy $14.5 per hour saved and the four-lane strategy $38.1 per hour saved. To put these in perspective, an hour of delay as perceived cost to the user ranges from $5 per hour for a casual trip for a personal reason to $50 per hour for large truck stuck in traffic due to an accident, or incident. In the Bay Area, the average value of time is about $14. Using this figure, it can be generally concluded that a strategy which has a cost per hour of delay saved of $14 or less will repay itself over time. Obviously, the lower the cost the better and both the gap-fill and barrier separated two-lane strategies exhibit costs that are much lower than the average perceived value of time.

This does not mean that the gap-fill strategy should be chosen over the two- or four-lane strategy options. While the gap-fill is effective at what it does, it does not address areas of the corridor that are capacity constrained. In other words, the project areas of heavy congestion in the corridor are not addressed in this option. The gap-fill projects are best thought of as efficient short-term strategies. The most effective plan for the SR-12 corridor will need to combine elements of all three strategy options.

COST-EFFECTIVENESS ANALYSIS

The cost-effectiveness analysis is a systematic evaluation of the cost and benefits of an improvement. The analysis evaluates incremental differences between a base case and an improvement strategy or alternative. The analysis helps determine the cost required to realize the benefits from a proposed strategy or alternative. This type of analysis is typically employed during a planning level study to assess and prioritize system-wide alternatives or a sub set of all improvements (packages) within each alternative.

The cost-effectiveness analysis expresses benefits (savings in delay) in a format ($/hour) that can be easily related to a users perception of their value of time which is ephemeral and typically varies by trip purpose. Typically, value-of-time ranges from $5 to $50 where the lower end of the spectrum represents trips similar to recreational trips and the higher value represents trips similar to commercial vehicle trips. In general, the average value of travel time in the Bay area is between $14 and $15. Improvement strategies with an estimated rating of $14 or less per hour of delay saved can be thought of as cost effective in that the cost to construct and maintain the strategy is offset by user cost benefits.

While this analysis provides an economic evaluation of the proposed benefits, it is but one of the inputs for the decision making process and should be combined with other factors including non-tangible factors, safety benefits and environmental constraints to develop an overall strategy recommendation.

A cost-effectiveness analysis was conducted for each of the three strategy options. Each improvement strategy was further sub divided into logical sub set of improvements or packages based on logical termini, physical proximity, potential implementation timelines and homogeneity of the various packages. Benefits of each of the individual packages were quantified and compared against projected cost of construction, operation and maintenance of such improvements. Exhibits 27 through 29 summarize the results of this analysis.

Exhibit 26: Summary of Strategy Options Evaluation

Evaluation Categories	Baseline		Gap-fill		Two-Lane		Four-Lane	
	2015	2035	2015	2035	2015	2035	2015	2035
Transportation System Effectiveness			○		◉		●	
Average Peak Hour Travel Time (mins)	78	87	75	83	73	78	53	56
Daily VMT	485,000	831,200	485,500	831,200	485,800	848,600	495,000	882,000
Daily VHT	17,300	28,000	15,950	24,650	15,240	24,600	14,240	20,220
Improved pavement (Centerline miles)	N/A		2.5		13.4		25.3	
Number of Bridges with Sufficiency Rating < 80%	2		2		1		0	
Safety			○		◉		●	
Safety enhanced roadway (Centerline miles)	N/A		2.6		31.1		39.0	
Daily non-recurrent delay (vehicle hrs)	584	6,300	470	5,200	460	5,210	50	1,350
Economic Vitality			○		◉		●	
Daily non-recurrent delay (vehicle hrs)	584	6,300	470	4,800	460	5,210	50	1,350
Daily recurrent delay (vehicle hrs)	6,770	10,510	6,360	9,910	6,290	9,660	3,410	6,390
Total daily delay (vehicle hrs)	7,354	16,810	6,830	14,710	6,760	14,460	3,460	7,755
Environment			●		◉		○	
Construction within existing ROW (acres)	N/A		20.0		197.7		214.1	
Construction outside existing ROW (acres)	N/A		5.9		44.2		399.2	
CO2 Emissions (tonnes/year)	51.4		49.2		48.9		46.8	
Healthy Communities			○		○		●	
Fine Particulate Emissions (tonnes/year)	6.7		6.2		6.2		5.6	
Coarse Particulate Emissions (tonnes/year)	10.9		10.3		10.3		9.5	
Bike friendly Roadways (miles)	33.6		35.3		35.6		39.7	
Dedicated Bikeways (miles)	2.9		3.3		3.3		23.1	
Dedicated pedestrian pathways (miles)	2.7		3.3		3.3		3.3	
Cost Effectiveness			●		○		○	
Capital Cost (millions)	N/A		$84		$354		$2,828	
O&M Life Cycle Cost (millions)	N/A		$18		$43		$90	
Life Cycle Cost (millions)	N/A		$102		$397		$2,918	
Cost Effectiveness Index (dollars per person hour of delay saved)	N/A		$4.2		$14.5		$38.1	

○ Good ◉ Better ● Best

Exhibit 27: Life-Cycle Cost-effectiveness Analysis for the Gap-fill Strategy

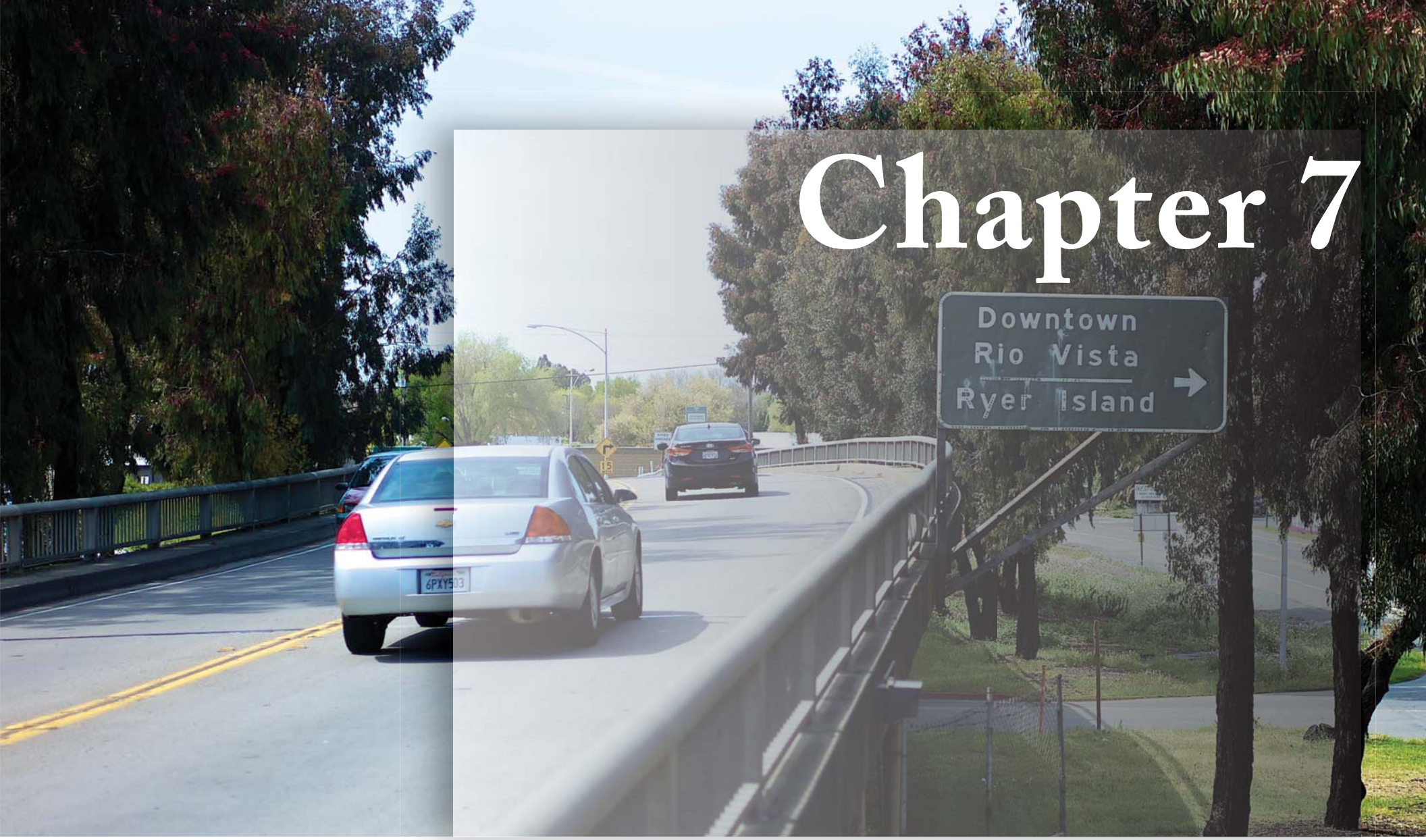
Pkg	Dir.	ID	Mitigation Improvement	Life-Cycle Mobility Benefits (Veh-hr of delay saved)	Capital Costs	Life-Cycle Costs	Cost - Effectiveness ($/veh-hr of delay saved)
GP1	Both	1	Implement corridor-wide ITS System	18,805,405	$24,100,000	$37,000,000	$2.0
GP2	Both	2	Improve bridge operations at the Rio Vista, Mokelumne and Potato Slough bridges including implementation of advance ITS elements	5,613,210	$9,800,000	$12,200,000	$2.2
GP3	Both	3	Construct standard width shoulders and improve pavement surface between Liberty Island Road and Drouin Drive including median channelizers	0	$33,400,000	$34,800,000	-
GP4	Both	4	Construct streetscaping and pedestrian walkway improvements with curb and gutter improvements for intersections through Rio Vista (Church Road to Rio Vista Bridge)	0	$16,400,000	$18,000,000	-
			Total	24,418,615	$83,700,000	$102,000,000	$4.2

Exhibit 28: Life-Cycle Cost-effectiveness Analysis for the Barrier Separated Two-Lane Strategy

Pkg	Dir.	ID	Mitigation Improvement	Life-Cycle Mobility Benefits (Veh-hr of delay saved)	Capital Costs	Life-Cycle Costs	Cost - Effectiveness ($/veh-hr of delay saved)
BT1	Both	1	Implement corridor-wide ITS System	18,805,405	$24,100,000	$37,000,000	$2.0
BT2	Both	2	Improve bridge operations at the Rio Vista, Mokelumne and Potato Slough bridges including implementation of advance ITS elements	5,909,592	$9,800,000	$12,200,000	$2.1
BT3	Both	3	Construct standard width shoulders, include passing lanes and improve pavement surface between Walters Road and Rio Vista (Church Road)	1,053,975	$172,800,000	$184,100,000	$174.7
BT4	Both	4	Construct streetscaping and pedestrian walkway improvements with curb and gutter improvements for intersections through Rio Vista (Church Road to Rio Vista Bridge)	0	$16,400,000	$18,000,000	0
BT5	Both	5	Improve shoulders, pavement and construct median barrier between Rio Vista and Mokelumne bridges	289,755	$86,700,000	$90,100,000	$310.9
BT6	Both	6	Improve shoulders, pavement and construct median barrier between Mokelumne and Potato Slough bridges	579,510	$19,300,000	$25,200,000	$43.5
BT7	Both	7	Construct standard width shoulders, include passing lanes and address pavement issues between Potato Slough Bridge and I-5	796,650	$24,700,000	$30,500,000	$38.3
			Total	27,434,887	$353,800,000	$397,100,000	$14.5

Exhibit 29: Life-Cycle Cost-effectiveness Analysis for the Four-Lane Strategy

Pkg	Dir.	ID	Mitigation Improvement	Life-Cycle Mobility Benefits (Veh-hr of delay saved)	Capital Costs	Life-Cycle Costs	Cost-Effectiveness ($/veh-hr of delay saved)
FL1	Both	1	Implement corridor-wide ITS system	5,340,000	$28,900,000	$49,800,000	$9.3
FL2	Both	3	Construct Phase II of the I-80/680/SR-12 interchange which includes interchanges at Beck and Pennsylvania Avenue Construct intersection improvements from Civic Center to Walters Road Construct six-lane roadway between Abernathy and Walters Road	48,426,495	$62,900,000	$75,100,000	$1.6
FL3	Both	4	Construct standard width shoulders Construct a four-lane roadway between Walters Road and Rio Vista (Church Road)	6,349,713	$227,000,000	$249,600,000	$39.31
FL4	Both	5	Construct pedestrian improvements, landscaping and the streetscape improvements in downtown Rio Vista (Church Road to Rio Vista Bridge)	733,520	$18,300,000	$19,900,000	$27.1
FL5	Both	2	Construct new alignment for the Rio Vista Bridge	8,203,655	$984,765,102	$997,500,000	$121.6
FL6	Both	6	Construct new alignment for SR-12 between Mokelumne and Potato Slough bridges and associated changes to access points	5,387,690	$1,422,100,000	$1,433,300,000	$266.0
FL7	Both	7	Construct a four-lane cross section from Potato Slough Bridge to I-5	2,079,965	$83,900,000	$92,600,000	$44.5
			Total	76,521,038	$ 2,827,900,000	$2,917,800,00	$38.1



Chapter 7

Recommended Strategy for SR-12

The recommended strategies for SR-12 are based on all the factors considered in this evaluation. One of the keys is the pressing need to continue improving safety. At the same time, the strategies need to provide for predictable travel times along the corridor for the residents, businesses and recreational travelers. Finally, the strategies need to be compatible with the sensitive physical environment through which this route passes.

The section presents a roadmap intended to help shape the next phase of improvements on SR-12. It has been developed through a rigorous technical evaluation and an extensive stakeholder engagement process. The plan includes both short-term and long-term strategies for SR-12. The short-term recommendations can be implemented over the next five years and will make a difference in terms of safety and mobility along the corridor.

The long-term recommendations address the complex issue of adding capacity where needed to accommodate growth and how to balance these needs against potential impacts to the built and natural environment. The recommended long-term strategy is to invest in major improvements where they are needed most and where these investments will produce the greatest benefit. Every project proposed for SR-12 should contribute to enhanced mobility, operations, and safety for the corridor.

SHORT-TERM STRATEGY (2015–2020)

The short-term strategy for SR-12 is based on addressing immediate and critical issues for the corridor. The short-term strategy continues building on the current safety initiatives for the corridor by improving segments of the corridor and implementing a corridor-wide ITS program designed to improve safety and reduce congestion due to accidents, incidents and weather.

The short-term recommendations are projects that can be completed in the 2015-2020 timeframe, subject to funding availability. The life-cycle cost of the short-term strategy recommendations is $105 million and includes those common improvement items related to transit service, bicycle and pedestrian facilities that are outlined in Chapter 6.

Exhibit 2 presented earlier in this document depicts the short-term improvement strategy recommendations. Each is summarized here as follows:

Identify a specific alignment for the Rio Vista Bridge Replacement

This report incorporates the findings of the recently completed Rio Vista Bridge Replacement Study. Alignment options from this Replacement Study include options which pass either north or south of Rio Vista or follow the existing alignment for SR-12.

It became clear as this evaluation progressed that the issue of which alignment should be chosen must be resolved in order to detail a long-term plan for SR-12. To achieve this, the City of Rio of Vista should initiate a general planning process to understand how the alignment can affect the future of the City and develop a point of view on which is the best outcome from the City's perspective.

However, the City of Rio Vista cannot specify this alignment along a route under Caltrans jurisdiction. To define the alignment for SR-12 and the Rio Vista Bridge crossing over the Sacramento River, a Caltrans compliant environmental review process must be initiated and completed. The first step is the PID that meets Caltrans needs.

Implement a Comprehensive ITS Program Throughout the SR-12 Corridor

Non-recurrent congestion due to accidents or incidents accounts for as much as half of the delays experienced on highways. ITS technologies can cost-effectively reduce delays due to non-recurrent congestions by coordinating and dispatching emergency response, and by notifying motorist of delays so they can decide whether to change route, or time of travel.

The ITS elements recommended for SR-12 include detection to measure volume and speed, surveillance to observe the corridor in order to understand how it is operating, and motorist information via various channels (i.e. internet, radio or cell phone) and though changeable, or variable message signs. The roadside ITS elements need to be connected to the regional traffic control center(s) in order to be effective.

Complete Selected Roadway Improvement in the Vicinity of Rio Vista

The current safety improvements on SR-12 touch almost every mile of the corridor. There are two contiguous segments that are not scheduled for improvement under the current programs. These are 1) Liberty Island Road to Drouin Drive and 2) Drouin Drive through the Business District of Rio Vista to the Sacramento River. Both are in Solano County.

The Liberty Island Road to Drouin Drive segment is a rural cross-section. It is recommended that this be reconstructed to provide an alignment meeting current standards with a concrete median barrier, inside shoulders, standard width lanes and outside shoulders. The Solano Transportation Authority has proposed adding this project to the SHOPP list.

Implement Movable Bridge Enhancements

The movable bridges at Rio Vista and Mokelumne River are major sources of delay on SR-12. The Rio Vista Bridge often has long cycles of opening and closing to safely accommodate commercial vessels to and from the Port of West Sacramento.

Travel on Mokelumne River primarily consists of smaller recreational vessels. But due to the low vertical clearance at this bridge, it is one of the most frequently operated in California.

The bridge enhancements in the short-term are directed at two different needs on these bridges. First, additional advance warning devices are recommended on the vehicle approaches to all three of the movable bridges along SR-12. Secondly, the Rio Vista and Mokelumne River bridges are both over 70 years old. It is recommended that the bridge operating equipment be updated.

LONG-TERM STRATEGY (2020–2035)

As in other analyses of SR-12, this evaluation finds that in the long-term, significant investment will be needed in this corridor to safely and efficiently accommodate projected growth. The recommended strategies presented here are focused on projects that address the capacity needs of the corridor and deliver meaningful benefits to those who travel SR-12.

These recommended strategies are shown graphically in Exhibit 3 in the first Chapter of this document. These proposed improvements have life-cycle costs estimated at $1.5 billion, of which just over half, or $800 million, is for the proposed Rio Vista Bridge Replacement Project. Each is also discussed as follows.

Implement the Rio Vista Bridge Replacement

This project – the replacement of the Rio Vista Bridge – is the single most important investment that can be made to improve SR-12. It is not just because vehicular traffic will benefit, but also to benefit shipping to the Port of West Sacramento. The alignment chosen to achieve the bridge replacement will shape the future growth pattern of Rio Vista.

In order to realize the full benefits of the bridge replacement, it is recommended that the crossing, whether a bridge structure or alternatively a tunnel, allow passage for all vessels that are anticipated to transit the Sacramento River. In other words, if a bridge is constructed, a fixed, high-level bridge is recommended.

Construct a Four-Lane Divided Highway from SR-113 to SR-160

This section of SR-12 is anticipated to carry the highest traffic volumes in long-term. Here the corridor must accommodate both the east-west traffic on SR-12 and north-south movements for the intersecting routes of SR-113 and SR-160. The exact nature of this project is dependent on selection of an alignment for the Rio Vista Bridge Replacement.

Implement the Mokelumne River Bridge Replacement

With only eight feet of vertical clearance, the bridge at the Mokelumne River opens frequently for almost all of the waterborne traffic that passes here. This bridge, originally built in 1942, has opening/closing cycles that can last eight minutes or more and result in frequent delays at the bridge approaches.

The recommended strategy is to replace the Mokelumne River Bridge with a fixed span bridge that meets the vertical clearance requirement for this water body. The bridge needs one lane of traffic in each direction for the foreseeable future, but should be built wide enough that four lanes (two lanes in each direction) can implemented if needed.

Construct Capacity Improvements in Fairfield/Suisun City

Improvements are proposed on SR-12 from I-80 to Beck Avenue as part of Phase 1 of the I-80/I-680/SR-12 Interchange Improvement Project being advanced by Solano County. This evaluation has shown that these improvements to SR-12 are warranted and that in the long-

term, Phase 2 of the Interchange Project, which adds capacity to SR-12 between Beck Avenue and Walters Road, will be needed as well.

The Phase 1 improvements are included in the Baseline case. The recommended strategy is to implement the Phase 2 improvements on SR-12 in the long-term. These improvements include an additional lane in each direction for a total of three through lanes in each direction and intersection improvements that include conversions to grade-separated interchanges at some locations.

Construct Barrier Separated Two-Lane Improvements

For those sections of SR-12 not addressed in the strategies above, a barrier separated two-lane improvement is recommended. Moving from west to east, this improvement strategy is recommended between Walters Road and SR-113 (Solano County), between SR-160 and the Mokelumne River (Sacramento County), between the Mokelumne River and the Bouldin Island Project (San Joaquin County) and from the Bouldin Island Project east to the existing multi-lane highway just before the I-5 interchange. The barrier separated two-lane improvement will include a fixed median barrier, inside shoulders, standard width travel lanes and an outside shoulder that accomodates a rumble strip and allows for both emergency and bicycle use.

EVALUATION OF THE RECOMMENDED CORRIDOR STRATEGIES

The recommended corridor strategies were evaluated against the baseline scenario for the short-term and long-term using the same metrics as those used for the comparative analysis of the baseline and conceptual improvement strategies in Chapter 6. The evaluation derived information from conceptual improvement drawings, engineering evaluations, cost estimates and a traffic analysis.

The comparative evaluation was supplemented by cost estimates and a cost-effectiveness evaluation to provide an indication of the cost for per hour of delay time saved on a life-cycle basis. This methodology is discussed in more detail in Chapter 6 of this document.

The evaluation is summarized in Exhibit 30 where it can be seen that the recommended strategies, both short- and long-term, produce positive benefits for all the evaluation criteria when compared to the Baseline case. In many cases, these improvements can be considered significant. For instance, total delay on corridor is reduced by about 30% which translates to a savings of 5,000 hours of delay per

Exhibit 30: Evaluation Measures for the Recommended Corridor Strategy

Evaluation Categories	Baseline		Recommended Strategy		Percent Change*	
	Short-Term (2015-2020)	Long-Term (2020-2035)	Short-Term (2015-2020)	Long-Term (2020-2035)	Short-Term (2015-2020)	Long-Term (2020-2035)
Transportation System Effectiveness						
Average Peak Hour Travel Time (mins)	78	87	69	63	11%	27%
Daily VMT	485,000	831,200	489,360	860,060	1%	3%
Daily VHT	17,300	28,000	14,780	22,540	14%	19%
Improved pavement (Centerline miles)	N/A		39.1		N/A	
Number of Bridges with Sufficiency Rating < 80%	2		0		200%	
Safety						
Safety enhanced roadway (Centerline miles)	N/A		42.1		N/A	
Daily non-recurrent delay (vehicle hrs)	584	6,300	120	4,345	79%	31%
Economic Vitality						
Daily non-recurrent delay (vehicle hrs)	584	6,300	120	4,345	79%	31%
Daily recurrent delay (vehicle hrs)	6,770	10,510	4,670	7,600	31%	27%
Total daily delay (vehicle hrs)	7,354	16,810	4,790	11,945	34%	29%
Environment						
Construction within existing ROW (acres)	N/A		214.1		N/A	
Construction outside existing ROW (acres)	N/A		163.2		N/A	
CO2 Emissions (tonnes/year)	51.4		46.4		10%	
Healthy Communities						
Fine Particulate Emissions (tonnes/year)	6.7		5.8		13%	
Coarse Particulate Emissions (tonnes/year)	10.9		9.7		11%	
Bike friendly Roadways (miles)	33.6		42.1		25%	
Dedicated Bikeways (miles)	2.9		3.5		79%	
Dedicated pedestrian pathways (miles)	2.7		9.3		244%	
Cost-Effectiveness						
Capital Cost (millions)	N/A		$87	$1,443	N/A	N/A
O&M Life Cycle Cost (millions)	N/A		$18	$52	N/A	N/A
Life Cycle Cost (millions)	N/A		$105	$1,495	N/A	N/A
Cost-Effectiveness Index ($ /person hr of delay saved)	N/A		$4.3	$22.7	N/A	N/A

Note: *Positive values indicate improved conditions.

day. This savings in delay reduces travel times, contributes to improved air quality and promotes the overall economic vitality of the SR-12 corridor.

In terms of cost-effectiveness, the short-term improvement strategies in this recommendation are extremely efficient with a cost of $4.30 for each hour of delay saved. The cost-effectiveness rating for the long-term strategy recommendations is, at $22.70, quite good given that there are two major bridge replacements in these recommendations.

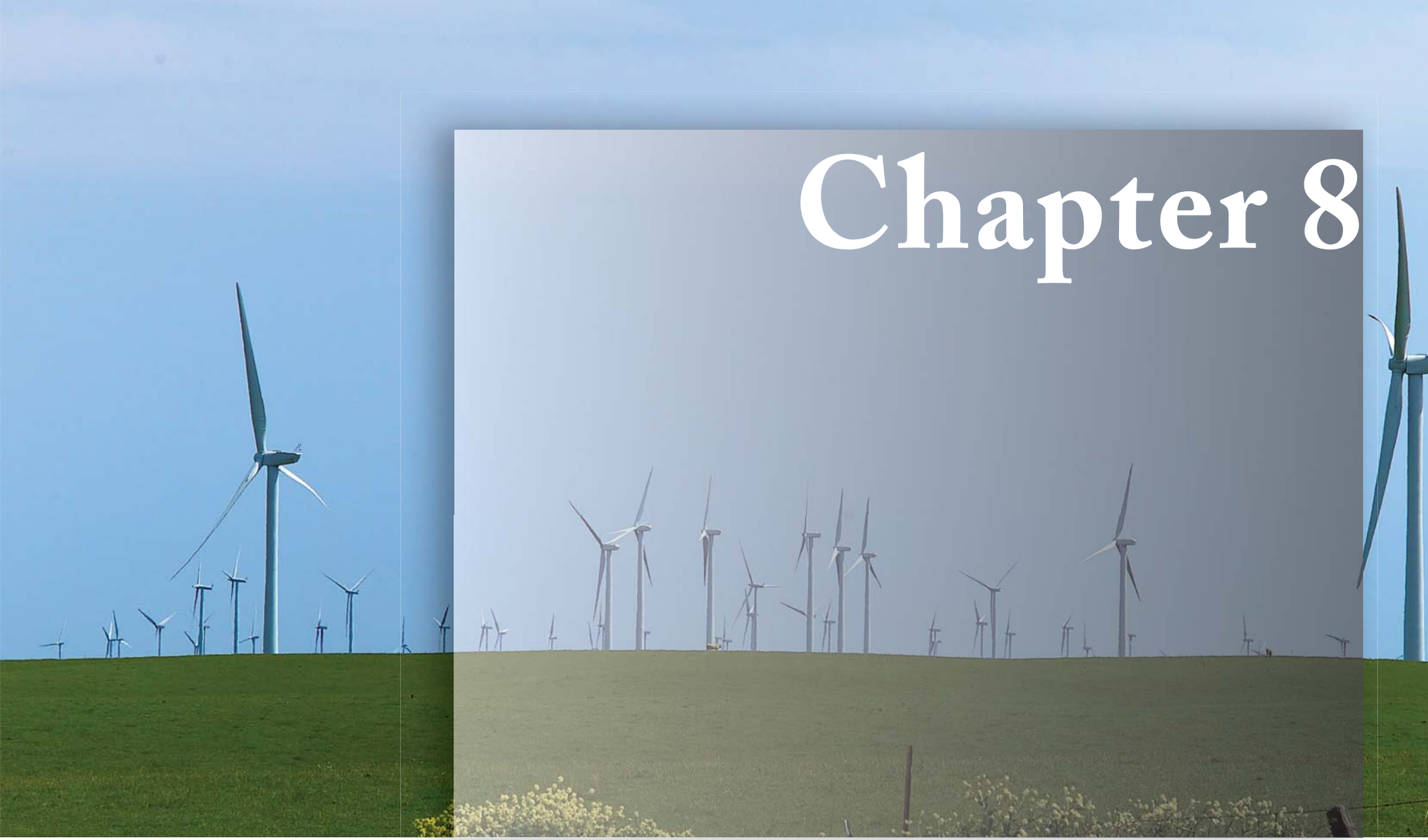
It is worth noting that the full four-lane improvement evaluated in Chapter 6 costs nearly $3 billion and reduces delay by 77 million hours. The long-term recommended strategies presented here achieve 85% of the delay reduction for the full four-lane project while costing one-half as much - $1.5 billion. Exhibits 31 and 32 summarize the cost-effectiveness evaluations for each of the short- and long-term recommended strategies outlined in this Chapter.

Exhibit 31: Life-Cycle Cost-Effectiveness Analysis for the Short-Term Strategy

ID	Mitigation Improvement	Life-Cycle Mobility Benefits (Veh-hr of delay saved)	Capital Costs	Life-Cycle Costs	Cost-Effectiveness ($/veh-hr of delay saved)
1	Implement corridor-wide ITS System	18,805,405	$24,100,000	$37,000,000	$2.0
2	Improve bridge operations at the Rio Vista, Mokelumne and Potato Slough bridges including implementation of advance ITS elements	5,613,210	$11,000,000	$12,300,000	$2.1
3	Construct standard width shoulders and improve pavement surface between Liberty Island Road and Drouin Drive including concrete median barriers, inside shoulders, standard width lanes and outside shoulders	0	$34,200,000	$35,500,000	-
4	Construct streetscaping and pedestrian walkway improvements with curb and gutter improvements for intersections through Rio Vista including intersection treatments designed to enhance traffic safety for bridge approaches	220,050	$18,000,000	$19,500,000	$88.6
	Total	24,418,615	$87,300,000	$104,300,000	$4.3

Exhibit 32: Life-Cycle Cost-Effectiveness Analysis for the Long-Term Strategy

ID	Mitigation Improvement	Life-Cycle Mobility Benefits (Veh-hr of delay saved)	Capital Costs	Life-Cycle Costs	Cost-Effectiveness ($/veh-hr of delay saved)
1	Construct Phase II of the I-80/I-680/SR-12 Interchange which includes interchanges at Beck and Pennsylvania Avenues Construct intersection improvements from Civic Center to Walters Road Construct six-lane roadway between Abernathy and Walters Road	48,426,495	$62,900,000	$75,000,000	$1.6
2	Construct standard width shoulders, include passing lanes and improve pavement surface between Walters Road and SR-113	1,400,000	$183,600,000	$192,100,000	$137
3	Construct a four-lane roadway between SR-113 and River Road Construct pedestrian improvements, landscaping and the streetscape improvements in downtown Rio Vista (Church Road to Rio Vista Bridge)	2,250,000	$61,600,000	$64,400,000	$28.6
4	Construct a high-level bridge or tunnel for the Rio Vista Bridge	8,190,360	$827,090,000	$839,800,000	$102.5
5	Construct an improved two-lane segment (expandable to four-lanes) with improved shoulders, pavement and construct median barrier between the Rio Vista Bridge and Mokelumne Bridge	290,800	$95,600,000	$99,000,000	$340.4
6	Construct a new mid-level bridge for the Mokelumne River Crossing	3,700,000	$167,800,000	$169,100,000	$45.7
7	Construct an improved two-lane segment (expandable to four-lanes) with improved shoulders, pavement and construct median barrier between the Mokelumne Bridge (east end of the Bouldin Island Project) and just west of I-5	1,374,398	$44,000,000	$55,700,000	$40.5
	Total	65,632,053	$1,443,000,000	$1,495,100,000	$22.7



Chapter 8

Funding Considerations for SR-12

Funding the diverse range of short and long-term corridor improvement strategies recommended for SR-12 will be as complex as the characteristics of the corridor itself. Most noteworthy is the passage of MAP-21, a two-year (as opposed to a traditional 6yr reauthorization), $105 billion surface transportation bill signed by President Obama on July 6 which will provide funding for surface transportation programs at current levels, extending user fees and the Highway Trust Fund through fiscal year 2016. The legislation also includes needed reforms for expanded innovative finance, improved efficiency with program consolidation, streamlined project delivery, and improved accountability with performance measures.

MAP 21 is federal legislation, and does not address the uncertainty of future state legislation and local political support for user fee based transportation funding scenarios.

The intent of this discussion of funding considerations for SR-12 is to identify how existing local, state, and federal transportation funding programs may apply to the various improvement strategies being recommended. These considerations recognize that the SR-12 corridor spans three counties where the same local, state, and federal transportation funding programs are administered uniquely by the respective administering agencies.

The considerations also recognize that with the diverse range of corridor improvement strategies over a short and long-term planning horizon, there are opportunities for a diverse range of transportation funding sources and strategies to be employed to deliver individual projects over time. While it is not the intent of this study to recommend specific funding strategies to deliver the recommended corridor improvement strategies, this discussion of funding considerations does present a series of potential next steps to support both the standard progression of project development and positioning of projects for competitive funding programs.

Short-Term Improvements (2015-2020)

The recommended short-term corridor improvement strategies include:

- operational and safety improvements;
- intelligent transportation systems;

- existing bridge rehabilitation; and
- pedestrian and bicycle streetscape enhancements.

Consistent with the history of recent operational and safety improvements constructed within the SR-12 corridor as well as those funded for construction by 2015, the State Highway Operations and Protection Program is a Caltrans administered, statewide funding program targeted to operational and safety improvements on the state highway system. Funding in the SHOPP is divided into multiple categories based on project type. Currently there are eight SHOPP categories including: major damage restoration, collision reduction, mandates, bridge preservation, roadway preservation, mobility, roadside preservation, and facilities. Funding levels for individual categories are subject to specific state and federal funding program shares and actual program revenues received. Total SHOPP revenues are established in consultation between Caltrans and the California Transportation Commission (CTC) and adopted by the CTC as part of the State Transportation Improvement Program fund estimate every two years in conjunction with the biennial STIP update.

As a statewide program with total funding consistently below identified needs, funds are programmed to individual projects based upon established statewide priorities and the existing conditions of a given highway location. Caltrans Districts are responsible for the continual monitoring of their respective highway system network to identify deficiencies, the development of project initiation documents to establish the purpose/need, scope and cost of specific projects to address deficiencies, and the recommendation to Caltrans Headquarters for funding of projects. As part of the biennial STIP update, Caltrans Headquarters recommends a four-year SHOPP program for the adoption of the CTC. Only the highest priority projects fitting within the adopted SHOPP revenues are programmed for construction.

As part of the 2007 SHOPP, over $20 million in SHOPP funds were provided for the construction of safety and operational improvements on SR 12 in Solano County. This significant series of improvements upgraded almost 13 miles of the highway to current design standards including 12-foot lanes and 8-foot shoulders, improved intersections with the construction of left-turn lanes, and the full reconstruction of the roadway with horizontal and vertical realignments to improve sight distance. These improvements were completed in early 2011.

As part of the 2012 SHOPP, Caltrans has programmed over $77.8 million in SHOPP for roadway and bridge improvements on SR-12 in both Solano and San Joaquin counties. The largest of these projects totals approximately $45 million from the roadway preservation category of the SHOPP. This project will fully reconstruct the five-mile section of SR-12 on Bouldin Island in San Joaquin County

to provide standard 12-foot lanes, 8-foot outside shoulders, and a 2-foot inside shoulder needed to accommodate a concrete median barrier. The 2012 SHOPP also programs over $8 million from the bridge preservation category for the replacement of the Mokelumne River Bridge control house and the rehabilitation of the bridge deck. This programming of SHOPP funds provides direct support of the recommended existing bridge rehabilitation improvement strategy.

In addition to SHOPP funds, operational and safety improvements on SR-12 have also recently been delivered using STIP - Regional Transportation Improvement Program (RTIP) funds. The STIP is a CTC administered, statewide funding program targeted to various transportation projects including highways, local roadways, and transit. Different from the SHOPP program, the STIP program is generally focused on transportation system expansion such as adding new lanes. The STIP is divided into two main funding categories. The Interregional Transportation Improvement Program (ITIP) is funded with 25% of the total STIP funds and is available for projects recommended by Caltrans based on statewide priority. The RTIP is funded with 75% of the total STIP funds and is further divided by formula into individual county shares available for projects recommended by each county. Total STIP revenues are established in consultation between Caltrans and the CTC and adopted by the CTC as part of the State STIP fund estimate every two years in conjunction with the biennial STIP update.

As part of the 2006 STIP Augmentation, the San Joaquin Council of Governments programmed $21.5 million of RTIP funds in San Joaquin County to a series of intersection improvements between I-5 and Glasscock Road that began construction in May 2012. This project also includes an extensive package of ITS elements from I-5 in San Joaquin County to Rio Vista in Solano County including changeable message signs and traffic monitoring cameras.

Federal Transportation Funding Programs

ITS elements in Solano County are also eligible projects within the current competitive funding programs administered by the MTC with federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. As both the Metropolitan Planning Organization and Regional Transportation Planning Agency (RTPA) for the nine-county San Francisco Bay Area, MTC receives the regional share of the STP funds distributed by state formula to urbanized and non-urbanized areas of the State. Similarly, MTC receives the CMAQ funds distributed by the State to those regions that qualify as non-attainment or maintenance areas for National Ambient Air Quality Standards. While regional STP funds can be used for a variety of transportation purposes, CMAQ funds must be used on projects the demonstrate air quality benefits. Due to the competitive nature of the

MTC programs and the connectivity to the CMAQ program, ITS projects proposed in Solano County would need to demonstrate significant project benefit to transportation system performance as well as air quality.

Pedestrian and bicycle streetscape enhancements in Solano County are eligible for a variety of state and federal funding programs. As noted previously, MTC administers several funding programs with federal STP and CMAQ funds applicable to these types of improvements. With the recently adopted One Bay Area Grant (OBAG) Program, MTC has included 50% of the federal Transportation Enhancement (TE) funds distributed through the STIP to the nine counties in the San Francisco Bay Area into a single program with STP and CMAQ to address a wide range of transportation projects that support MTC's long-range Regional Transportation Plan goals.

Through the OBAG Program, the Solano Transportation Authority, as the Congestion Management Agency (CMA) for Solano County, will receive approximately $18 million over four years (2012/13 – 2015/16) to directly identify projects for funding including projects that meet the criteria of MTC's Bicycle and Pedestrian Improvements, Transportation for Livable Communities, and Safe Routes to School categories. Additionally, with the remaining 50% of the TE funds distributed to Solano County through the STIP, the Solano Transportation Authority has the opportunity to recommend projects such as pedestrian and bicycle streetscape enhancements for funding by the CTC.

Long-Term Improvements (2020-2035)

The recommended long-term corridor improvement strategies include:

- operational and safety improvements;
- bridge replacements; and
- highway widening.

As identified for the recommended short-term improvement strategies, the SHOPP program provides a dedicated funding source for state highway operational and safety improvements, including bridge rehabilitation and replacement. The challenge with the SHOPP program funding is its limited ability to fund large projects and the reactionary nature of its funding prioritization. However, the 2012 SHOPP does include $45 million to fully reconstruct the five-mile section of SR-12 on Bouldin Island

in San Joaquin County to provide standard 12-foot lanes, 8-foot outside shoulders, and a 2-foot inside shoulder needed to accommodate a concrete median barrier. This project scope is consistent with the long-term recommendations for an enhanced barrier separated two-lane highway for many of the rural sections of SR-12. The division of these rural sections of SR-12 between natural break points, such as bridges, also provides the opportunity for these improvements to be phased relative to the availability of funding over multiple SHOPP cycles.

With respect to full bridge replacements, the SHOPP program is generally limited from funding capacity increasing projects. However, in 2011 the CTC approved the Caltrans recommendation to allocate $470 million in SHOPP funds as part of a larger funding package to replace the Gerald Desmond Bridge at the Port of Long Beach with the widening of the bridge from four to six lanes. While this type of investment from the SHOPP program, both in scope and magnitude, is atypical, it does suggest the opportunity for the SHOPP to be matched with other funds to deliver larger capacity increasing bridge replacements exists, however challenging it may be.

STIP funds which are split between the RTIP and ITIP are the more typical state transportation funding programs to support capacity increasing state highway projects. Funding recommendations by Caltrans for the ITIP are guided by priorities set in Caltrans' Interregional Transportation Strategic Plan (ITSP). The greatest challenge with the ITIP is the statewide competitiveness of the program for state highways that carry significantly higher volumes of interregional traffic. Typically projects that receive ITIP funding are successful due to matching the ITIP with other funds including RTIP and local funds. As noted previously, the RTIP is funded with 75% of the total STIP funds and is divided by formula into individual county shares available for projects recommended by each county. While the RTIP receives the largest share of the STIP program funds, the division of funds by a population based formula to the counties results in the majority of the funding being available for projects in the larger urbanized areas of California.

In the recent 2012 STIP that provided new RTIP capacity to the counties for a two-year period covering state fiscal years 2015/16 and 2016/17, Sacramento County was provided with a RTIP funding target of $30 million, San Joaquin County a target of $25 million and Solano County a target of $15 million. In recognition that the size and cost of many capacity increasing projects far exceeds the biennial RTIP shares for even the larger counties, the CTC STIP guidelines allow for counties to advance future RTIP shares to deliver larger projects. The actual ability for counties to advance future RTIP shares as well as even program projects up their share targets is subject to the total capacity of the RTIP program and competing projects in other regions. To better address this situation in the nine-county San Francisco Bay Area, MTC coordinates share advances among all nine counties. Such a strategy can support the delivery of larger projects in the nine counties within the pool of individual county RTIP shares.

Over the last 20 years in California the funding from local sources, including county transportation sales tax measures and transportation impact fee programs, has increasingly exceeded transportation funding from state and federal programs. While these local programs have been extremely successful in delivering projects, including the ability to advance projects through debt financing, the politics of establishing such programs varies greatly from one county to the next. This includes the ability for transportation measures to pass the two-thirds county voter threshold and transportation impact fees being supported by local development and growth interests. There are also challenges for these types of local programs to fund specific types of transportation projects. For transportation impact fee programs tied to new development, funds are generally restricted to capacity increasing projects as well as those cost not attributable to existing deficiencies. For county transportation sales tax measures, funds are often dedicated to specific purposes and projects that must be identified as part of the voter approved sales tax expenditure plan.

In San Joaquin County there exists both a 30-year transportation sales tax measure (2011–2041) and a regional transportation impact fee program. The transportation sales tax measure specifically identified the safety and operational improvements on SR-12 between I-5 and Bouldin Island which are currently under construction. The regional transportation impact fee program does not include any improvements on SR-12 in the study corridor. In Sacramento County there exists a 30-year sales tax measure (2009-2039) that includes a transportation mitigation fee program as part of the funds included in the voter approved project expenditure plan. This measure does not identify any improvements on SR-12. In Solano County there have been several attempts to pass a countywide transportation sales tax measure with current efforts focused on a regional transportation impact fee program. It is possible that some portion of the recommended long-term improvement strategies in Solano County could be funded through one of these two types of programs in the future.

Over the long-term, replacing the Rio Vista Bridge on SR-12 as it passes over the Sacramento River is a critical infrastructure need. This project is expensive and the recent bridge replacement study indicates that the capital cost could run in the range of $800 to $900 million in 2011 dollars. Given this high cost, bridge tolls and public-private-partnerships are funding and delivery strategies should be examined to understand how these may contribute to accelerating the replacement of the Rio Vista Bridge.

In 2009, the consulting firm ERA/AECOM issued a preliminary funding strategy assessment that looked at a wide range of local, State and Federal funding options. This evaluation also considered bridge tolls as a possible funding source. This report is comprehensive and provides a good

assessment of the various funding sources and strategies. The major change since this report is issued is that the Rio Vista Bridge currently rated as structurally deficient whereas in 2009 it was not.

The ERA/AECOM report concluded that bridge tolls could generate capital funds using non-recourse revenue bonds in the range of $500 to $800 million depending on funding assumptions including when tolls begin to be collected and the term of the toll revenue bonds. Preliminary estimates done in this study also find that bridge tolls could generate between $500 million and $1 billion in bond proceeds. Again this depends on the structure and terms of the bond.

As to the question can tolls be used to fund the Rio Vista Bridge replacement? The answer is yes. The existing future traffic crossing the Rio Vista Bridge even when traffic diverting from the bridge is accounted for, can when using a toll rate structure similar to other bridges in the Bay Area pay for 50% or more of capital investment needed to replace the Rio Vista Bridge.

Partnerships can take the form of Public-Public or Public-Private. The goals of these partnerships are to manage risks and accelerate project delivery. The structures can range from conventional Design-Bid-Build project delivery where the private sector tasks construction costs and schedule risks to concessions where the private sector designs, builds, operates, maintains and finances the asset over a period of time to generate a return on investment.

Public-Public sector partnership can involve sharing of maintenance costs, operating partnerships and structures that enhancement credit and in the case of the Federal government benevolent lending programs such as the Transportation Infrastructure Finance and Innovation Act. Increasing, the delivery of large scale projects such as the Rio Vista Bridge requires complex partnerships with both the public and private sector to advance these projects through finance and delivery. These kinds of partnerships need to be evaluated to see if there are combinations of funding sources, construction efficiencies and operational responsibilities that can advance the delivery of the Rio Vista Bridge.

As the report also recognized, new state legislation would be required to allow for the use of toll financing on the Rio Vista Bridge replacement. Such legislation is needed to allow for both the collection of tolls and authorization of bond sales while defining the project scope and designating the administering authority. One of the significant challenges with the application of tolling the Rio Vista Bridge is the local political support. Through the larger SR-12 East Rio Vista Bridge Relocation Study, prepared by the Solano Transportation Authority in 2010, concerns were expressed by residents of the City of Rio Vista for the impacts of tolls on local residents with consideration requested for local resident exclusions. Additionally, as part of the public outreach for the SR-12 Corridor Study,

a survey of agricultural and trucking stakeholders indicated no support for tolls as a way to finance improvements in the corridor.

The final transportation funding sources that are applicable to the recommended long-term corridor improvement strategies are federal grants. Federal grants can include "earmarks" simply designated by Congress and discretionary grants awarded to projects based upon competitive processes. With the uncertainty of how federal transportation funding will be structured as part of pending federal transportation reauthorization bill, it is difficult to suggest what discretionary programs may exist in the future and if Congress will continue designating earmarks.

The Solano Transportation Authority was recently successful in securing existing federal Defense Highway grant program funds for the SR-12 East Rio Vista Bridge Relocation Study due to the direct access to Travis Air Force Base from SR-12. The continued existence of Travis Air Force Base could maintain the opportunity to receive similar federal funds in the future. New federal programs, such have been suggested for goods movement, could also be applicable to the recommended long-term corridor improvement strategies provided that such relationships can be demonstrated and effectively presented with political support.

Next Steps

With the diverse range of corridor improvement strategies over a short and long-term planning horizon, there are opportunities for a diverse range of transportation funding sources and strategies to be employed to deliver individual projects over time. As such, this study recognizes that there will be a natural phasing of projects across the full SR-12 study corridor and that this phasing is likely to be influenced by both the availability of funding and the priorities identified in this Corridor Plan. To support both the standard progression of project development and the positioning of projects for competitive funding programs it is recommended that the partner agencies on the SR-12 Corridor Study:

- Advance preliminary engineering and environmental clearance on individual projects;
- Complete a detailed bridge toll study for the Rio Vista Bridge;

- Develop an assessment of the SR-12 corridor that identifies its state and national significance to the economy, trade, and national defense; and
- Maintain an interregional organization of local elected officials to support the advocacy for corridor funding.

Preliminary engineering and environmental clearance of individual projects is important to be able to substantiate project scopes, costs and public support. This project information is often critical in competing for additional project funding and being able to demonstrate project readiness when funding opportunities become available. For state funding programs preliminary engineering, referred to as a Project Initiation Document is required to program additional STIP or SHOPP funds to environmental clearance, right-of-way acquisition, final design, and construction.

While environmental clearance may cost several millions of dollars on individual projects in the long-term corridor improvement strategies, preliminary engineering may be limited to several hundreds of thousands of dollars. This low cost of preliminary engineering is further supported by recent updates in Caltrans' PID guidelines that allow for less detailed PIDs to be used on locally funded state highway projects or to program STIP funded highway projects through environmental clearance. PIDs are also good candidates for STIP Planning, Programming, and Monitoring funds, federal STP funds, and federal earmarks. The cost of SHOPP project PIDs are funded within the SHOPP program, but the prioritization of these efforts must be coordinated with Caltrans.

Specific to the Rio Vista Bridge replacement, a detailed bridge toll study could be completed concurrent to environmental clearance to take advantage of data, including traffic forecasts, developed during this phase of project development and to support the selection of the preferred project alternative. The intent of such a study is to fully analyze and document investment grade toll revenue projections and tolling implementation. More general to the full SR-12 corridor, an assessment of the state and national significance of SR-12 to the economy, trade, and national defense will help position SR-12 for various funding opportunities. These opportunities could be new federal transportation programs through the federal transportation reauthorization bill targeted to goods movement or national defense. Similarly at the state level there may be future transportation funding programs like the Proposition 1B Trade Corridor Improvement Fund.

An interregional organization of local elected officials, such as the existing SR-12 Corridor Advisory Committee, is an effective means to provide ongoing coordination and uniform support for the delivery of project on the SR-12 corridor. This support includes the promotion of awareness of corridor needs to state and federal officials and the advocacy for funding of projects.

* Final Comprehensive Evaluation and Corridor Management Plan, November 2012. This plan is subject to change with respect to findings and/or conclusions. It should also be noted that these findings and/or conclusions may not ever be programmed due to various reasons, including but not limited to, engineering judgment and/or budget constraints.

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Solano Transportation Authority

DATE: March 18, 2013
TO: STA TAC
FROM: Liz Niedziela, Transit Manager
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. This input has been incorporated into the draft Plan.

The draft Plan was distributed to the operators prior to the last Consortium meeting in February 2013. This item was informational 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 and concurrence 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 for public comment in April 2013. A recommendation on the final plan is scheduled for the May 28th Consortium meeting and the STA Board meeting in June 2013.

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 Plan for public comment as shown in Attachment A.

Attachment:
A. Draft Mobility Management Plan (To be provided under separate cover.)

Solano Transportation Authority

DATE: March 22, 2013
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Update on OneBayArea Grant (OBAG) Projects and Funding Recommendations

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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 22nd, and the Draft Environmental Impact Report (DEIR) on March 29th. 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 10th. MTC is also hosting a public workshop on Plan Bay Area at the Solano County Fairgrounds in Vallejo Monday, April 22nd. 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 16th (Marin and Alameda counties) and April 17th (Santa Clara County). MTC will also accept comments on Plan Bay Area and the DEIR through their web site through May 16, 2013.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachments:
A. OBAG Funding
B. MTC/ABAG Plan Bay Area Public Meeting Memo

STA OBAG Funding

Funding Considered in OBAG Strategy FY 2012-13, 13-14, 14-15, 15-16		CMAQ 5,610	STP 586	STAF 182	TDA 485	TOTAL 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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TO: MTC Planning Committee, ABAG Administrative Committee DATE: March 1, 2013

FR: Executive Director, MTC W.I.
Executive Director, ABAG

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

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DATE: March 15, 2013
TO: STA TAC
FROM: Jessica McCabe, Project Assistant
RE: Project Delivery Update – OneBayArea Grant (OBAG) Programming

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Background:
As the Congestion Management Agency (CMA) for Solano County, the Solano Transportation Authority (STA) coordinates project funding commitments between project sponsors and funding agencies. This coordination includes recommendations for programming, allocating, and obligating federal, state, and regional funds for a variety of transportation projects. These recommendations are based on the current and projected status of projects recommended for funding by the STA.

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

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

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

At the March 13, 2013 Board meeting, the STA Board approved the funding strategy for the remaining $6.196 M of OBAG funds (Attachment A). Of the $6.196M, the STA Board approved for programming the $486,000 of STP for planning.

Discussion:
Gearing up for Programming Remaining OBAG funds
STA staff anticipates programming actions for the remaining of $5.710 M in STP and CMAQ to be taken by the Board in May. These federal funds would be made available to project sponsors by November 2013, should MTC's 2013 Transportation Improvement Program (TIP)

development process remain on schedule. In preparation, and in accordance with STA's project delivery policy (Attachment B), STA staff will be requesting updated project delivery schedules from project sponsors. These delivery schedules will be reviewed and approved by the Solano Project Delivery Working Group (PDWG) and the STA Technical Advisory Committee (TAC) at their April meetings.

Subsequent to STA Board action, there are several programming requirements that will need to be met before OBAG funds can be programmed into the TIP. Project sponsors will be required to submit an STP/CMAQ resolution of local support, complete streets resolution, OBAG local agency checklist, and a complete streets checklist. Attachment C details the OBAG programming policy and requirements. The required documents will need to be provided to STA staff, to be uploaded into MTC's Fund Management System (FMS) when TIP project listings are to be submitted to MTC.

2013 Transportation Improvement Program (TIP)
In September 2012, MTC postponed the development and adoption of the new TIP to more closely align with development and adoption of Plan Bay Area, the region's long-range transportation (RTP) and housing plan. MTC's Plan Bay Area is currently slated for adoption in June 2013, per the attached TIP development schedule (Attachment D). Once adopted, a 2013 TIP amendment will add or remove projects not included in the new RTP. August 1st is the deadline for submitting changes, including new projects, to be included in the first amendment to the 2013 TIP. To adhere to this deadline, STA will need to submit new projects to be amended into the 2013 TIP to MTC by July 30th. The attached 2013 TIP Preparation Schedule (Attachment E) shows the STA's project programming and delivery schedule, along with each of MTC's expected programming milestones.

Fiscal Impact:
None at this time.

Recommendation:
Informational.

Attachments:
A. STA OneBayArea Grant (OBAG) Project Funding Strategy, 2-15-13
B. STA Project Delivery Policy, 2-28-2011
C. Cycle 2 Program and Programming Policy 5-17-2012
D. Tentative 2013 TIP Development Schedule. 1-17-12
E. 2013 TIP Preparation Schedule

STA OBAG Funding Recommendation

2/15/2013

Funding Considered in OBAG Strategy FY 2012-13, 13-14, 14-15, 15-16		**CMAQ** **5,610**	**STP** **586**	**STAF** **182**	**TDA** **485**	**TOTAL** **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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ATTACHMENT B

Solano Transportation Authority
Project Delivery Policy
02-28-2011

Overview of STA Project Delivery & Programming

Most project funding does not come directly from the STA itself. Project funding is approved by the STA and then comes from federal, state, or regional funding sources. STA project delivery staff helps local agency project sponsors secure their funding from a variety of funding agencies, which often involves supporting local project managers through complicated federal, state, regional and local funding program procedures.

When met with critical project delays or deadlines, STA staff assists local sponsors through various avenues of recourse, providing a forum between local staff, Metropolitan Transportation Commission (MTC), Caltrans, and other funding or oversight agencies. When project sponsors are unable to secure funds or a project's deliverability is in jeopardy, STA staff develops options, such as funding swaps, delivery options, or reprogramming of funding to protect funding from being lost from Solano County and to maintain equity between STA's member agencies.

Project Delivery Policy Summary

This project delivery policy formalizes the STA's procedures regarding the programming and monitoring of STA funded projects. Other comparable agency project delivery policies focus on strict adherence to increasingly earlier deadlines in an attempt to avoid the next level of government's funding request or project monitoring deadlines. The STA's delivery policies below focus on clear decision points and funding alternatives to implement the funding recommendations taken by the STA Board without earlier deadlines or additional administrative burdens.

Project Delivery Policy Goal:

"To protect transportation funding for Solano County projects from being lost to other agencies due to project sponsors failing to meet project delivery deadlines set by funding partner agencies such as the Metropolitan Transportation Commission (MTC), Caltrans, Federal Highway Administration (FHWA),Federal Transit Administration (FTA) and Air Quality Management Districts."

This project delivery policy accomplishes this goal in several ways:

1. Provides overburdened project sponsors with clear consequences for failing to meet MTC, Caltrans, and FHWA deadlines.
2. Provides clear decision points for the STA Board to and the TAC
3. Provides a framework to develop project funding alternatives, such as fund swaps and deferment of fund shares, for project sponsors struggling with delivery deadlines.
4. Structures incentives into funding alternatives for projects sponsors who request to exercise these alternatives earlier in the process rather than later. The farther a project is from a

deadline, the easier it is to create more lucrative funding alternatives. The closer a project sponsor is to failing to meet a deadline, funding alternatives become harder to structure and may result in the complete loss of funds from the struggling project sponsor and the county as a whole.

Other funding alternatives generally require another project sponsor to be able to use the struggling project sponsor's funds for a project that can meet the deadlines attached to the fund source.

Project funding alternatives include:

- *Rescope a project into smaller phases or reprogram funding to another project within the same local agency*
  This method is preferable to others as it offers the greatest amount of flexibility to shift funding sources and manage project costs, but can only take place earlier in a project's development and early in the funding programming cycle, usually before the fiscal year in which the funding is programmed.

- *Deferment of funding shares to later years or grant cycles*
  This method can preserve equity but will delay the delivery of a project. This can only take place if other projects can spend the deferred funds in earlier years. Reprogramming funds in this nature requires early notice. This is essentially a funding swap without an incentive and can take place as late as October or November of any given fiscal year.

- *Funding swaps on sliding scales from $0.90/$1.00 to as low as $0.50/$1.00 in high-pressure circumstances*
  Funding swaps for federal funds in exchange for local funds can keep a smaller project sponsor's project moving and create an incentive for a larger project sponsor to enter into a swap. The longer a project sponsor waits, the worse the return ratio becomes. This creates incentives for both fund swap parties to enter the swap sooner rather than later. This method can take place as late as February or March of any given fiscal year for STP/CMAQ funded projects.

- *Reprogramming of funding without the possibility of the funding returning to the project sponsor*
  This method is the default method of ensuring a project's funding stays within the county or region. It is the standard method cited in MTC's Resolution 3606. If a project sponsor is too close to an Obligation Authority critical deadline, this is often the only option remaining. This method is often used between March and May of any given fiscal year.

Programming Policies for New Projects: Schedule Review & Approval

1. Prior to the STA Board recommending or approving funding for a project, the STA's Project Delivery Department must receive a reasonable project delivery schedule describing development milestones including but not limited to environmental clearance, final design, right-of-way clearance, ready to advertise & award, complete construction, and funding obligation request and receipt dates.
   1.1. Applicants who do not provide these details will not be recommended by STA project delivery staff for funding approval by the STA Board.

1.2. The STA's Technical Advisory Committee (TAC) and Project Delivery Working Group (PDWG) will review and recommend the approval of "reasonable" project delivery schedules to the STA Board as part of project funding decisions.

1.2.1. Standards for reasonable delivery schedules will be developed and recommended by the STA TAC and PDWG for incorporation into this policy document.

1.2.2. Project sponsors will highlight critical review dates regarding reasonable progress towards completing milestones shown in the schedule (e.g., completed field reviews, drafted environmental & technical studies, receipt of agency permits).

Monitoring Policies: Ongoing Schedule & Development Review

2. Based on approved delivery schedules, STA staff will review project delivery progress relative to adopted schedules with the PDWG during regular meetings.

2.1. Issues raised at the PDWG will be forwarded to the STA TAC and STA Board if critical to the success of the project.

2.2. STA staff will recommend project scope and funding alternatives based on "Project Funding Alternative Development" policy discus below.

STA Delivery Assistance: Strategy & Communication Services

3. STA Project Delivery staff will support member agency projects when in discussions with partner funding and permitting agencies 1) if projects are on schedule and 2) do not have PDWG or TAC member identified delivery issues.

3.1. Issues identified by STA staff not yet reviewed by PDWG and TAC members will be taken into account at the discretion of the STA Director of Projects.

3.2. STA staff project delivery assistance and support includes but is not limited to:

3.2.1. Developing a project delivery schedule and funding strategy with local project sponsors prior to STA PDWG and TAC member review.

3.2.2. Completing Disadvantaged Business Enterprise (DBE) forms for overburdened and smaller agencies.

3.2.3. Scheduling group project field reviews between Caltrans staff and other project stakeholders.

3.2.4. Coordinating communication between MTC, Caltrans and local agencies during critical project delivery milestones & deadlines, such as MTC's Resolution 3606 federal funding obligation request (Feb 1) and obligation (Apr 30) annual deadlines.

3.2.5. Notify project sponsors of changing funding source procedures and deadlines to keep projects on schedule.

3.2.6. Inform project sponsors through STA PDWG meetings and emails regarding project delivery bulletins and information requests from funding agency partners, such as MTC and Caltrans.

3.2.7. Develop extension requests for delayed but feasible priority projects.

Project Funding Alternative Development

1. Relative to funding source decision timing, STA staff will present current project delivery information (e.g., project delivery updates), funding alternatives and programming recommendations to the STA PDWG and TAC, prior to STA Board approval.
   - 1.1. Federal Aid Projects
     - 1.1.1. MTC's Resolution 3606 governs project delivery deadlines for all federal funding shown in the Transportation Improvement Program (TIP) for the Bay Area's federally funded transportation projects. Relative to its delivery deadlines, STA staff will discuss project delivery progress at STA PDWG and TAC meetings two months prior to reaching MTC Reso. 3606 deadlines. The approximate dates of these progress checks are described below:
       - 1.1.1.1. Disadvantaged Business Enterprise (DBE) program approval (May – June)
         - 1.1.1.1.1. Failure may lead to rescoping projects or reprogramming funds to later years.
       - 1.1.1.2. Field review scheduled (August – October)
         - 1.1.1.2.1. Failure may lead to rescoping projects or deferring funds, if alternative projects are available.
       - 1.1.1.3. Environmental Clearance (October – November)
         - 1.1.1.3.1. Failure may lead to rescoping projects, reprogramming funds to other eligible projects, or project funding swaps at $0.90 to $1.00.
       - 1.1.1.4. Obligation Requests for any phase (November – January)
         - 1.1.1.4.1. Failure may lead to reprogramming funds to other eligible projects, or project funding swaps at less than $0.90 to $1.00.
       - 1.1.1.5. Authorization/Obligation/E-76 receipt (February – August)
         - 1.1.1.5.1. Failure may lead to reprogramming funds to other eligible projects, project funding swaps at less than $0.50 to $1.00, or becoming ineligible for future federal funds pursuant to MTC Reso. 3606.
     - 1.1.2. All federal funding for local transportation projects, including earmarks and Caltrans grant programs, will be tracked by STA Project Delivery Staff with the assistance of PDWG members.
   - 1.2. State funded projects
     - 1.2.1. State Transportation Improvement Program (STIP) projects may mirror federal deadlines if tied to federal funds. Authorization at the state level comes in the form of an "allocation" of state funds from the California Transportation Commission. STA staff monitors project delivery relative to Caltrans Grant Program deadlines and CTC approvals:
       - 1.2.1.1. STIP Programming Review (March - April)
         - 1.2.1.1.1. Failure to provide a project schedule that cannot meet a January (Federalized) or April (State-only) allocation request during the prior calendar year between March and April may result in rescoping the project, funding swaps or the reprogramming of funding to other eligible projects.
       - 1.2.1.2. State allocation funding requests (November – April)
         - 1.2.1.2.1. Failure to provide a project schedule that meets a January (Federalized) or April (State-only) allocation request will be subject to a funding swap at less than $0.90 to $1.00.

1.2.1.2.2. Failure to request an allocation of STIP funding during the fiscal year when funds are programmed will result in a five-year funding delay for the return of these funds to Solano County. STA staff will only recommend the reprogramming of these funds within the next STIP programming period if the project is a priority STA project.

1.3. Regional funding (Bridge Tolls, Air Quality Management District, other regional grants)

1.3.1. These funding sources have quarterly and semi-annual reporting requirements as well as final report performance measure documentation.

1.3.1.1. Failure to provide timely reports may result in becoming ineligible for future funding for a period of one funding cycle, or the reprogramming of funding, if flexibility is available.

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Date: May 17, 2012
W.I.: 1512
Referred by: Planning
Revised: 10/24/12-C 11/28/12-C
12/19/12-C 01/23/13-C
02/27/13-C

ABSTRACT

Resolution No. 4035, Revised

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

The resolution includes the following attachments:

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

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed $20 million of the $40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation**.** Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the $20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning

activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; and to the Programming and Allocations Committee dated February 13, 2013.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

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

Date: May 17, 2012
W.I.: 1512
Referred by: Planning
Revised: 10/24/12-C
11/28/12-C
12/19/12-C
02/27/12-C

Attachment A
Resolution No. 4035

Cycle 2 Program
Project Selection Criteria and Programming Policy

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

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Cycle 2 Program
Policy and Programming

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BACKGROUND

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

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

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

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

CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE

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

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

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

NEW FUNDING APPROACH FOR CYCLE 2—THE ONEBAYAREA GRANT

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

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

Project List

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

OneBayArea Grant Fund Distribution Formula

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

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

OBAG Fund Distribution Factors

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

* RHNA 2014-2022
**Housing Production Report 1999-2006

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

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

CYCLE 2 GENERAL PROGRAMMING POLICIES

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

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

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

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

2. **Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 2 Program must be amended into the federal TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be amended by MTC staff to reflect these revisions. Where responsibility for project selection in the framework of a Cycle 2 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be reviewed and approved by the Commission.

3. **Minimum Grant Size.** The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff. Funding grants per project must therefore be a minimum of $500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and $250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).

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

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

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

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

5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with federal funds.

6. **Application, Resolution of Local Support**. Project sponsors must submit a completed project application for each project proposed for funding through MTC's Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff, and 2) Resolution of Local Support approved by the project sponsor's governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link: http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc

7. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 2 Program to ensure 1) eligibility; 2) consistency with the RTP; and 3) project readiness. In addition, project sponsors must adhere to directives such as "Complete Streets" (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

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

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

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

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

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

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

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

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

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

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

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

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

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

- Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is currently 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the required match, which is subject to change.

- Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The Cycle 2 program is project specific and the funds programmed to projects are for those projects alone. The Cycle 2 Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional Cycle 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project including contingencies.

REGIONAL PROGRAMS

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

1. Regional Planning Activities

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

2. Regional Operations

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

3. Freeway Performance Initiative

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

4. Pavement Management Program

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

5. Priority Development Area (PDA) Implementation

Funding in this program implements the following:

Regional PDA Implementation:

ABAG Funding: Funds directed to ABAG for implementation of PDAs.

Affordable TOD fund: This is a continuation of MTC's successful Transit Oriented Affordable Housing (TOAH) fund into Cycle 2 which successfully has leveraged a significant amount of outside funding. The TOD fund provides financing for the development of affordable housing and other vital community services near transit lines throughout the Bay Area. Through the Fund, developers can access flexible, affordable capital to purchase or improve available property near transit lines for the development of affordable housing, retail space and other critical services, such as child care centers, fresh food outlets and health clinics. Similar to the initial investment in the TOAH Fund, the following are program conditions: 1) MTC is able to exchange the $10 million in federal transportation funds for local funds because they cannot be used directly for housing investment; 2) Foundation or other sources of funding would be matched by MTC funds on a minimum 3:1 basis to reach a minimum fund of $40 million, and 3) the TOAH fund would be spent only in PDAs on projects that have the greatest potential to deliver affordable housing units with direct access to transit.

PDA Planning Grants: MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production and preservation in funding agreements with grantees. Grants will be made to jurisdictions to provide support in planning for PDAs in areas such as providing housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management. These studies will place a special focus on selected PDAs with a greater potential for residential displacement and develop and implement community risk reduction plans. Grants will be made to local jurisdictions to provide planning support as needed to meet regional housing goals. Also program funds will establish a new local planning assistance program to provide staff resources directly to jurisdictions to support local land-use planning for PDAs. The Regional PDA Planning/Implementation component will complement county PDA Planning efforts, but will target investments in jurisdictions taking on the majority of Plan Bay Area housing and job growth. Funds would be used to support planning grants and technical assistance.

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

Local Planning & Implementation: Funds are made available to support local jurisdictions in their planning and implementation of PDAs in each of the nine counties, developed through the county PDA Investment & Growth Strategy in consultation with ABAG and MTC. Funding is distributed to the county CMAs (with funds for San Francisco distributed to the City/County of San Francisco planning department) using the OBAG distribution formula with no county receiving less than $750,000 as shown in Appendix 5. Local jurisdictions will either directly access these funds through Caltrans Local Assistance similar to other OBAG grants provided to them by the CMAs, the CMAs may choose to provide individual grants to local jurisdictions through a single program administered by the CMA, or the CMA may request that ABAG administer the grants in cooperation with the local jurisdictions. CMA grants to local jurisdictions and the expenditure of funds by the San Francisco Planning Department are to be aligned with the recommendations and priorities identified in their adopted PDA Growth and Investment Strategy; as well as to the PDA Planning Program guidelines as they apply only to those activities relevant to those guidelines. The CMAs are limited to using no more than 5% of the funds for program administration.

6. Climate Change Initiatives

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

7. Safe Routes to Schools

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

8. Transit Capital Rehabilitation

The program objective is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs, and implement elements of the Transit Sustainability Project, consistent with the FTA Transit Capital Priorities program (MTC Resolution 4072 or successor resolution). This includes a set-aside of $1 million to support the consolidation and transition of Vallejo and Benicia bus services to SolTrans.

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

10. Priority Conservation Area (PCA) Program: This is a new pilot program for the development of Priority Conservation Area (PCA) plans and projects to assist counties to ameliorate outward development expansion and maintain their rural character. The PCA funding program includes one approach for the North Bay program (Marin, Napa, Solano, and Sonoma) and a second for the remaining five counties. In the North Bay, each CMA will take the lead to develop its own program building on PCA planning conducted to date and select projects for funding. For the remaining counties, MTC and ABAG will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. MTC will provide $5 million to the Coastal Conservancy to manage the call for projects in coordination with the Coastal Conservancy's own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone and achieve the 3:1 minimum match as required by OBAG. MTC and ABAG staff will support the administration of the program. Appendix A-8 outlines the framework for this program including goals, project screening eligibility, eligible sponsors, and project selection.

ONEBAYAREA GRANT PROGRAMMING POLICIES

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

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

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

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

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

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

- PDA Boundary Delineation: Refer to http://geocommons.com/maps/141979 which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. As ABAG considers and approves new PDA designations this map will be updated.
- Defining "proximate access to PDAs": The CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. For projects not geographically within a PDA, CMAs are required to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum target. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle.
- PDA Investment & Growth Strategy: By May 1, 2013, CMAs shall prepare and adopt a PDA Investment & Growth Strategy to guide transportation investments that are supportive of PDAs. An existing Investment and Growth Strategy adopted by the County will be considered as meeting this requirement if it satisfies the general terms in Appendix A-6. See Appendix A-6 for details.

▶ Performance and Accountability Policies: Jurisdictions need to comply with the following policies in order to be eligible recipients of OBAG funds.

- To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008. Staff will provide minimum requirements based on best practices for the resolution. A county can provide its jurisdictions an extension of the deadline to June 30, 2013 as long as no programming for projects are requested of MTC until jurisdictions are in compliance. As discussed below, jurisdictions will be expected to have a general plan that complies within the Complete Streets Act of 2008 to be eligible for the next round of funding.

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

  - Complete streets elements that were funded;
  - Adherence to the performance and accountability requirements;
  - Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
  - Public participation process.
- The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning / ABAG Administrative Committee.

▶ Project Selection: County congestion management agencies or substitute agencies are given the responsibility to develop a project selection process along with evaluation criteria, issue a call for projects, conduct outreach, and select projects

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

CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE

The categories below comprise the Cycle 2 County One Bay Area Grant Program, administered by the county congestion management agencies. Project selection should ensure that all of the eligibility requirements below are met. MTC staff will work with CMAs and project sponsors to

resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

1. CMA Planning and Outreach

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

2. Local Streets and Roads Preservation

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

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

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

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

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), capacity expansion, new roadways, roadway extensions, right of way

acquisition (for future expansion), operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to current standards), and any pavement application not recommended by the Pavement Management Program unless otherwise allowed above.

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

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

3. Bicycle and Pedestrian Improvements

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

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

4. Transportation for Livable Communities

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

General project categories include the following:

- Station Improvements such as plazas, station access pocket parks, bicycle parking
- Complete streets improvements that encourage bicycle and pedestrian access

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

5. Safe Routes to School

The county Safe Routes to School Program continues to be a regional program. The funding is distributed directly to the CMAs by formula through the Cycle 2 regional program (see Appendix A-3). However, a CMA may use OBAG funding to augment this amount. Eligible projects include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that CMAQ is used to fund this program which is targeted towards air quality improvement rather than children's health or safety. Nevertheless CMAQ eligibility overlaps with Safe Routes to School Program projects that are eligible under the federal and state programs with few exceptions which are noted below. Refer to the following link for detailed examples of eligible projects which is followed by CMAQ funding eligibility parameters: http://mtc.ca.gov/funding/STPCMAQ/7_SR2S_Eligibility_Matrix.pdf

Non-Infrastructure Projects

Public Education and Outreach Activities

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

Infrastructure Projects

Bicycle/Pedestrian Use:

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

Exclusions found to be ineligible uses of CMAQ funds:

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

6. Priority Conservation Areas

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

PROGRAM SCHEDULE

Cycle 2 spans apportionments over four fiscal years: FY 20012-13, FY 2013-14, FY 2014-15 and FY 2015-16. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2012-13 funds. This strategy, at the same time, provides several months during FY 2012-13 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second, third and fourth years of the Cycle 2 period. If CMAs wish to program any OBAG funds in the first year, MTC will try to accommodate requests depending on available federal apportionments and obligation limitations, as long as the recipient has meet the OBAG requirements.

Appendix A-1

Cycle 2
Regional and County Programs
FY 2012-13 through FY 2015-16
October 24, 2012

Proposed Cycle 2 Funding Commitments

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

One Bay Area Grant (OBAG) (millions $ - rounded)		4-Year Total
Counties		
1	Alameda	**$63**
2	Contra Costa	**$45**
3	Marin	**$10**
4	Napa	**$6**
5	San Francisco	**$38**
6	San Mateo	**$26**
7	Santa Clara	**$88**
8	Solano	**$18**
9	Sonoma	**$23**
	OBAG Total:*	**$320**
		40%

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Cycle 2 Total Total:*	**$795**

* Amounts may not total due to rounding

* OBAG amounts revised October 2012 to reflect revised RHNA, released July 2012.

Appendix A-2

Cycle 2
Planning & Outreach
FY 2012-13 through FY 2015-16
February 2013

OBAG - County CMA Planning

County	Agency	Cycle 2 OBAG County CMA Planning - Base 2012-13	2013-14	2014-15	2015-16	SubTotal	CMA-OBAG Augmentation	Total
Alameda	ACTC	$916,000	$944,000	$973,000	$1,003,000	$3,836,000	$3,270,000	**$7,106,000**
Contra Costa	CCTA	$725,000	$747,000	$770,000	$794,000	$3,036,000	$1,164,000	**$4,200,000**
Marin	TAM	$638,000	$658,000	$678,000	$699,000	$2,673,000	$418,000	**$3,091,000**
Napa	NCTPA	$638,000	$658,000	$678,000	$699,000	$2,673,000		**$2,673,000**
San Francisco	SFCTA	$667,000	$688,000	$709,000	$731,000	$2,795,000	$773,000	**$3,568,000**
San Mateo	SMCCAG	$638,000	$658,000	$678,000	$699,000	$2,673,000		**$2,673,000**
Santa Clara	VTA	$1,014,000	$1,045,000	$1,077,000	$1,110,000	$4,246,000	$1,754,000	**$6,000,000**
Solano	STA	$638,000	$658,000	$678,000	$699,000	$2,673,000	$333,000	**$3,006,000**
Sonoma	SCTA	$638,000	$658,000	$678,000	$699,000	$2,673,000		**$2,673,000**
County CMAs Total:		**$6,512,000**	**$6,714,000**	**$6,919,000**	**$7,133,000**	**$27,278,000**	**$7,712,000**	**$34,990,000**

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Regional Agency Planning

Regional Agency		Cycle 2 Regional Agency Planning - Base 2012-13	2013-14	2014-15	2015-16	SubTotal	Augmentation	Total
ABAG *	ABAG	$638,000	$658,000	$678,000	$699,000	$2,673,000		**$2,673,000**
BCDC	BCDC	$320,000	$330,000	$340,000	$351,000	$1,341,000		**$1,341,000**
MTC	MTC	$638,000	$658,000	$678,000	$699,000	$2,673,000		**$2,673,000**
Regional Agencies Total:		**$1,596,000**	**$1,646,000**	**$1,696,000**	**$1,749,000**	**$6,687,000**	**$0**	**$6,687,000**

$41,677,000

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Appendix A-3

Cycle 2
Safe Routes to School County Distribution
FY 2012-13 through FY 2015-16
May 2012

Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	Percentage	Annual Funding	Total Funding	Total Funding
					$5,000,000	$20,000,000	$20,000,000
Alameda	214,626	24,537	239,163	21%	$1,073,184	$4,292,737	$4,293,000
Contra Costa	166,956	16,274	183,230	16%	$822,199	$3,288,796	$3,289,000
Marin	29,615	5,645	35,260	3%	$158,220	$632,882	$633,000
Napa	20,370	3,036	23,406	2%	$105,029	$420,114	$420,000
San Francisco	56,454	23,723	80,177	7%	$359,774	$1,439,097	$1,439,000
San Mateo	89,971	16,189	106,160	10%	$476,367	$1,905,466	$1,905,000
Santa Clara	261,945	38,119	300,064	27%	$1,346,462	$5,385,850	$5,386,000
Solano	67,117	2,855	69,972	6%	$313,982	$1,255,928	$1,256,000
Sonoma	71,049	5,787	76,836	7%	$344,782	$1,379,130	$1,379,000
Total:	978,103	136,165	1,114,268	100%	$5,000,000	$20,000,000	$20,000,000

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* From California Department of Education for FY 2010-11

Appendix A-4

Cycle 2
OBAG County Fund Distribution
FY 2012-13 through FY 2015-16
October 24, 2012

OBAG Geographic Funding Distribution

County	OBAG Funds	PDA / Anywhere Split	PDA	Anywhere
Alameda	$63,065,000	70/30	$44,146,000	$18,919,000
Contra Costa	$45,204,000	70/30	$31,643,000	$13,561,000
Marin	$10,028,000	50/50	$5,014,000	$5,014,000
Napa	$6,661,000	50/50	$3,331,000	$3,330,000
San Francisco	$38,584,000	70/30	$27,009,000	$11,575,000
San Mateo	$26,524,000	70/30	$18,567,000	$7,957,000
Santa Clara	$88,126,000	70/30	$61,688,000	$26,438,000
Solano	$18,769,000	50/50	$9,385,000	$9,384,000
Sonoma	$23,039,000	50/50	$11,520,000	$11,519,000
Total:	$320,000,000		$212,303,000	$107,697,000

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OBAG amounts revised October 2012 to reflect revised RHNA, released July 2012.

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

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

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

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

   - ***Document the outreach effort undertaken for the local call for projects.*** CMAs are to provide MTC with:
     - A description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG funding. Specify whether public input was

gathered at forums held specifically for the OBAG project solicitation or as part of a separate planning or programming outreach effort;
- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

2. Agency Coordination

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

3. Title VI Responsibilities

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

Appendix A-6: PDA Investment & Growth Strategy

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. From time to time, MTC shall consult with the CMAs to evaluate progress on the PDA Investment and Growth Strategy. This consultation may result in specific work elements shifting among MTC, ABAG and the CMAs. Significant modifications to the scope of activities may be formalized through future revisions to this resolution. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.

(2) Planning Objectives – to Inform Project Priorities

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

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

- **Projects located in high impact project areas**. Key factors defining high impact areas include:
    a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production

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

b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
e. Project areas with parking management and pricing policies

- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC as defined by MTC (see: http://geocommons.com/maps/110983) or as defined by CMAs according to local priorities
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap or are colocated with: 1) populations exposed to outdoor toxic air contaminants as identified in the Air District's Community Air Risk Evaulation (CARE) Program and/or 2) freight transport infrastructure** –Favorably consider projects in these areas where local jurisdictions employ best management practices to mitigate PM and toxic air contaminants exposure.

Process/Timeline

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

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Appendix A-7

Cycle 2
County PDA Implementation
FY 2012-13 through FY 2015-16
November 2012

County PDA Implementation

County	Administering Agency	OBAG Formula	PDA Planning Share *	County PDA Implementation Total
Alameda	**ACTC**	20.2%	19.5%	**$3,905,000**
Contra Costa	**CCTA**	14.2%	13.7%	**$2,745,000**
Marin	**TAM**	2.8%	3.8%	**$750,000**
Napa	**NCTPA**	1.7%	3.8%	**$750,000**
San Francisco **	**City/County of SF**	12.3%	11.9%	**$2,380,000**
San Mateo	**SMCCAG**	8.3%	8.0%	**$1,608,000**
Santa Clara	**VTA**	27.6%	26.7%	**$5,349,000**
Solano	**STA**	5.5%	5.3%	**$1,066,000**
Sonoma	**SCTA**	7.5%	7.2%	**$1,447,000**
County PDA Implementation Total:		100.0%	100.0%	**$20,000,000**

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* County minimum of $750,000 for Marin and Napa results in actual PDA Implementation share different than OBAG formula share

** Funding for San Francisco to be provided to San Francisco City/County planning department

APPENDIX A-8: Priority Conservation Area (PCA) Program

Program Goals and Eligible Projects

The goal of the Priority Conservation Area Program is to support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands in the Bay Area, for residents and businesses. These values include globally unique ecosystems, productive agricultural lands, recreational opportunities, healthy fisheries, and climate protection (mitigation and adaptation), among others. The PCA Program should also be linked to SB 375 goals which direct MPOs to prepare sustainable community strategies which consider resource areas and farmland in the region as defined in Section 65080.01 (attached). ABAG's FOCUS program delineates both the Priority Development Areas and the Priority Conservation Areas.

Per MTC Resolution No. 4035, the PCA program is split into two elements:

1. North Bay Program ($5 million)
2. Peninsula, Southern and Eastern Counties Program ($5 million)

The North Bay program framework is to be developed by the four North Bay county congestion management agencies, building on their PCA planning and priorities carried out to date. Project eligibility is limited by the eligibility of federal surface transportation funding; unless the CMA can exchange these funds or leverage new fund sources for their programs.

The Peninsula, Southern and Eastern Counties Program will be administered by the Coastal Conservancy in partnership with MTC and ABAG based on the proposal provided below. The table below outlines screening criteria, eligible applicants, and the proposed project selection and programming process for the Peninsula, Southern and Eastern Counties.

Funding Amount	• $5 million

Screening Criteria	• **PCA Designation**: If a project currently isn't in or doesn't connect to a PCA, the applicant must file an application with ABAG requesting a PCA designation.
	• **Regionally Significant**: Indicators of regional significance include a project's contribution to goals stated in regional habitat, agricultural or open space plans (i.e. *San Francisco Bay Area Upland Habitat Goals Project Report* at http://www.bayarealands.org/reports/), countywide Plans or ABAG's PCA designations. Applicants should describe who will benefit from the project and regional (greater-than-local need) it serves.
	• **Open Space Protection In Place**: Linkages to or location in a Greenbelt area that is policy protected from development. Land acquisition or easement projects would be permitted in an area without open space policy protections in place.
	• **Non-Federal Local Match**: 3:1 minimum match
	• **Meets Program Goals:** Projects that meet one of the following program goals (subject to funding eligibility—see next page):
	  o Protects or enhances "resource areas" or habitats as defined in California Government Code Section 65080.01.
	  o Provides or enhances bicycle and pedestrian access to open space / parkland resources. Notable examples are the Bay and Ridge Trail Systems.
	  o Supports the agricultural economy of the region.

Eligible Applicants	• Local governments (cities, counties, towns), county congestion management agencies, tribes, water/utility districts, resource conservation districts, park and/or open space districts, land trusts and other land/resource protection nonprofit organizations in the nine-county San Francisco Bay Area are invited to nominate projects. Applicants are strongly encouraged to collaborate and partner with other entities on the nomination of projects, and partnerships that leverage additional funding will be given higher priority in the grant award process. **Partnerships are necessary with cities, counties, or CMAs in order to access federal funds. Project must have an implementing agency that is able to receive a federal-aid grant (master agreement with Caltrans)**
Emphasis Areas / Eligible Projects	**Eligible Projects** 1. **Planning Activities** 2. **Pedestrian and Bicycle Facilities/ Infrastructure:** On-road and off-road trail facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming, lighting and other safety related infrastructure, and ADA compliance, conversion and use of abandoned rail corridors for pedestrians and bicyclists. 3. **Visual Enhancements**: Construction of turnouts, overlooks and viewing areas. 4. **Habitat / Environmental Enhancements**: Vegetation management practices in transportation rights-of-way, reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats, mitigation of transportation project environmental impacts funded through the federal-aid surface transportation program. 5. **Protection (Land Acquisition or Easement) or Enhancement of Natural Resources, Open Space or Agricultural Lands**: Parks and open space, staging areas or environmental facilities; or natural resources, such as listed species, identified priority habitat, wildlife corridors, wildlife corridors watersheds, or agricultural soils of importance.
Project Selection	**Coastal Conservancy* Partnership Program:** MTC will provide $5 million of federal transportation funds to the Conservancy which will be combined with the Conservancy's program funding, and further leveraged by private foundation funding, as the basis for a regional call for projects. In addition a broader range of projects (i.e. land acquisition and easement projects) can be accommodated, which is not the case with federal transportation funds alone. The Conservancy will manage the program in collaboration with MTC and ABAG staff. This approach would harness the expertise of the coastal conservancy, expand the pool of eligible projects, and leverage up to $10 million in additional resources through Coastal Conservancy, and the Moore Foundation**.

*The Coastal Conservancy is a state agency and the primary public land conservation funding source in the Bay Area, providing funding for many different types of land conservation projects. For more information see http://scc.ca.gov/
**The Gordon and Betty Moore Foundation seeks to advance environmental conservation, scientific research, and patient care--around the world and in the San Francisco Bay Area. For more information see http://www.moore.org/

Attachment B-1

MTC Res. No. 4035, Attachment B-1
Adopted: 05/17/12-C
Revised: 10/24/12-C
11/28/12-C 12/19/12-C
01/23/13-C 02/27/13-C

Cycle 2
Regional Programs Project List
FY 2012-13 through FY 2015-16
February 2013

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TAP/RTIP/TFCA	Total Cycle 2
CYCLE 2 REGIONAL PROGRAMS			**$435,187,000**	**$40,000,000**	**$475,187,000**
1. REGIONAL PLANNING ACTIVITIES (PL)					
ABAG Planning	Region-Wide	ABAG	$2,673,000	$0	$2,673,000
BCDC Planning	Region-Wide	BCDC	$1,341,000	$0	$1,341,000
MTC Planning	Region-Wide	MTC	$2,673,000	$0	$2,673,000
1. REGIONAL PLANNING ACTIVITIES (PL)		**TOTAL:**	**$6,687,000**	**$0**	**$6,687,000**
2. REGIONAL OPERATIONS (RO)					
Clipper® Fare Media Collection	Region-Wide	MTC	$21,400,000	$0	$21,400,000
511 - Traveler Information	Region-Wide	MTC	$48,770,000	$0	$48,770,000
SUBTOTAL			$70,170,000	$0	$70,170,000
FSP/Incident Management	Region-Wide	MTC/SAFE	$25,130,000	$0	$25,130,000
SUBTOTAL			$25,130,000	$0	$25,130,000
2. REGIONAL OPERATIONS (RO)		**TOTAL:**	**$95,300,000**	**$0**	**$95,300,000**
3. FREEWAY PERFORMANCE INITIATIVE (FPI)					
Regional Performance Initiatives Implementation	Region-Wide	MTC	$5,750,000	$0	$5,750,000
Regional Performance Initiatives Corridor Implementation	Region-Wide	MTC	$8,000,000	$0	$8,000,000
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC	$5,000,000	$0	$5,000,000
SUBTOTAL			$18,750,000	$0	$18,750,000
Ramp Metering and TOS Elements					
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	Contra Costa	MTC/SAFE	$750,000	$0	$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Contra Costa	Caltrans	$11,800,000	$0	$11,800,000
FPI - Various Corridors Caltrans PE and Right of Way	Region-Wide	Caltrans	$1,000,000	$0	$1,000,000
FPI - SCL US 101: SBT Co. Line to SR 85	Santa Clara	Caltrans	$29,700,000	$0	$29,700,000
FPI - ALA I-580: SJ Co. Line to Vasco & Foothill to Crow Canyon	Alameda	Caltrans	$0	$11,000,000	$11,000,000
FPI - SOL I-80: I-505 to Yolo Co. Line.	Solano	Caltrans	$0	$23,000,000	$23,000,000
SUBTOTAL			$43,250,000	$34,000,000	$77,250,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)		**TOTAL:**	**$62,000,000**	**$34,000,000**	**$96,000,000**
4. PAVEMENT MANAGEMENT PROGRAM (PMP)					
Pavement Management Program (PMP)	Region-Wide	MTC	$1,200,000	$0	$1,200,000
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	$6,000,000	$0	$6,000,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)		**TOTAL:**	**$7,200,000**	**$0**	**$7,200,000**
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION					
Regional PDA Planning and Implementation					
PDA Planning - ABAG	**Region-Wide**	**ABAG**	**$2,000,000**	**$0**	**$2,000,000**
Regional PDA Planning	**Region-Wide**	**MTC**	**$8,000,000**	**$0**	**$8,000,000**
Transit Oriented Affordable Housing (TOAH)	**Various**	**TBD**	**$10,000,000**	**$0**	**$10,000,000**
SUBTOTAL			$20,000,000	$0	$20,000,000
Local PDA Planning					
Local PDA Planning - Alameda	Alameda	ACTC	$3,905,000	$0	$3,905,000
Local PDA Planning - Contra Costa	Contra Costa	CCTA	$2,745,000	$0	$2,745,000
Local PDA Planning - Marin	Marin	TAM	$750,000	$0	$750,000
Local PDA Planning - Napa	Napa	NCTPA	$750,000	$0	$750,000
Local PDA Planning - San Francisco	San Francisco	SF City/County	$2,380,000	$0	$2,380,000
Local PDA Planning - San Mateo	San Mateo	SMCCAG	$1,608,000	$0	$1,608,000
Local PDA Planning - Santa Clara	Santa Clara	VTA	$5,349,000	$0	$5,349,000
Local PDA Planning - Solano	Solano	STA	$1,066,000	$0	$1,066,000
Local PDA Planning - Sonoma	Sonoma	SCTA	$1,447,000	$0	$1,447,000
SUBTOTAL			$20,000,000	$0	$20,000,000
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION		**TOTAL:**	**$40,000,000**	**$0**	**$40,000,000**
6. CLIMATE INITIATIVES PROGRAM (CIP)					
Climate Strategies	TBD	TBD	$14,000,000	$6,000,000	$20,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)		**TOTAL:**	**$14,000,000**	**$6,000,000**	**$20,000,000**
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)					
Specific projects TBD by CMAs					
RSRTS - Alameda County Safe Routes to School Program	Alameda	ACTC	$4,293,000	$0	$4,293,000
RSRTS - Contra Costa	Contra Costa	CCTA	$3,289,000	$0	$3,289,000
RSRTS - Marin	Marin	TAM	$633,000	$0	$633,000
RSRTS - Napa	Napa	NCTPA	$420,000	$0	$420,000
RSRTS - San Francisco	San Francisco	SFCTA	$1,439,000	$0	$1,439,000
RSRTS - San Mateo County Safe Routes to School Program	San Mateo	SMCCAG	$1,905,000	$0	$1,905,000
RSRTS - Santa Clara	Santa Clara	VTA	$5,386,000	$0	$5,386,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1
Adopted: 05/17/12-C
Revised: 10/24/12-C
11/28/12-C 12/19/12-C
01/23/13-C 02/27/13-C

Cycle 2
Regional Programs Project List
FY 2012-13 through FY 2015-16
February 2013

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TAP/RTIP/TFCA	Total Cycle 2
CYCLE 2 REGIONAL PROGRAMS			**$435,187,000**	**$40,000,000**	**$475,187,000**
RSRTS - Solano	Solano	STA	$1,256,000	$0	$1,256,000
RSRTS - Sonoma	Sonoma	SCTA	$1,379,000	$0	$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)		**TOTAL:**	**$20,000,000**	**$0**	**$20,000,000**
8. TRANSIT CAPITAL REHABILITATION PROGRAM					
SolTrans - Preventive Maintenance	Solano	SolTrans	$1,000,000	$0	$1,000,000
Transit Capital Rehabilitation					
Specific Projects TBD by Commission					
Clipper Fare Collection Equipment Replacement	Regional	MTC	$9,994,633	$0	$9,994,633
SFMTA - New 60' Flyer Trolly Bus Replacement	San Francisco	SFMTA	$15,502,261	$0	$15,502,261
VTA Preventive Maintenance (for vehicle replacement)	Santa Clara	VTA	$3,349,722	$0	$3,349,722
Unanticipated Cost Reserve	TBD	TBD	$2,000,000	$0	$2,000,000
Specific Transit Capital Rehabilitation Program projects - TBD	TBD	TBD	$6,153,384	$0	$6,153,384
SUBTOTAL			$37,000,000	$0	$37,000,000
Transit Performance Initiative (TPI) Incentive Program					
Specific Projects TBD by Commission					
TPI - AC Transit Spectrum Ridership Growth Project	Alameda	AC Transit	$1,802,676	$0	$1,802,676
TPI - ACE Fare Collection Equipment *	Alameda	SJRRC	$22,575	$0	$22,575
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin	Marin Transit	$99,289	$0	$99,289
TPI - BART Train Car Accident Repair	Regional	BART	$1,493,189	$0	$1,493,189
TPI - BART 24th Street Train Control Upgrade	San Francisco	BART	$2,000,000	$0	$2,000,000
TPI - SFMTA Preventive Maintenance (for low income youth pass)	San Francisco	SFMTA	$1,600,000	$0	$1,600,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	San Francisco	SFMTA	$5,120,704	$0	$5,120,704
TPI - VTA Preventive Maintenance (for low income fare pilot)	Santa Clara	VTA	$1,302,018	$0	$1,302,018
Specific Transit Performance Initiative Incentive Program projects - TBD	TBD	TBD	$46,559,549	$0	$46,559,549
SUBTOTAL			$60,000,000	$0	$60,000,000
Transit Performance Initiative (TPI) Investment Program					
Specific Projects TBD by Commission					
Specific Transit Performance Initiative Investment Program projects - TBD	TBD	TBD	$52,000,000	$0	$52,000,000
SUBTOTAL			$52,000,000	$0	$52,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM		**TOTAL:**	**$150,000,000**	**$0**	**$150,000,000**

* ACE - Fare Collection Equipment - Conditioned on MTC staff determination of project consistency with regional fare policy.

9. TRANSIT PERFORMANCE INITIATIVE (TPI)					
TPI - Capital Program					
AC Transit - Line 51 Corridor Speed Protection and Restoration	Alameda	AC Transit	$10,515,624	$0	$10,515,624
SFMTA - Mission Mobility Maximization	San Francisco	SFMTA	$5,383,109	$0	$5,383,109
SFMTA - N-Judah Mobility Maximization	San Francisco	SFMTA	$5,383,860	$0	$5,383,860
SFMTA - Bus Stop Consolidation and Roadway Modifications	San Francisco	SFMTA	$4,133,031	$0	$4,133,031
VTA - Light Rail Transit Signal Priority	Santa Clara	VTA	$1,587,176	$0	$1,587,176
VTA - Stevens Creek - Limited 323 Transit Signal Priority	Santa Clara	VTA	$712,888	$0	$712,888
Unprogrammed Transit Performance Initiative Reserve	TBD	TBD	$2,284,312	$0	$2,284,312
9. TRANSIT PERFORMANCE INITIATIVE (TPI)		**TOTAL:**	**$30,000,000**	**$0**	**$30,000,000**

10. PRIORITY CONSERVATION AREA (PCA)				
North Bay PCA Program				
Specific projects TBD by North Bay CMAs		**$5,000,000**	**$0**	**$5,000,000**
SUBTOTAL		$5,000,000	$0	$5,000,000
Peninsula, Southern and Eastern Counites PCA Program				
Specific projects TBD by Commission		**$5,000,000**	**$0**	**$5,000,000**
SUBTOTAL		$5,000,000	$0	$5,000,000
10. PRIORITY CONSERVATION AREA (PCA)	**TOTAL:**	**$10,000,000**	**$0**	**$10,000,000**

CYCLE 2 REGIONAL PROGRAMS TOTAL	**TOTAL:**	**$435,187,000**	**$40,000,000**	**$475,187,000**

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Attachment B-2

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/19/12-C
01/23/13-C

Cycle 2
OBAG Project List
FY 2012-13 through FY 2015-16
January 2013

OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TA	Total Cycle 2
CYCLE 2 COUNTY OBAG PROGRAMMING		**$301,964,000**	**$18,036,000**	**$320,000,000**
ALAMEDA COUNTY				
Specific projects TBD by Alameda CMA	TBD	$50,233,000	$3,726,000	$53,959,000
CMA Base Planning Activities - Alameda	ACTC	$3,836,000	$0	$3,836,000
CMA Planning Activities Augmentation - Alameda	**ACTC**	**$3,270,000**	$0	**$3,270,000**
Alameda County Safe Routes to School Program	**ACTC**	**$2,000,000**	$0	**$2,000,000**
ALAMEDA COUNTY	**TOTAL:**	**$59,339,000**	**$3,726,000**	**$63,065,000**
CONTRA COSTA COUNTY				
Specific projects TBD by Contra Costa CMA	TBD	$38,620,000	$2,384,000	$41,004,000
CMA Base Planning Activities - Contra Costa	CCTA	$3,036,000	$0	$3,036,000
CMA Planning Activities Augmentation - Contra Costa	**CCTA**	**$1,164,000**	$0	**$1,164,000**
CONTRA COSTA COUNTY	**TOTAL:**	**$42,820,000**	**$2,384,000**	**$45,204,000**
MARIN COUNTY				
Specific projects TBD by Marin CMA	TBD	$4,730,000	$707,000	$5,437,000
CMA Base Planning Activities - Marin	TAM	$2,673,000	$0	$2,673,000
CMA Planning Activities Augmentation - Marin	**TAM**	**$418,000**	$0	**$418,000**
Central Marin Ferry Bike/Ped Connection	**Marin County**	**$1,500,000**	**$0**	**$1,500,000**
MARIN COUNTY	**TOTAL:**	**$9,321,000**	**$707,000**	**$10,028,000**
NAPA COUNTY				
Specific projects TBD by Napa	TBD	$3,557,000	$431,000	$3,988,000
CMA Base Planning Activities - Napa	NCTPA	$2,673,000	$0	$2,673,000
NAPA COUNTY	**TOTAL:**	**$6,230,000**	**$431,000**	**$6,661,000**
SAN FRANCISCO COUNTY				
Specific projects TBD by San Francisco CMA	TBD	$33,106,000	$1,910,000	$35,016,000
CMA Base Planning Activities - San Francisco	SFCTA	$2,795,000	$0	$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	$773,000	$0	$773,000
SAN FRANCISCO COUNTY	**TOTAL:**	**$36,674,000**	**$1,910,000**	**$38,584,000**
SAN MATEO COUNTY				
Specific projects TBD by San Mateo CMA	TBD	$21,860,000	$1,991,000	$23,851,000
CMA Base Planning Activities - San Mateo	SMCCAG	$2,673,000	$0	$2,673,000
SAN MATEO COUNTY	**TOTAL:**	**$24,533,000**	**$1,991,000**	**$26,524,000**
SANTA CLARA COUNTY				
Specific projects TBD by Santa Clara CMA	TBD	$67,776,000	$4,350,000	$72,126,000
CMA Base Planning Activities - Santa Clara	SCVTA	$4,246,000	$0	$4,246,000
CMA Planning Activities Augmentation - Santa Clara	SCVTA	$1,754,000	$0	$1,754,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	$10,000,000	$0	$10,000,000
SANTA CLARA COUNTY	**TOTAL:**	**$83,776,000**	**$4,350,000**	**$88,126,000**
SOLANO COUNTY				
Specific projects TBD by Solano CMA	TBD	$11,350,000	$0	$11,350,000
CMA Base Planning Activities - Solano	STA	$2,673,000	$0	$2,673,000
CMA Planning Activities Augmentation - Solano	STA	$333,000	$0	$333,000
West B Street Bicycle/Pedestrian RxR Undercrossing	Dixon	$1,394,000	$1,141,000	$2,535,000
Various Streets and Roads Preservation	Solano County	$1,094,000	$0	$1,094,000
Vallejo Downtown Streetscape - Phase 3	Vallejo	$784,000	$0	$784,000
SOLANO COUNTY	**TOTAL:**	**$17,628,000**	**$1,141,000**	**$18,769,000**
SONOMA COUNTY				
Specific projects TBD by Sonoma CMA	TBD	$12,370,000	$1,396,000	$13,766,000
CMA Base Planning Activities - Sonoma	SCTA	$2,673,000	$0	$2,673,000
SMART Vehicle Purchase	SMART	$6,600,000	$0	$6,600,000
SONOMA COUNTY	**TOTAL:**	**$21,643,000**	**$1,396,000**	**$23,039,000**

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/19/12-C
01/23/13-C

Cycle 2
OBAG Project List
FY 2012-13 through FY 2015-16
January 2013

OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TA	Total Cycle 2
CYCLE 2 COUNTY OBAG PROGRAMMING		**$301,964,000**	**$18,036,000**	**$320,000,000**
Cycle 2 Total	**TOTAL:**	**$301,964,000**	**$18,036,000**	**$320,000,000**

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Metropolitan Transportation Commission	
Attachment 1 - 2013 Transportation Improvement Program Development (TIP)	
Tentative 2013 TIP Development Schedule	
Monday, January 07, 2013	
Proposed Milestone Dates	**Milestone**
Tuesday, January 15, 2013	Deadline to submit projects for the Amendments 11-33 and 11-34
Friday, February 01, 2013	Last day to submit changes to current FTIP for Revision 11-32 (Administrative Modification) using FMS
Wednesday, February 06, 2013	2011 FTIP Amendments 11-33 and 11-34 released for public comment
Friday, February 01, 2013	**FMS Locked Down - No more changes to 2011 FTIP - Start of 2013 FTIP Development**
Thursday, February 07, 2013	**Start of review and update by project sponsors and CMAs**
Friday, February 15, 2013	**Deadline to submit non-exempt project changes (including Capital Phases) to be included in 2013 TIP**
Thursday, February 21, 2013	**Completion of project review by sponsors and CMAs**
Monday, March 04, 2013	**Completion of Review by Program Managers**
Wednesday, March 13, 2013	PAC Meeting - authorize public hearing and release Draft 2013 FTIP & AQ Conformity
Friday, March 15, 2013	**FMS Access Granted - No more changes to 2013 FTIP - Only changes to the 2011 TIP for the Last 2011 FTIP Amendment**
Friday, March 29, 2013	Begin of Public Review Period for 2013 FTIP and Conformity Analysis - If conformity Analysis is ready for Release
Wednesday, April 10, 2013	Public Hearing on Draft FTIP and AQ Conformity Analysis at April PAC
Friday, May 03, 2013	End of Public Review Period for Draft FTIP and Conformity Analysis
Wednesday, June 12, 2013	PAC review of Final 2013 FTIP and Final Conformity analysis and referral to Commission
Wednesday, June 26, 2013	**Final 2013 FTIP and Final Air Quality Conformity analysis approved by Commission**
Friday, June 28, 2013	**2013 FTIP submitted to Caltrans**
Friday, July 05, 2013	Start of FSTIP Public Participation (Statewide Public Review Process) - Date Subject to confirmation by the State
Friday, July 26, 2013	End of FSTIP Public Participation (Statewide Public Review Process) - Date Subject to confirmation by the State
Friday, August 02, 2013	FSTIP submitted to FHWA/FTA - Date Subject to confirmation by the State
Monday, September 02, 2013	Final FHWA/FTA Approval of 2013 TIP / AQ Conformity Analysis - Date Subject to confirmation by the Federal Agencies

J:\COMMITTE\Partnership\Partnership Joint LSRPDWG_2013 Joint LSRPDWG\13 Joint LSRPDWG Memos\01_Feb 04 13 LSRPDWG\[05c.i_1_Att 1_Schedule.xls]Print for Project Sponsors

2013 TIP Preparation Schedule

Attachment E

03-20-2013

	MTC TIP Schedule	STA Process	Local Project Sponsors
April	Deadline for submitting last changes to 2011 TIP		
May	MTC Approves last 2011 TIP Revision	STA Board Approval of OBAG STP & CMAQ Projects -May 8	
June	MTC Commission approves 2013 TIP		Draft TIP Listing & prep required docs for submittal into 2013 TIP
July	FMS Open - MTC accepting 2013 TIP submittals	STA staff to work with project sponsors to draft TIP listings & include required documents STA Submits TIP Amendments to MTC (by 7/31)	
August	2012-13 OBAG - TIP Amendment #1 due MTC releases draft TIP lisitings		Begin project review process (e.g., schedule field review)
September	MTC Commission approves TIP Amendment #1		
October			
November	FHWA approves TIP Amendment #1 to 2013 TIP		
December			Request E-76 for 2013-14 programmed projects - due Feb 1, 2014

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Solano Transportation Authority

DATE: March 18, 2013
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:
Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On 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 Revise to figure out how to divide up a pie that is still in the making. The balance for the fiscal year will not be known until after the third auction in March.

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

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

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

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

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

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

4. Vehicle License Fee Proposal

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

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

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

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

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

Early Prediction: Seems like a tough sell.

STA Bill Matrix
as of 3/14/2013

Bill ID/Topic	Location	Summary	Position
AB 8 **Perea D** Alternative fuel and vehicle technologies: funding programs.	ASSEMBLY TRANS. 1/14/2013 - Referred to Coms. on TRANS. and NAT. RES.	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.	
AB 25 **Campos D** Employment: social media.	ASSEMBLY JUD. 1/24/2013 - Referred to Coms. on JUD. and P.E.,R. & S.S.	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.	
AB 26 **Bonilla D** Greenhouse Gas Reduction Fund.	ASSEMBLY PRINT 12/4/2012	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.	

Bill ID/Topic	Location	Summary	Position
AB 29 **Williams D** Proposition 39: implementation.	ASSEMBLY PRINT 12/4/2012 - From printer. May be heard in committee January 3.	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.	
AB 37 **Perea D** Environmental quality: California Environmental Quality Act: record of proceedings.	ASSEMBLY NAT. RES. 1/14/2013 - Referred to Com. on NAT. RES.	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.	
AB 39 **Skinner D** Proposition 39: implementation.	ASSEMBLY NAT. RES. 2/28/2013 - Re-referred to Com. on NAT. RES.	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 specifiedThis 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**	

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

Bill ID/Topic	Location	Summary	Position
AB 179 Bocanegra D Public transit: electronic transit fare collection systems: disclosure of personal information.	ASSEMBLY TRANS. 1/31/2013 - Referred to Com. on TRANS.	Existing law prohibits a transportation agency from selling or providing personally identifiable information of a person obtained through the person's participation in an electronic toll collection system or use of a toll facility that uses an electronic toll collection system. Existing law, 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.	
AB 185 Hernández, Roger D Open and public meetings: televised meetings.	ASSEMBLY L. GOV. 3/12/2013 - Re-referred to Com. on L. GOV.	The Ralph M. Brown Act requires that an audio or video recording of an open and public meeting made at the direction of a local agency is subject to inspection pursuant to the California Public Records Act and may be erased or destroyed 30 days after the recording. Existing law requires that any inspection of an audio or video recording shall be provided without charge on equipment made available by the local agency. The bill would provide that an audio or video recording of an open and public meeting made at the direction of a local agency may be erased or destroyed 2 years after the recording. This bill contains other related provisions and other existing laws. **Last Amended on 3/11/2013**	
AB 204 Wilk R Vehicles: green vehicles: fees.	ASSEMBLY PRINT 1/31/2013	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.	
AB 206 Dickinson D Vehicles: length limitations: buses: bicycle transportation devices.	ASSEMBLY TRANS. 2/7/2013 - Referred to Com. on TRANS.	Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or trolley and a bus, except a 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.	

Bill ID/Topic	Location	Summary	Position
AB 210 **Wieckowski D** Transactions and use taxes: County of Alameda.	ASSEMBLY L. GOV. 2/7/2013 - Referred to Coms. on L. GOV. and REV. & TAX.	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.	
AB 229 **John A. Pérez D** Local government: infrastructure and revitalization financing districts.	ASSEMBLY L. GOV. 2/15/2013 - Referred to Com. on L. GOV.	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 conditionsThis 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.	
AB 266 **Blumenfield D** Vehicles: high-occupancy vehicle lanes.	ASSEMBLY TRANS. 2/21/2013 - Referred to Com. on TRANS.	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2015, or until the Secretary of State receives a specified notice, by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. A violation of provisions relating to HOV lane use by vehicles with those identifiers is a crime. This bill would extend the operation of those provisions to January 1, 2025, or until the Secretary of State receives that specified notice.	

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
AB 410 **Jones-Sawyer D** Public employee health benefits: enrollment.	ASSEMBLY P.E.,R. & S.S. 2/28/2013 - Referred to Com. on P.E.,R. & S.S.	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.	
AB 416 **Gordon D** California Air Resources Board: Local Emission Reduction Program.	ASSEMBLY NAT. RES. 2/28/2013 - Referred to Coms. on NAT. RES. and L. GOV.	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.	
AB 417 **Frazier D** Environmental quality: California Environmental Quality Act: bicycle transportation plan.	ASSEMBLY NAT. RES. 3/11/2013 - Referred to Com. on NAT. RES.	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.	
AB 431 **Mullin D** Regional transportation plan: sustainable communities strategy: funding.	ASSEMBLY RLS. 3/11/2013 - Re-referred to Com. on RLS. pursuant to Assembly Rule 96.	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**	

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
AB 616 **Bocanegra D** Local public employee organizations: dispute: fact-finding panel.	ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.	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.	
AB 662 **Atkins D** Local government: infrastructure financing districts.	ASSEMBLY L. GOV. 3/4/2013 - Referred to Com. on L. GOV.	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.	
AB 680 **Salas D** Transportation funds.	ASSEMBLY PRINT 2/22/2013	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.	
AB 690 **Campos D** Jobs and infrastructure financing districts: voter approval.	ASSEMBLY L. GOV. 3/11/2013 - Referred to Coms. on L. GOV. and H. & C.D.	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.	
AB 695 **Mansoor R** Public employees' health benefits.	ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.	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.	

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
AB 935 **Frazier D** San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.	ASSEMBLY L. GOV. 3/7/2013 - Referred to Com. on L. GOV.	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.	Seek amend-ments to include Solano 3/13/13
AB 946 **Stone D** Transit buses: Counties of Monterey and Santa Cruz	ASSEMBLY L. GOV. 3/7/2013 - Referred to Coms. on L. GOV. and TRANS.	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.	
AB 953 **Ammiano D** California Environmental Quality Act.	ASSEMBLY NAT. RES. 3/7/2013 - Referred to Com. on NAT. RES.	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.	

Bill ID/Topic	Location	Summary	Position
AB 971 **Garcia D** Contracts and applications for employment: paratransit services.	ASSEMBLY L. & E. 3/7/2013 - Referred to Coms. on L. & E. and PUB. S.	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.	
AB 1002 **Bloom D** Vehicles: registration fee: sustainable communities strategies.	ASSEMBLY TRANS. 3/13/2013 - Re-referred to Com. on TRANS.	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**	
AB 1031 **Achadjian R** Local government: open meetings.	ASSEMBLY PRINT 2/25/2013 - Read first time.	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.	
AB 1046 **Gordon D** Department of Transportation: Innovative Delivery Team Demonstration Program.	ASSEMBLY PRINT 2/25/2013 - Read first time.	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.	

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 goalsExisting 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
SB 13 **Beall D** Public employees' retirement benefits.	SENATE APPR. 2/12/2013 - From committee: Do pass and re-refer to Com. on APPR.	The Public Employees' Retirement Law (PERL) establishes the Public Employees' Retirement System (PERS) and the Teachers' Retirement Law establishes the State Teachers' Retirement System for the purpose of providing pension benefits to specified public employees. Existing law also establishes the Judges' Retirement System II which provides pension benefits to elected judges and the Legislators' Retirement System which provides pension benefits to elective officers of the state other than judges and to legislative statutory officers. The County Employees Retirement Law of 1937 authorizes counties to establish retirement systems pursuant to its provisions in order to provide pension benefits to county, city, and district employees. This bill would correct an erroneous cross-reference in the above provision and would instead specify that the Judges' Retirement System I and the Judges' Retirement System II are not required to adopt the defined benefit formula contained in other provisions for nonsafety and safety members. The bill would clarify the application of PEPRA to employees who were employed prior to January 1, 2013, who have service credit in a different retirement system. The bill would authorize a public retirement system to adopt regulations and resolutions in order to modify its retirement plan or plans to conform with PEPRA. This bill contains other related provisions and other existing laws. **Last Amended on 2/6/2013**	
SB 24 **Walters R** Public employees' retirement: benefit plans.	SENATE P.E. & R. 1/10/2013 - Referred to Com. on P.E. & R.	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.	
SB 33 **Wolk D** Infrastructure financing districts: voter approval: repeal.	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.	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**	

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
SB 110 Steinberg D California Transportation Commission: guidelines.	SENATE T. & H. 3/12/2013 - Set for hearing April 2.	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.	
SB 124 Corbett D Public contracts: bid preferences: clean energy.	SENATE E. U., & C. 3/12/2013 - Set for hearing April 2.	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.	
SB 142 DeSaulnier D Public transit.	SENATE G. & F. 3/13/2013 - Set for hearing April 3.	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.	
SB 230 Knight R Local transportation funds: performance audits.	SENATE RLS. 2/21/2013 - Referred to Com. on RLS.	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.	

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 **Hill 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
SB 617 **Evans D** California Environmental Quality Act.	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 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.	
SB 628 **Beall D** Infrastructure financing.	SENATE G. & F. 3/13/2013 - Set for hearing April 3.	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.	

Bill ID/Topic	Location	Summary	Position
SB 633 **Pavley D** 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.	
SB 731 **Steinberg D** 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.	
SB 751 **Yee D** 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.	
SB 785 **Wolk D** 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.	

ATTACHMENT C

Akin Gump
STRAUSS HAUER & FELD LLP

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.

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Economic Development Assistance Programs - Public Works and Economic Development Facilities Program	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortiums; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	**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**	*(Due to MTC 2/22/2012)* 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 *(applied for $12M in TIGER III – not awarded)*	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 consortiums; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	**$50 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)**	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 consortiums; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	**FY 2011: $158 million in the first quarter; $193 million in the second quarter btw 3 EDA programs**	12/15/10 for funding cycle 1;03/10/11for 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 Administratio n	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 Administratio n	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. Props pal 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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Akin Gump
Strauss Hauer & Feld LLP

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 Lanes[1]
    - 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=2013investmentpln-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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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

Feb 2013	• Cal/EPA identifies disadvantaged communities • Workshops on draft investment plan.
Apr 2013	• ARB holds public hearing on draft investment plan
May 2013	• Governor releases revised FY2013-14 budget • DOF submits investment plan to Legislature
Jun 2013	• Legislature determines budget appropriations for auction proceeds, consistent with investment plan
After Budget	• State agencies that receive appropriations use the money to fund projects that help achieve GHG reductions and further other AB 32 objectives, in accordance with AB 1532 and SB 535.

II. Background

Goals and Direction

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

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

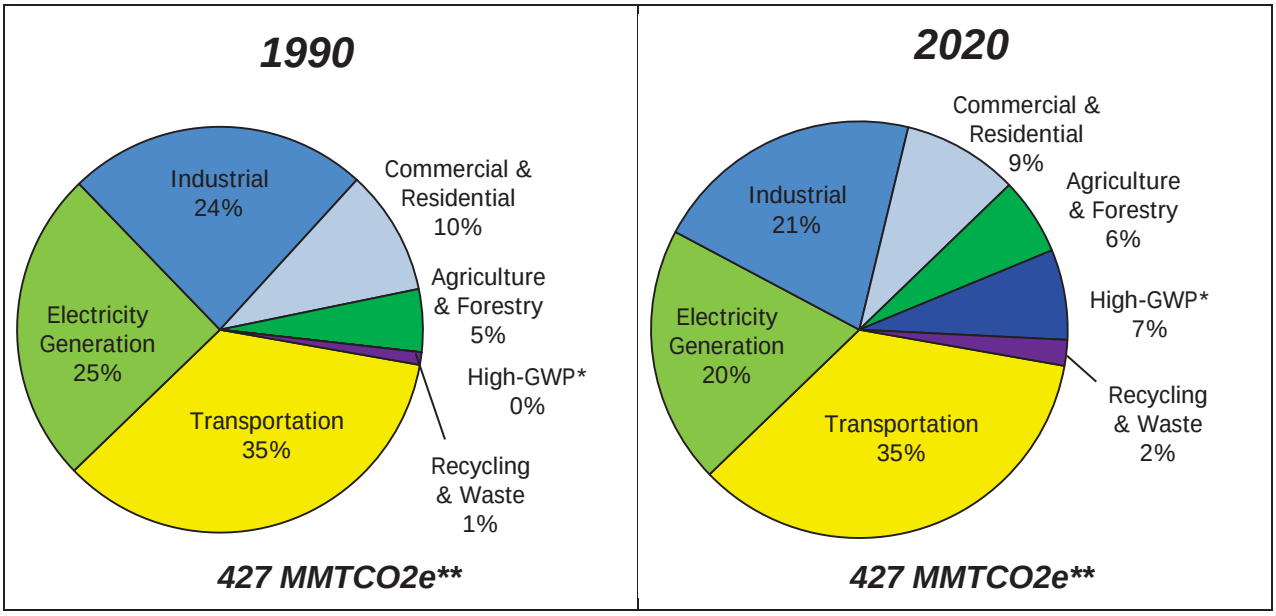
Figure 2
Major Goals & Targets for Greenhouse Gas Reductions

Global Warming Solutions AB 32	• 2020: GHGs will be reduced to 1990 levels (AB 32) • 2050: GHGs will be 80% less than 1990 levels (EO S-3-05)
Sustainable Communities SB 375	• 2011: ARB sets GHG reduction goals for metropolitan areas • 2020: metropolitan areas meet 1st GHG reduction goals • 2035: metropolitan areas meet 2nd GHG reduction goals
Zero Emission Vehicles EO B-16-12	• 2015: metropolitan areas will have infrastructure plans for ZEVs • 2020: CA infrastructure will support 1 million ZEVs • 2025: 1.5 million ZEVs will be operating in CA • 2050: transportation GHGs will be 80% less than 1990 levels
Renewable Electricity	• 2013: 20% of electricity from renewable sources (SBX1 2) • 2020: 33% of electricity from renewable sources (SBX1 2) • 2020: 12,000 MW of new distributed generation after 2010 (Clean Energy Jobs Plan)
Green State Buildings EO B-18-12	• 2018: state agency energy purchases will be 20% less than 2003 • 2020: state agency GHGs will be 20% less than 2010 levels • 2025: 50% of state buildings will be Zero Net Energy

California GHG Emissions

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

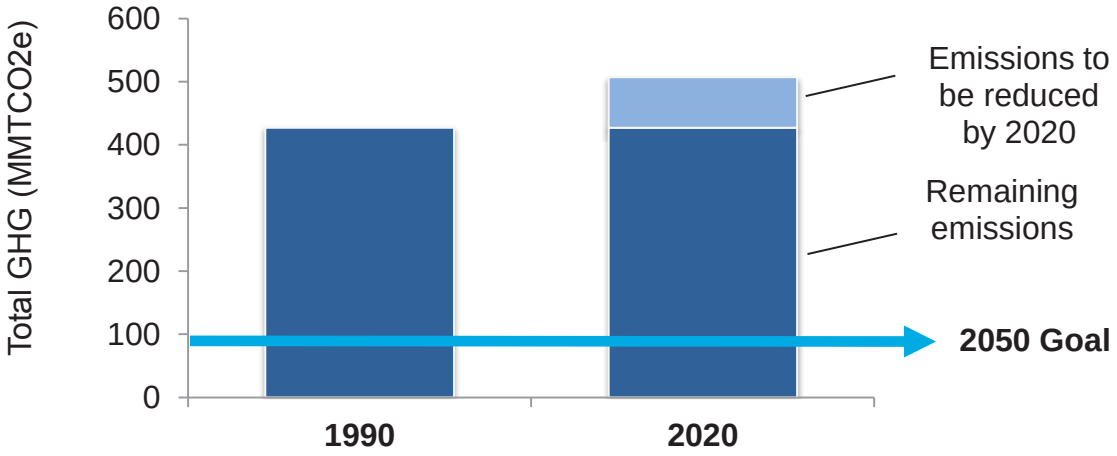
Figure 3
Statewide GHGs by Sector - 1990 Inventory and 2020 Forecast



* High-GWP means high "global warming potential."
** MMTCO2e means "Million Metric Tons of Carbon Dioxide (CO2)-equivalent" emissions

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

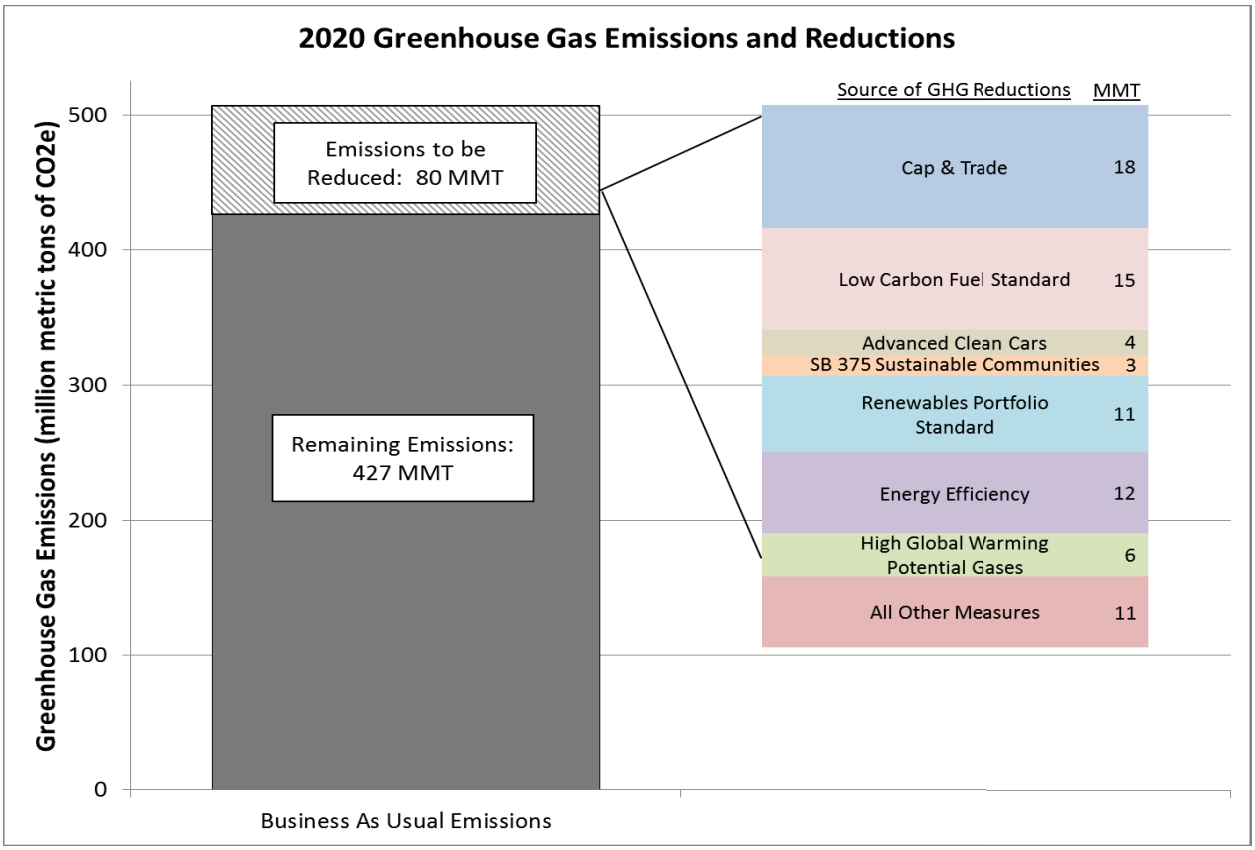
Figure 4
California GHG Inventory and Long-Term Reduction Goals



GHG Emission Reduction Strategies

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

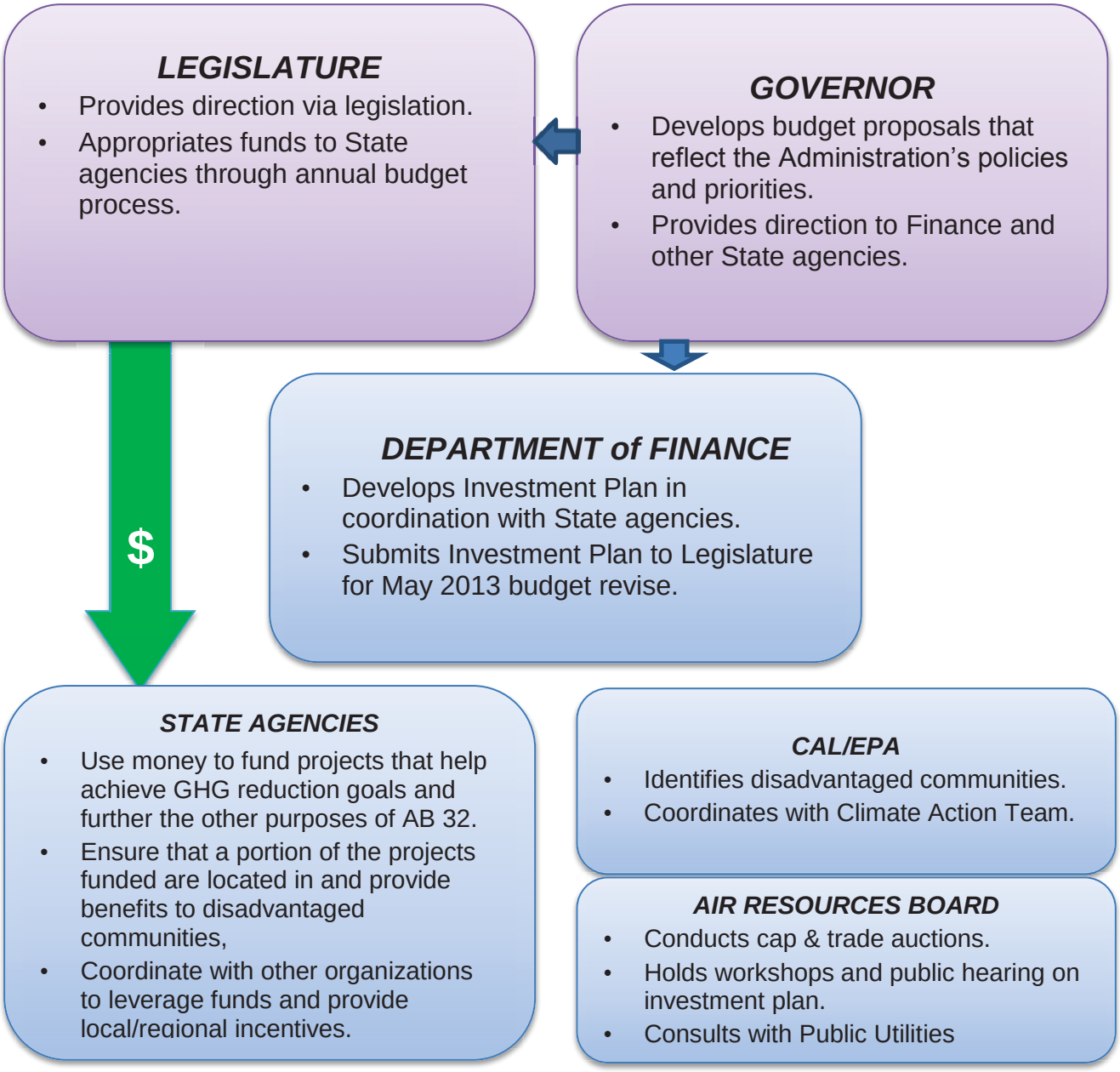
Eligible investments include, but are not limited to, those that do the following:

Low-Carbon Transportation and Infrastructure	• 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.
Strategic Planning for Sustainable Infrastructure	• Reduce GHG emissions through strategic planning and development of sustainable infrastructure projects, including, but not limited to, transportation and housing.
Energy Efficiency and Clean Energy	• 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.
Natural Resources and Solid Waste Diversion	• 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.
For all of the above categories -	• 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.

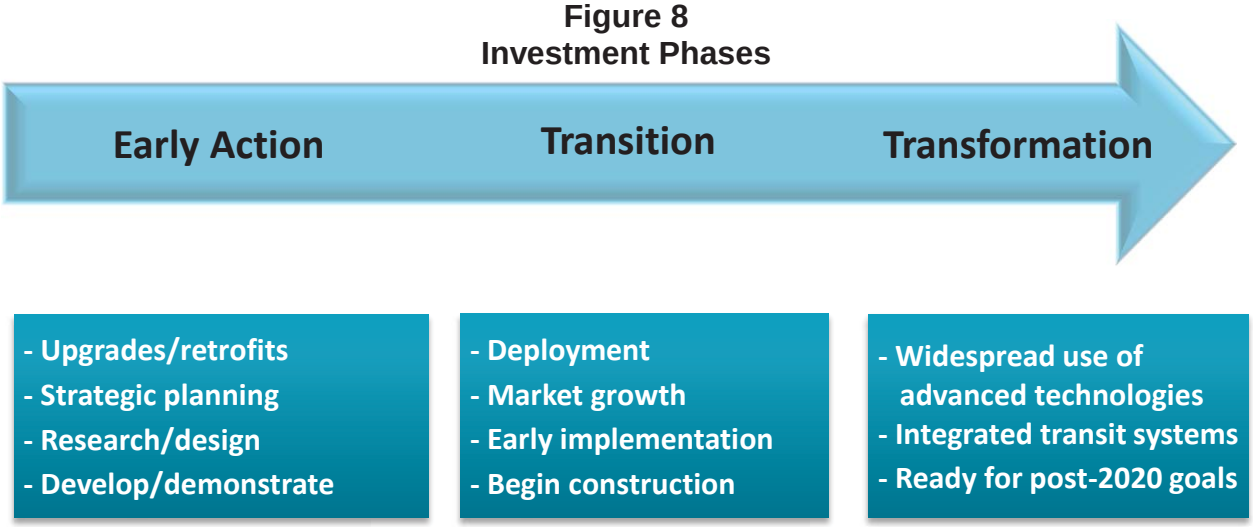
When developing the investment plan, Finance will coordinate with other State agencies to consider all of the areas addressed in the Governor's proposal as well as others that are potentially eligible under the implementing legislation described above.

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.

Figure 8
Investment Phases



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

Low-Carbon Transportation and Infrastructure	*Near-term projects:* • Improved/expanded transit to increase connectivity* • Incentives for zero emission vehicles and charging stations* • Electrification of truck stops/warehouses/distribution centers * *Long-term, transformative technologies & approaches:* • Zero-emission trucks and buses* • Port/railyard electrification* • Zero-emission freight and passenger transportation infrastructure, including high-speed rail*
Strategic Planning for Sustainable Infrastructure	*Near-term planning for long-term development and infrastructure:* • Development/implementation of Sustainable Communities Strategies* • Planning to promote transit-oriented development, including near high-speed rail stations*
Energy Efficiency and Clean Energy	*Near-term projects:* • Local residential/commercial energy efficiency retrofits* • Industrial energy efficiency upgrades* • Diesel-to-electric conversions for agricultural pumps* *Long-term, transformative technologies & approaches:* • Stationary fuel cells • Renewable energy (e.g., solar)
Natural Resources and Solid Waste Diversion	*Near-term projects:* • Water transport energy efficiency • Water use efficiency/recycling* • Urban forestry/greening* • Renewable energy (e.g., biomass) and biofuels from waste • Composting incentives* *Long-term, transformative technologies & approaches:* • Agriculture research/development (e.g., dairy digesters, rice field GHG mitigation, nitrogen fertilizers) • Research on life cycle impacts of waste disposal methods

**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.

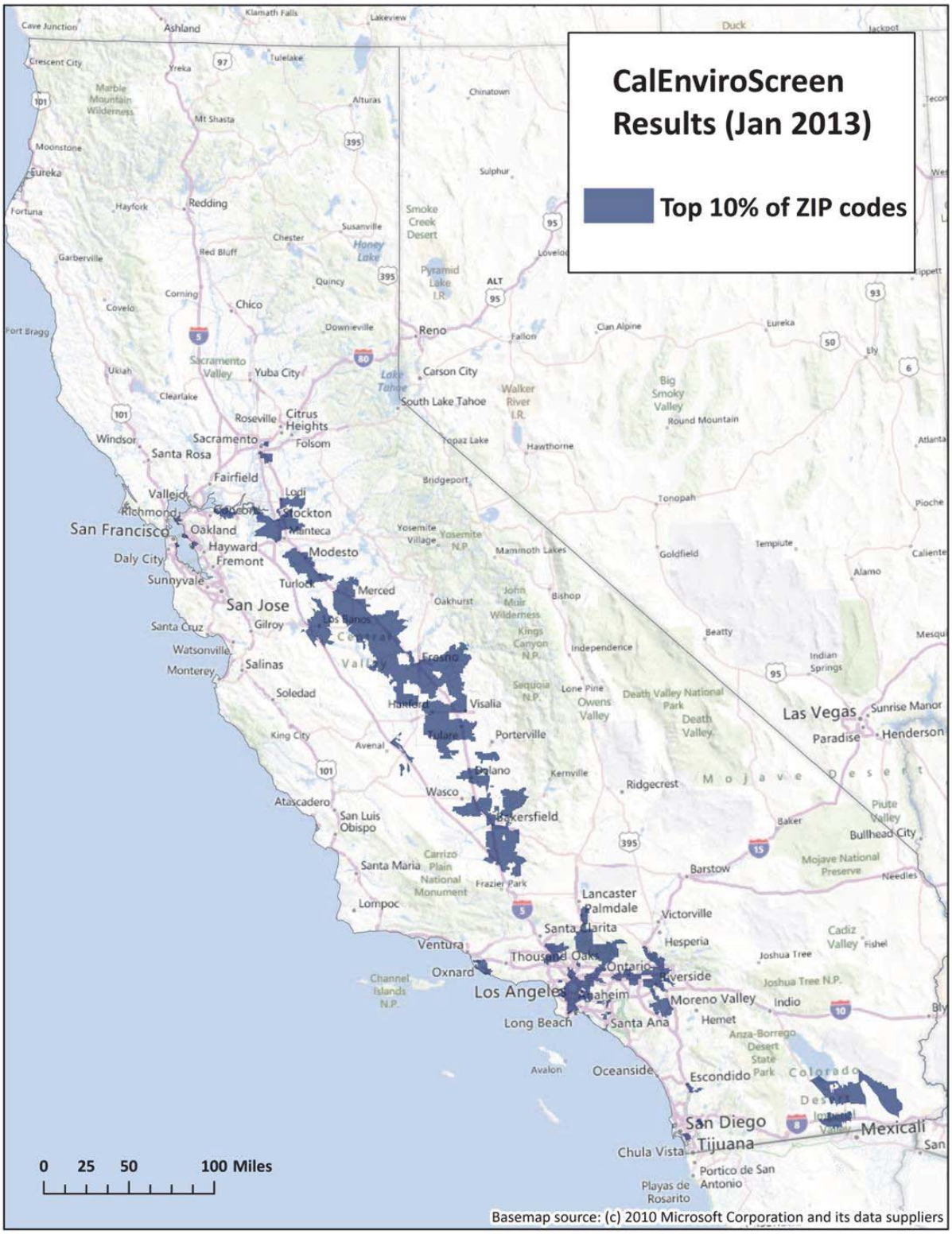
Each ZIP code in the State was assigned a value for each indicator relative to all other ZIP codes. The indicator scores were totaled to determine an overall CalEnviroScreen Score. The higher the score, the greater the impact.

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 CalEnvironScreen 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 funding 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*

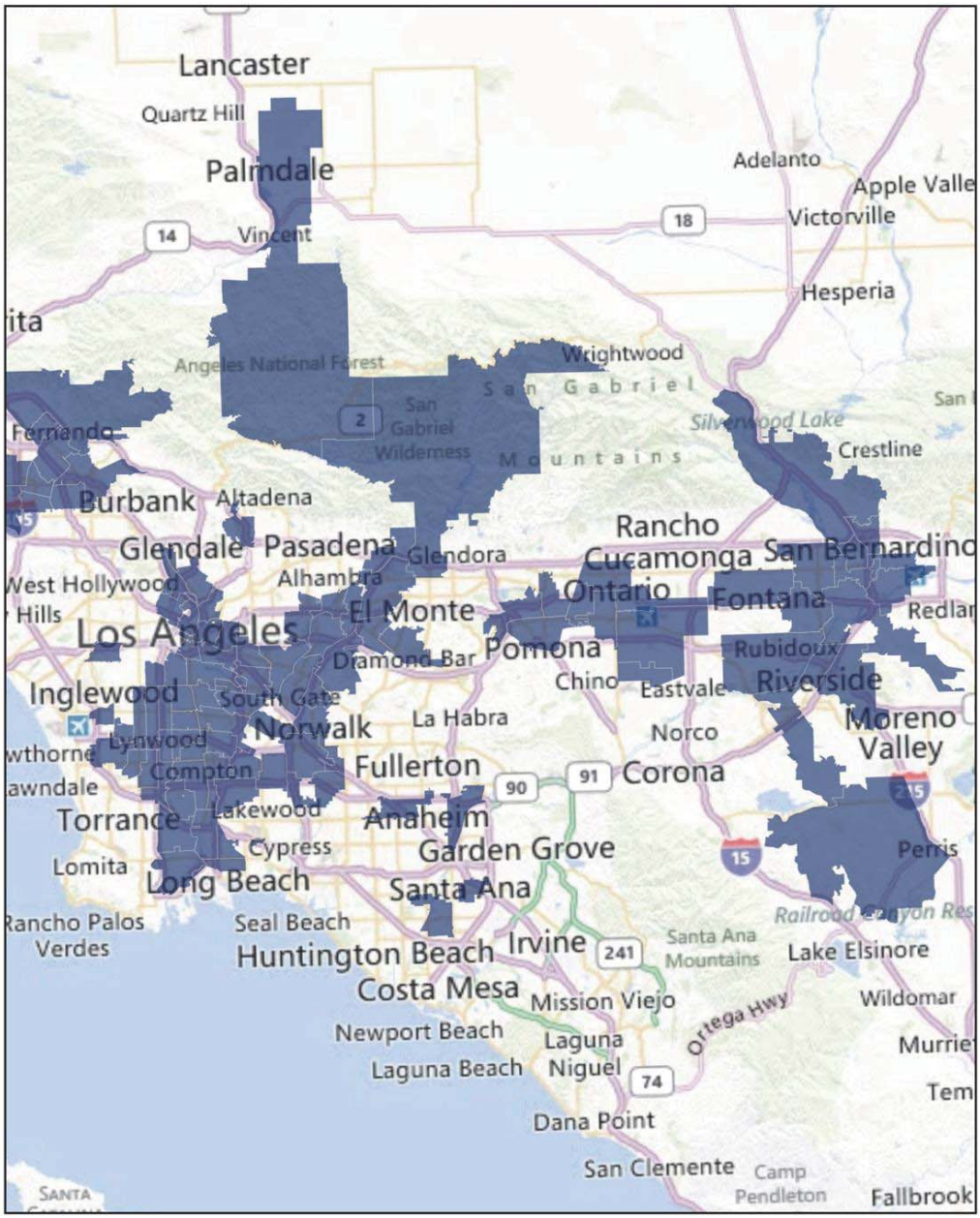
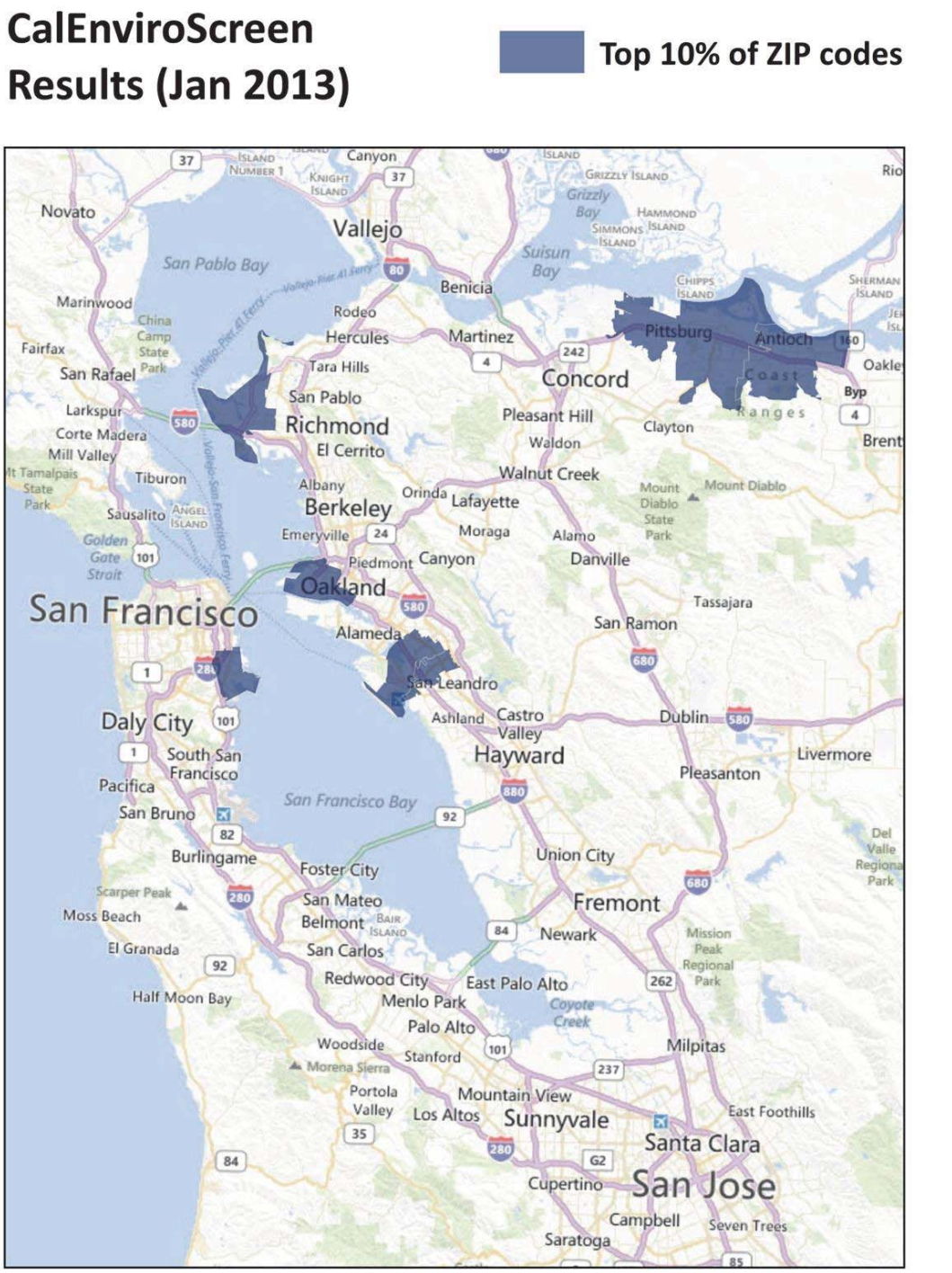


Figure A-2
CALENVIROSCREEN PUBLIC REVIEW DRAFT (JAN 3, 2013)
Top 10% Highest Scoring Census ZIP Codes – *San Francisco Area*



San Francisco Area

0 2.5 5 10 Miles

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

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

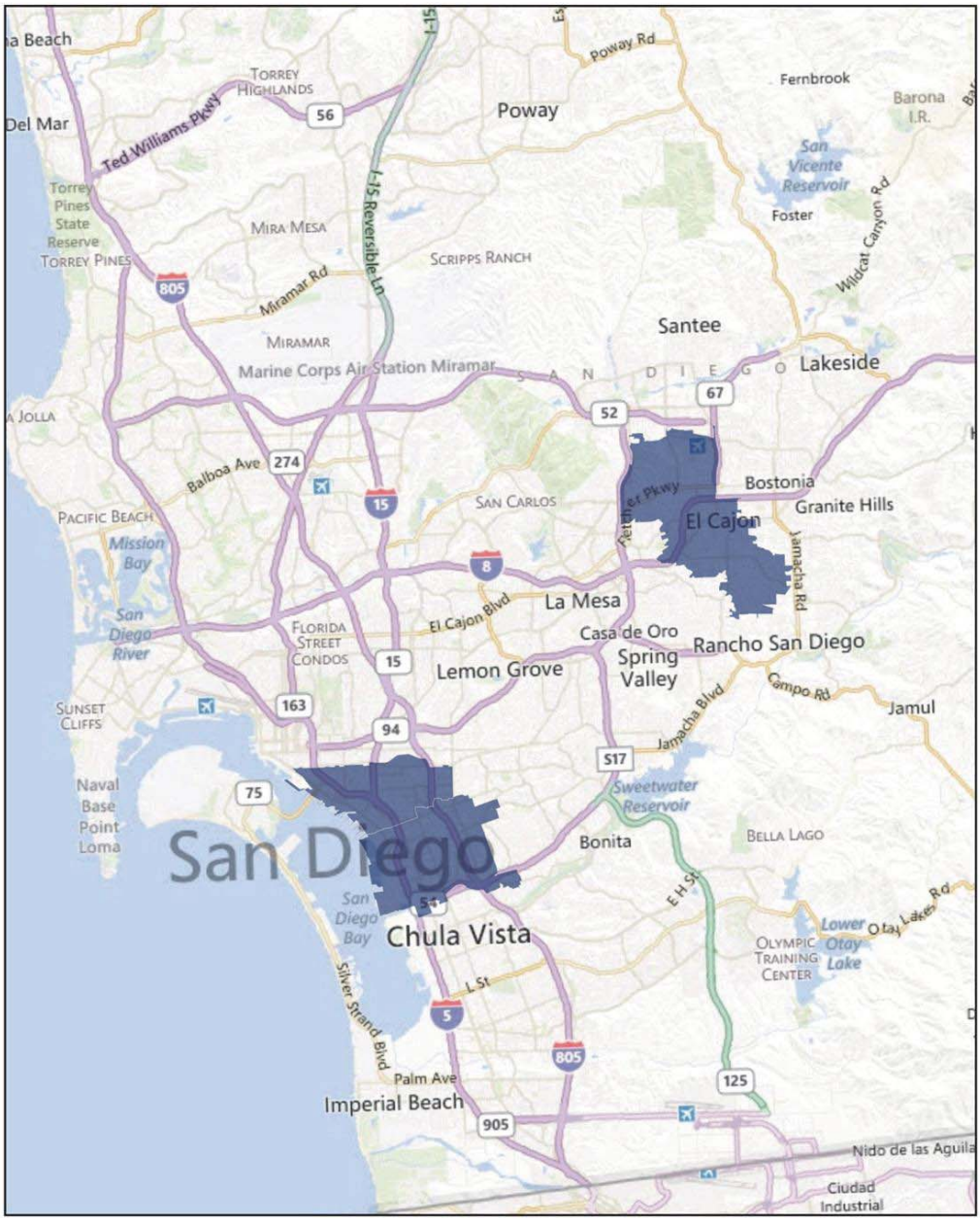
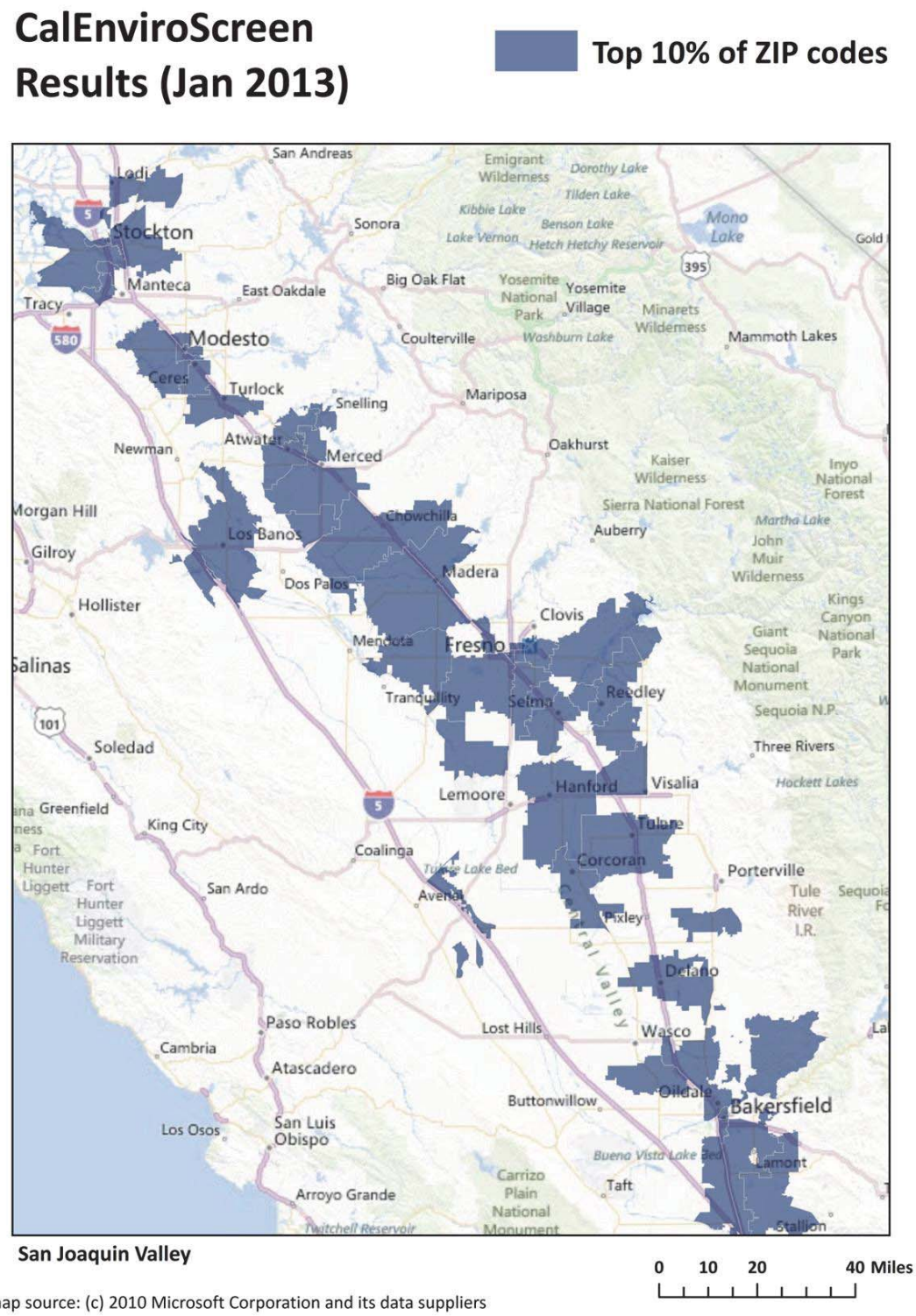
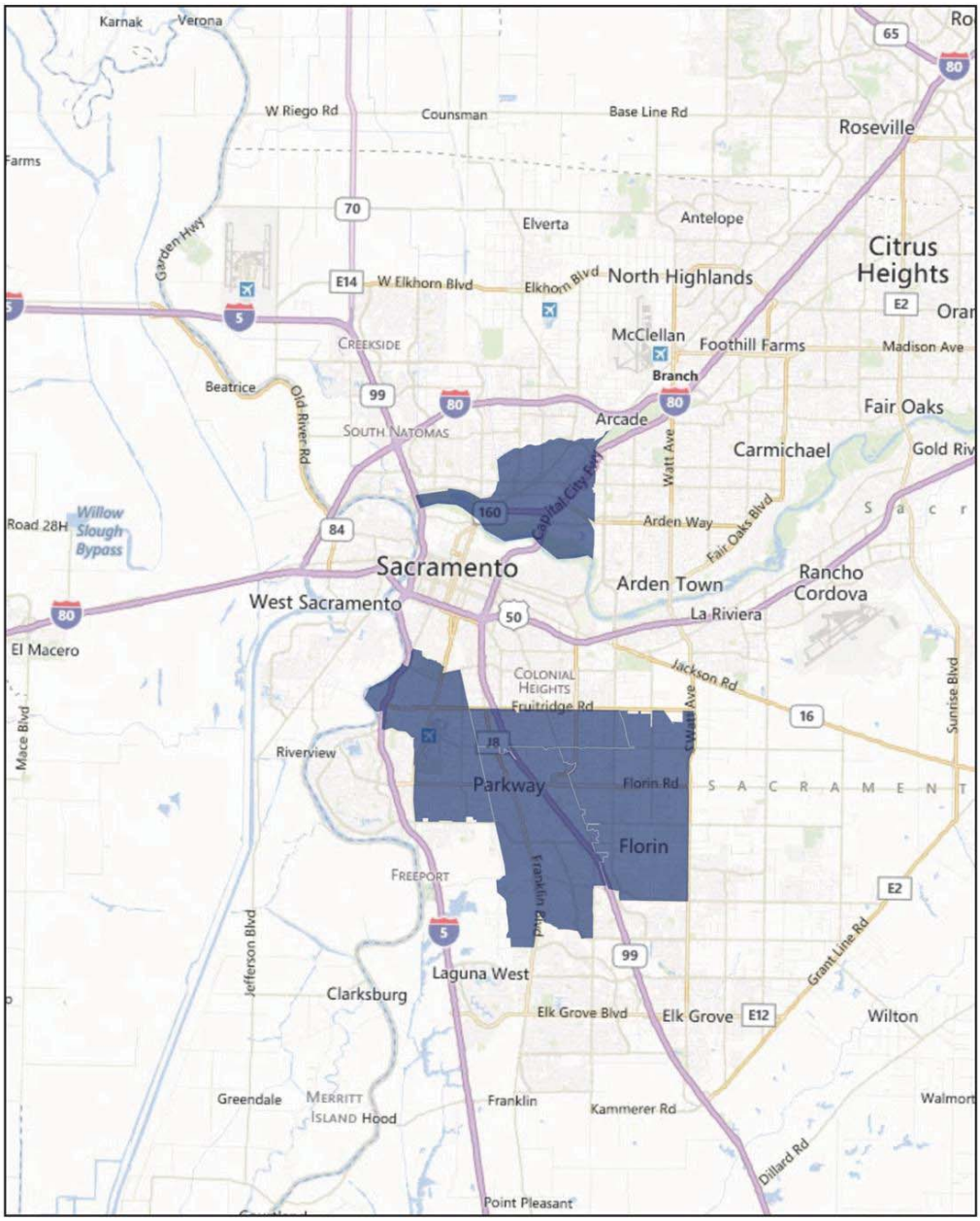


Figure A-4
CALENVIROSCREEN PUBLIC REVIEW DRAFT (JAN 3, 2013)
Top 10% Highest Scoring Census ZIP Codes – *San Joaquin Area*



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*



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.

P2

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

SECTION 1. Section 66540.12 of the Government Code is amended to read:

66540.12. (a) The authority shall be governed by a board composed of ~~five~~ seven members, as follows:

(1) Three members shall be appointed by the Governor, subject to confirmation by the Senate. The Governor shall make the initial appointment of these members of the board no later than January 11, 2008.

(A) One member appointed by the Governor shall be a resident of the County of Contra Costa and shall be selected from a list of three nominees provided by the Contra Costa Transportation Authority.

(B) One member appointed by the Governor shall be a resident of the County of San Mateo and shall be selected from a list of three nominees provided by the San Mateo County Transportation Authority.

(2) ~~One member~~ Two members shall be appointed by the Senate Committee on Rules.

(3) ~~One member~~ Two members shall be appointed by the Speaker of the Assembly.

(b) Each member of the board shall be a resident of a county in the bay area region.

(c) Public officers associated with an area of government, including planning or water, whether elected or appointed, may be appointed to serve contemporaneously as members of the board. A public agency shall not have more than one representative on the board of the authority.

(d) The Governor shall designate one member as the chairperson of the board and one member as the vice chairperson of the board.

(e) Except as provided in ~~subdivision (f)~~ subdivisions (f) and (g), the term of a member of the board shall be six years.

(f) (1) The appointments next following the expiration of the terms of the initial appointments shall be for the following terms:

(A) Two of the members appointed by the Governor shall serve terms of two years and one shall serve a term of six years.

(B) The member appointed by the Senate Committee on Rules shall serve a term of four years.

(C) The member appointed by the Speaker of the Assembly shall serve a term of four years.

(2) Each member appointed after the expiration of the terms set forth in subparagraphs (A) to (C), inclusive, of paragraph (1) shall serve a term of six years.

(g) The initial terms for additional appointees of the Senate Committee on Rules and the Speaker of the Assembly added to the authority pursuant to the act that added this subdivision shall be the following:

(1) The additional member appointed by the Senate Committee on Rules shall serve a term of two years.

(2) The additional member appointed by the Speaker of the Assembly shall serve a term of six years.

~~(g)~~

(h) Vacancies shall be filled immediately by the appointing power for the unexpired portion of the terms in which they occur.

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Solano Transportation Authority

DATE: March 18, 2013
TO: STA TAC
FROM: Sara Woo, Associate Planner
RE: Summary of Other Funding Opportunities

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

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
	Regional[1]		
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately **$20 million**	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately **$10 million**	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to **$5,000** rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately **$10,000 to $45,000** per qualified request	Due On First-Come, First-Served Basis
	State		
5.	Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	**~$100-150 million** federally	Announcement Anticipated March/April 2013
	Federal		
6.	Federal Transit Authority (FTA) Section 5311(f), Intercity Bus Program*	**$3.6 Million**	Application due to Caltrans: April 30, 2013
7.	Community-based Transportation Grant*	**$3 Million**	Due by April 2, 2013
8.	Environmental Justice Transportation Planning Grant*	**$3 Million**	Due by April 2, 2013
9.	Partnership Planning Grant*	**$1.2 Million**	Due by April 2, 2013
10.	Transit Planning Grant*	**$1.5 Million**	Due by April 2, 2013
11.	FTA Section 5316, Job Access Reverse Commute Grant*	**$1.88 Million**	Due by April 19, 2013
12.	FTA Section 5317, New Freedom Grant*	**$1.43 Million**	Due by April 19, 2013

*New funding opportunity

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. Detailed Funding Opportunities Summary

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

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Attachment A

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Local Grants[1]						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District **(415) 749-4961** **afournier@baaqmd.gov**	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. **$20 million**	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	$12M Fairfield/ Vacaville Intermodal Train Station STA co-sponsor STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines **http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx**
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District **(916) 874-4893** **gbailey@airquality.org**	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. **$10 million**, maximum per project is $4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment **http://www.airquality.org/mobile/moyererp/index.shtml**
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB **(916) 322-6370** **mmiles@arb.ca.gov**	Application Due On First-Come, First-Served Basis	Up to **$5,000** rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles **http://www.arb.ca.gov/msprog/aqip/cvrp.htm**
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: **info@californiahvip.org**	Application Due On First-Come, First-Served Basis	Approx. **$10,000 to $45,000** per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses **http://www.californiahvip.org/**

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

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

State Grants						
Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	Slyvia Fung California Department of Transportation (Caltrans) (510) 286-5226 slyvia.fung@dot.ca.gov	Announcement Anticipated March/April 2013 Anticipated application Deadline: June/July 2013	Approx. **$100-150 M** nationally	The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. **http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm**	N/A	Eligible Projects: HSIP funds are eligible for work on any public road or publicly owned bicycle/pedestrian pathway or trail, or on tribal lands for general use of tribal members, that corrects or improves the safety for its users.
Federal Grants						
FTA Section 5311(f), Intercity Bus Program*	Ronaldo Hu Caltrans **(916) 657-3955** Ronaldo_Hu@dot.ca.gov	Application Due to Caltrans: April 30, 2013	Approx. **$3.6 Million**	The purpose of the Section 5311(f) funding is to provide supplemental financial support to transit operators and to facilitate the most efficient and effective use of available Federal funds in support of providing rural intercity transportation services. http://www.dot.ca.gov/hq/MassTrans/5311.html	Transit Operators	Eligible Projects: Intercity Bus service.
Community-Based Transportation Grant*	C. Edward Philpot, Jr., California Department of Transportation (Caltrans) (916) 653-8817 c_edward_philpot@dot.ca.gov	Due April 2, 2013	Approx. **$3Million** Grant Cap $300,000	Fund coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system, which includes mobility, access, and safety. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Complete street studies or plans. Smart growth planning studies. Bike and pedestrian safety enhancement studies or plans. Traffic calming and safety enhancement studies or plans. Rural smart growth studies or plans.
Environmental Justice Transportation Planning Grant*	C. Edward Philpot, Jr., California Department of Transportation (Caltrans) (916) 653-8817 c_edward_philpot@dot.ca.gov	Due April 2, 2013	Approx. **$3Million** Grant Cap $250,000	Promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Advances a community's effort to reduce greenhouse gases Assist transportation agencies in creating sustainable communities Advances a community's effort to address the impacts of climate change and sea level rise
Partnership Planning Grant*	Dara Wheeler California Department of Transportation (Caltrans) (916) 653-2355 dara_wheeler@dot.ca.gov	Due April 2, 2013	Approx. **$1.2Million** Grant Cap $300,000	Fund transportation planning studies of multi-regional and statewide significance in partnership with Caltrans. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Statewide or urban transit planning studies Rural or small urban transit planning studies Transit planning student internships
Transit Planning Grant*	Dara Wheeler California Department of Transportation (Caltrans) (916) 653-2355 dara_wheeler@dot.ca.gov	Due April 2, 2013	Approx. **$1.5Million** Grant Cap $300,000	Fund studies on transit issues having statewide or multi-regional significance to assist in reducing congestion. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Short-range transit development plans Transit marketing plans Site selection studies Transit service implementation plans Ridership surveys Social service improvement studies

FTA Section 5316, Job Access Reverse Commute (JARC) Grant*	Scott Sauer, California Department of Transportation (Caltrans) **(916) 657-3863** scott_sauer@dot.ca.gov	Due April 19, 2013	Approx. **$1.88 Million**	To improve access to transportation services to employment-related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. http://www.dot.ca.gov/hq/MassTrans/5316.html	N/A	Eligible Projects: Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment, and to support reverse commute projects.
FTA Section 5317, New Freedom Grant*	Scott Sauer, California Department of Transportation (Caltrans) **(916) 657-3863** scott_sauer@dot.ca.gov	Due April 19, 2013	Approx. **$1.43 Million**	To provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom formula grant program seeks to reduce barriers to transportation services and expands the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. http://www.dot.ca.gov/hq/MassTrans/5317.html	N/A	Eligible Projects: For the purpose for the New Freedom Program, "new" service is any service or activity that was not operational and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State Transportation Improvement Program (STIP).

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Solano Transportation Authority

STA Board Meeting Highlights
6:00 p.m., Regular Meeting
Wednesday, March 13, 2013

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Summary of Actions of the March 13, 2013 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of March 13, 2013. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

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

BOARD MEMBERS ABSENT:
None.

ACTION – FINANCIAL ITEMS

A. STA's Fiscal Year (FY) 2012-13 Mid-Year Budget Revision
Recommendation:
Adopt the STA's FY 2012-13 Mid-Year Budget Revision as shown in Attachment A.

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

B. Interim Solano Intercity Bus Replacement Funding Plan
Recommendation:
Approve the interim Solano Intercity Bus Replacement Funding Plan as follows:

1. The cost sharing and funding plan for 28 intercity bus replacement over the next 10 years using the formula from the Intercity Transit Funding Agreement as shown in Attachment A;
2. The STA commit to providing 20% of the funding plan over the next 10 years;

3. Request MTC fund 20% of the Solano Intercity Bus Replacement Funding Plan as specified in Attachment A;
4. The other members of the Intercity Transit Funding Group support providing the remaining 60% of the funding plan as specified in Attachment A; and
5. Request that MTC release reserved FY 2014 Section 5307 funds for the Fairfield, Vacaville, and Vallejo urbanized areas based on the interim cost sharing and funding plan.

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

C. Allocation of OneBayArea Grant (OBAG) Project Funds

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

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

D. Allocation of Priority Development Area (PDA) and Surface Transportation Program (STP) Planning Funds

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

1. MTC PDA Planning Fund:
   A. $163,000 to City of Suisun City for the Downtown Waterfront Specific Plan
   B. $850,000 to City of Fairfield for the Downtown and West Texas Street PDA
2. STA STP Planning Fund
   A. $250,000 to City of Benicia for the Benicia Industrial Park Transportation Plan
   B. $75,000 to the City of Dixon for a Downtown Specific Plan
   C. $161,000 to the City of Rio Vista for a Downtown Specific Plan.

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

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

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

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

On a motion by Board Member Batchelor, and a second by Board Member Spering, the STA Board unanimously approved the recommendation.

ACTION – NON-FINANCIAL ITEMS

A. Legislative Update

Recommendation:

Approve the following:

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

On a motion by Vice Chair Davis, and a second by Board Member Price, the STA Board unanimously approved the recommendations.

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

Recommendation:

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

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

CONSENT CALENDARS

On a motion by Board Member Pete Sanchez, and a second by Board Member Patterson, the STA Board approved Consent Calendar Items A through J.

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

Recommendation:

Approve STA Board Meeting Minutes of February 13, 2013.

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

Recommendation:

Approve Draft TAC Meeting Minutes of February 27, 2013.

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

Recommendation:

Approve Draft TAC Meeting Minutes of March 6, 2013.

D. SolanoExpress Intercity Transit Consortium 2013 Work Plan

Recommendation:

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

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

Recommendation:

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

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

Recommendation:

Approve the following:

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

G. Solano Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Member Appointments

Recommendation:

Appoint the following for a three-year term:

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

H. Contract Amendment I-80/I-680/State Route (SR) 12 Interchange – Initial Construction Project Final Design and Construction Design Support

Recommendation:

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

I. Allocation Request - I-80/I-680/State Route (SR) 12 Interchange Project

Recommendation:

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

J. Jepson Parkway Implementation

Recommendation:

Approve the following:

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

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

A. MTC Report:

None presented.

B. Caltrans Report

None presented.

C. STA Reports:

1. **Proclamation of Appreciation for Larry Mork presented by Board Member Richardson**
2. **Proclamation of Appreciation for Sam Shelton presented by Chair Hardy**
3. **Capitol Corridor Updated presented by David Kutrosky**
4. **Directors Report**
    1. **Planning**
    2. **Projects**
    3. **Transit/Rideshare**

INFORMATIONAL

A. Project Delivery Update and 2013 TIP Development

B. Transit Performance Initiative (TPI)

C. Funding Opportunities Summary

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

BOARD MEMBER COMMENTS

ADJOURNMENT

The meeting was adjourned at 7:25 p.m. in memory of former City of Benicia City Manager, Jim Erickson.

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Solano Transportation Authority

DATE: March 20, 2013
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: Draft Meeting Minutes for STA Advisory Committees

Attached is the most recent Draft Meeting Minutes of the STA Advisory Committees that may be of interest to the STA TAC.

A. Draft Safe Routes to School Advisory Committee (SR2S-AC) Meeting Minutes of February 20, 2013
B. Draft Pedestrian Advisory Committee (PAC) Meeting Minutes of February 28, 2013
C. Draft Bicycle Advisory Committee (BAC) Meeting Minutes of March 7, 2013

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ATTACHMENT A

SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE
Meeting minutes of
February 20, 2013

I. CALL TO ORDER

The Safe Routes to School Advisory Committee (SR2S-AC) was called to order at approximately 1:33 p.m. in the STA Main Conference Room.

SR2S-AC Members Present:	Robin Cox	Solano County Dept. of Public Health
	Jim Antone	Yolo-Solano Air Quality Management District
	Mike Segala	Chair/Bicycle Advisory Committee
	Mel Jordan	Assistant Superintendent, Vallejo USD
	Jeff Knowles	Vice Chair/City of Vacaville, Public Works
	Garland Wong	City of Fairfield, Traffic Engineering
STA Staff Present:	Karen Bloesch	STA
	Danelle Carey	STA
	Sheila Jones	STA
	Karla Valdez	STA
	Daryl Halls	STA
	Judy Leaks	STA
Others Present:	Casey Hildreth	Alta Planning & Design
	Ward Stewart	Soltrans
	Christina Castro	City of Dixon
	Kim Van Gunay	Fairfield-Suisun Unified School District
	Natalee Dyudyuk	Fairfield-Suisun Unified School District
SR2S-AC Members absent:	Mike Hudson	Pedestrian Advisory Committee Rep.
	Scott Przekurat	City of Benicia Police Dept.
	Jay Speck	Solano County Office of Education

II. CONFIRM QUORUM

A quorum was confirmed.

III. APPROVAL OF AGENDA: FEBRUARY 20, 2013

With a motion from Robin Cox and a second from Jeff Knowles, the SR2S-AC unanimously approved the agenda as revised above in bold and italics.

IV. OPPORTUNITY FOR PUBLIC COMMENT

V. APPROVAL OF MEETING MINUTES FROM NOVEMBER 28, 2012

With a motion from Jim Antone and a second from Mel Jordan the SR2S-AC unanimously approved the November 28, 2012 meeting minutes.

VI. ACTION ITEM

A. SR2S-AC Committee Bylaws

Danelle Carey provided an overview of the SR2S Bylaws. She stated that STA staff has developed bylaws for the SR2S-AC for committee organization, membership responsibility, structure, and managing meeting agendas. Membership on the SR2S AC is

DRAFT

important as the committee only meets quarterly to discuss topics affecting the future of the program, funding and countywide priorities. She stated that the STA's Safe Routes to School Advisory Committee was established in 2007 as a part of the first SR2S Countywide Plan adoption to advise the STA on the development of SR2S projects and programs in the categories of Education, Encouragement, Enforcement, Engineering and Evaluation to promote healthy and safe alternative modes of travel to and from school. She noted that the committee is made up of local experts from law enforcement, public works, public health, education and provides a broad geographic representation of Solano County.

Comments:
Mike Segala commented that the bylaws will bring the SR2S Advisory Committee to the same level as the Pedestrian and Bicycle Advisory Committees creating consistency and credibility with the STA Board, STA Staff and other participants in the SR2S program.

Casey Hildreth suggested ***to include "Implementation" to Section 1 in the second paragraph under Duties and Responsibilities***. He requested to ***add Future Potential Updates to the plan***.

Robin Cox requested to ***include "Public Health" on page 10 under the quorum section***.

Jeff Knowles commented ***Making use of local transit*** should also be included in Section 2, Article 3.

Mike Segala concurred and requested to ***use the wording "encourage carpooling***".

Jim Antone requested to ***add enhancements to review school plans to avoid future issues in*** Section 1.

Recommendation:
Forward a recommendation to the STA Board to support the STA's Safe Routes to School Advisory Committee Bylaws.

With a motion from Jeff Knowles and a second from Mel Jordan the SR2S-AC unanimously approved the recommendation as amended above in ***bold and italics.***

B. SR2S Workplan
Judy Leaks provided an overview of the SR2S program. She stated that the SR2S program is receiving Cycle 2 regional funding from the OneBayArea Grant (OBAG) fund. She stated that the amount was based on student enrollment and is an estimated $1.256 million dollars for the next four years for non-infrastructure programs such as the encouragement activity programs (safety assemblies, bike rodeos, walk and rolls) school enhanced enforcement and development of a middle school and, high school programs.

Comments:
Garland Wong commented that ***"Cross Guard Training" should be included into the enforcement program***.

Mike Segala recommended implementation of the "Cross Guard Training" program and to make it a priority.

DRAFT

Recommendation:
Support the project and program task described in the Cycle 2 Safe Routes to School Regional funding plan for Fiscal Years 2013-14 to 2015-16.

With a motion from Jeff Knowles and a second from Mel Jordan the SR2S-AC unanimously approved the recommendation as amended above in ***bold and italics****.*

VII. INFORMATION ITEMS

A. SR2S Program Update

Danelle Carey provided an update on the SR2S Mapping Plan. She stated that 131 students participated in 2 bike rodeos and 2,946 students participated in the safety assemblies and 108 helmets were distributed throughout the 21 community events. She stated 3,469 students participated in 13 walk and roll events. She announced that the Cross Guard Training Manual and Test is complete and hopes to open another call for projects for another enforcement grant in the future. She introduced the new walking school bus coordinators, Karin Bloesch and Karla Valdez.

Comments: None.

B. SR2S Mapping and Plan Update

Danelle Carey stated that each city is adopting their Local SR2S Plan. She announced that the Cities of Rio Vista, Benicia, Vacaville and Vallejo have completed their local adoption process and Fairfield is currently making edits and Dixon is pending until after their city council meeting on March 15, 2013. She plans to bring the Countywide Plan to the STA Board in May. She stated that the local plan will include walk audit information.

Casey Hildreth provided an overview on the SR2S Mapping & Plan Update progress. He stated that the revised version includes identification of suggested routes and links to printable PDF map versions, as well as the capability to highlight active walking school bus routes and meet up spot information. He provided a live demonstration with the group using the comment features which allows the end user to draw new suggested routes and provide feedback on specific roadway features or locations. He stated that the STA walking school bus coordinators and SR2S staff will be able to promote the tool among parents and school stakeholders for finding, establishing, and communicating changes within walking school bus routes.

Comments:
Kim VanGundy asked if the online program is run through a GIS system. Casey Hildreth responded that it used through Google and not a GIS system.

C. SR2S Summit

Danelle Carey announced that the Safe Routes to School Summit will take place on May 23, 2013 at the Salvation KROC Center in Suisun City from 8:30am to 3:00 p.m. She stated that the purpose of the summit is to increase program awareness countywide, making the communities better informed, building advocacy, highlighting the achievements of our community task forces, and honoring the efforts of those that were in the pilot for the walk to school bus programs and to release the update of the SR2S countywide plan. She stated that there will be key note speakers and break-out sessions and expects approximately 250 to 300 attendees.

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VIII. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA ITEMS

Jim Antone provided an overview of handouts addressing the Dixon High School Access. He stated that there is a locked gate that restricts entry to the school due to neighbors and traffic. He expressed concerns pertaining to the new developments surrounding the high school and the importance of paying close attention to where all access points exist to ensure safety and consistency with our safe routes to school goals and objectives.

Daryl Halls stated that access issues falls under community task forces.

Robin Cox stated that tackling access issues while the project is still in planning stages is key rather than chasing them later. She recommended including this issue in the countywide plan update before it goes to the STA Board. She added that notification of projects needs to be communicated by forging closer district to district relationships.

Judy Leaks stated that a routine meeting with community task forces to raise concerns may need to be implemented.

Jim Antone stated that issues must be filtered through the SR2S committee, city and county personnel.

Danelle Carey announced that Edd Alberto no longer works for the City of Vallejo and that Sam Shelton is leaving the STA effective March 13th.

IX. ADJOURNMENT

The meeting was adjourned at 3:28 p.m. The next regularly scheduled meeting of the SR2S-AC will be May 15, 2013 in the STA Conference Room.

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ATTACHMENT B

Solano Transportation Authority

Pedestrian Advisory Committee (PAC)
Meeting Minutes of
February 28, 2013
6:00 – 7:30 p.m.

STA Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

I. CALL TO ORDER

Vice Chair Mork called the meeting to order at 6:00 p.m.

MEMBERS PRESENT:	Larry Mork, Vice Chair	City of Rio Vista
	Mike Hudson	City of Suisun City
	Bil Paul	City of Dixon
	Betty Livingston	City of Fairfield
	Allan Deal	Member at Large
	Brian Travis	Tri-City and County Cooperative Planning Group
MEMBERS ABSENT:	Thomas Kiernan	County of Solano
	Joel Brick	City of Vacaville
	Maureen Gaffney	San Francisco Bay Trail
	Carol Day	Ridge Trail Representative
	Lynn Williams, Chair	City of Vallejo
STAFF PRESENT	Robert Guerrero	STA, Senior Planner
	Sara Woo	STA, Associate Planner
	Sam Shelton	STA, Project Manager
	Nancy Abruzzo	STA Administrative Assistant
	Danelle Carey	SR2S, Assistant Program Manager
ALSO PRESENT:	***In Alphabetical Order by Agency:***	
	Jennifer A. Deal	Public Member, Benicia
	Alvina Sheeley	Public Member, Fairfield

II. CONFIRM QUORUM
A quorum was confirmed.

III. APPROVAL OF AGENDA
On a motion by Member Hudson and a second by Member Paul, the PAC unanimously approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT
None presented.

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V. MINUTES OF THE PAC MEETING OF September 20, 2012.

Recommendation:
Approve the STA PAC Meeting Minutes of September 20, 2012.

On a motion by Member Paul and a second by Member Livingston, the PAC unanimously approved the minutes of September 20, 2012 with exception of Member Hudson who abstained.

VI. PRESENTATIONS

A. Safe Routes to School (SR2S) Plan Update

Danelle Carey presented the SR2S Plan Update. Ms. Carey mentioned that the countywide SR2S update will soon be finalized and presented to the STA Board in May 2013. She also noted that in January 2013, STA authorized the SR2S program to hold a summit on May 23, 2013 from 9:00 am to 3:00 pm at the Kroc Center in Suisun City. The summit will highlight the efforts of the community task forces and also unveil the countywide plan. Ms. Carey invited the committee to the summit and said they would receive a Save the Date email soon. She asked the committee to review the SR2S Countywide Plan and if they have any edits to please send them directly to her or through Sara Woo.

B. Solano Countywide Bicycle and Pedestrian Wayfinding Signage Plan Status Update

Sara Woo, STA staff provided an update on the Solano Countywide Bicycle and Pedestrian Wayfinding Signage. Ms. Woo mentioned that it is a two phase process where both BAC and PAC advisory committees recommended $15,000 in Transportation Development Act (TDA) Article 3 funds to purchase bike route signs onto our existing infrastructure and second phase is to create a planning document that helps people navigate in their communities. She mentioned the STA is working with a local vendor in the city of Vallejo. Once the order has been placed with the vendor it will take approximately three weeks for the signs to be fabricated and ready for installation. A Signage Plan will be drafted and submitted to the Technical Advisory Committee for review in March. The draft plan will be brought to the next BAC and PAC meetings for the committees review.

C. Project Status Reports

None presented.

VII. ACTION ITEMS

A. 2013 Officer Elections

Larry Mork, Chair announced that 2013 Officer Elections has two positions to fill, Chair and Vice-Chair. Mr. Mork mentioned he was not available for either of these positions since this was his last meeting as a committee member. Brian Travis commented that his term was up and Betty Livingston stated that this was her last meeting. Brian Travis nominated Mike Hudson for the Chair position and Bil Paul volunteered for the Vice-Chair position.

Recommendation:
Elect a Pedestrian Advisory Committee (PAC) Chair and Pedestrian Advisory Committee (PAC) Vice-Chair for Calendar Year 2013.

On a motion by Member Mork the PAC unanimously approved Mike Hudson as the new Pedestrian Advisory Committee (PAC) Chair and Bil Paul as the new PAC Pedestrian Advisory Committee (PAC) Vice-Chair.

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B. 2013 Work Plan

Sara Woo reviewed the PAC Overall Work Plan. Ms. Woo mentioned a task completed in 2012 was the Countywide Pedestrian Transportation Plan. She noted other accomplishments included establishing the priority project recommendation for OneBayArea Grant (OBAG), review the Comprehensive Transportation Alternative Modes Element, discussion of Complete Streets Checklists and development of the Bicycle and Pedestrian Wayfinding Signage Plan.

Ms. Woo cited the tasks that have been requested by the PAC to focus on in CY 2013. These tasks are developing a Pedestrian/Walking/Communities brochure, improving wayfinding for pedestrians within each community and Pedestrian Safety Data. She continued by reviewing the CY 2013 PAC work plan with a tentative list of activities for the PAC to consider.

Member Hudson requested the Pedestrian and Safety Data report should be advanced to March or May 2013 instead of waiting another year for this information. Robert Guerrero mentioned that work has been done at the regional level and a draft report can be presented at the next PAC meeting in April.

Recommendation:

Forward a recommendation to the STA Board to adopt the CY 2013 PAC Overall Work Plan as shown in Attachment A.

On a motion by Member Hudson and a second by Member Paul the PAC unanimously approved the recommendation.

C. Solano County Pedestrian Priority Projects List and Transportation Development Act (TDA) Article 3 Funding Recommendation for Fiscal Year (FY) 2013-14

Sara Woo provided a detailed overview of the Priority Pedestrian Projects list which is broken up into Tier 1 and Tier 2 categories to be considered for TDA Article 3 funding. Ms. Woo noted the TDA funding is generated by a ¼ cent tax on retail sales collected in California's 58 counties. Approximately $403,000 TDA Article 3 funding is available for allocation in FY 2013-14. Additional funding is anticipated for FY 2013-14, however, those funding amounts have yet to be reported by MTC.

During the review of the Tier 2 Pedestrian Projects list, Member Hudson commented that Suisun City has a priority development area and questioned why line item No. 5 Suisun City Rail Station Improvements (Planned PDA) project was written as planned and what the difference is. Sara Woo stated that it is a typographical error and will be updated.

Attachment B Status of Allocation of OneBayArea Grant (OBAG) Project Funding Strategy

Sam Shelton provided a detailed summary of the OneBayArea Grant Program and presented the Allocation of OBAG Project Funding. Mr. Shelton described the CMAQ and STP federal funding, two types of funding available in the OneBayArea Grant Program. He noted the STA OBAG funding is estimated to be $18.8 M over 4 years through FY 2015/2016. The STA Board has already programmed $12.573 M of the available $18, 769 M of STA OBAG funds for specific projects. Mr. Shelton stated that the seventeen STA OBAG Candidate Projects are categorized as Transit Related Projects, Complete Streets Style Projects or Bicycle or Pedestrian Projects. He outlined each of the seventeen projects providing a description of the project, the project tier and the recommended funding.

Recommendation:
Forward a recommendation to the STA Board to approve a Pedestrian Priority Project List and TDA Article 3 Funding for Fiscal Year (FY) 2013-14.

On a motion by Member Hudson and a second by Member Paul the PAC unanimously approved the recommendation.

VIII. INFORMATIONAL ITEMS – DISCUSSION

A. STA Website Planning/Pedestrian Page

Sara Woo reviewed the STA Website Planning/Pedestrian Page. She noted that the website is out of date and requires updating to provide a more user friendly website for local residents and visitors. Ms. Woo commented that STA staff would like to solicit comments and suggestions from the PAC on how to improve the page and better organize the resources listed on the website. Robert Guerrero mentioned the PAC committee talked about a pedestrian brochure that STA staff would like to incorporate on the website. Bil Paul commented that the average pedestrian or cyclist is more interested in how to get from point A to point B in terms of bike trails or dedicated routes and not necessarily interested in the projects that STA has completed. Mike Hudson commented that the STA website is a difficult website to navigate and find specific information. He suggested putting it on a PDA to use on your phone when a computer is not available. Mr. Hudson stated there are several audiences that would use the STA website and suggested keeping these audiences in mind when updating the website. Bil Paul suggested an area on the website that provides the most current news, such as "Something New". Sam Shelton recommended inviting Jayne Bauer, STA's Public Information Officer, who makes routine updates to the STA website and works closely with the website consultant MIG, to the next meeting to discuss the website design and how to better serve the PAC purposes.

B. Health Co-benefits and Transportation Related Reductions in Greenhouse Gas Emissions in the San Francisco Bay Area Report

Sara Woo reviewed the study "Health Co-benefits and Transportation Related Reductions in Greenhouse Gas Emissions in the San Francisco Bay Area Report". Ms. Woo stated the study appeared in the February 14, 2013 edition of the American Journal of Public Health. She indicated the Metropolitan Transportation Commission's Active Transportation Working Group participated in the development of the study providing input into the bicycle and walk scenarios used in the study. The study quantifies the health benefits of people that walk and bike and shows how active modes can contribute to the overall disease burden.

C. Pedestrian Brochure

Sara Woo explained that the pedestrian brochure has been delayed and will be ready for the committee's review at the April 18, 2013 meeting.

D. PAC Membership Status and Attendance Record for 2013

Sara Woo reported the PAC membership status and stated there are currently three goups that do not have representatives. These groups are the City of Benicia, the City of Vacaville and Solano County. She noted that STA staff will continue to work with agencies to fill vacant positions and ask the Cities to make their individual appointments so it creates an overlap in membership terms.

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IX. INFORMATIONAL ITEMS – NO DISCUSSION

A. Funding Opportunities

Sara Woo provided a summary of funding opportunities for the committee's review. These funding opportunities broken up by Federal, State and Local are available to STA member agencies during the next few months. Ms. Woo stated an additional funding opportunity that should be included is high risk rural roads that could be improved on.

No discussion.

X. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS

- Solano Countywide Bicycle and Pedestrian Wayfinding Signage Plan Status Update
- STA Website Planning/Pedestrian Page
- Pedestrian Brochure
- Draft Pedestrian and Safety Data Report

XI. ADJOURNMENT

The meeting was adjourned at 7:45 p.m. The next meeting of the STA PAC is currently scheduled for April 18, 2013.

Minutes prepared by STA staff, Nancy Abruzzo (707) 624-6075, nabruzzo@sta-snci.com

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Solano Transportation Authority

Bicycle Advisory Committee (BAC)
Meeting Minutes of
Thursday, March 7, 2013
6:30 – 8:00 p.m.

Solano Transportation Authority, Conference Room 1
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

I. CALL TO ORDER

Chair Posey called the meeting to order at approximately p.m.

MEMBERS PRESENT:

In Alphabetical Order by Last Name

Jim Fisk	City of Dixon
Nancy Lund	City of Benicia
Ray Posey, Chair	City of Vacaville
Michael Segala, Vice Chair	County of Solano
Mick Weninger	City of Vallejo
Barbara Wood	Member at Large

MEMBERS ABSENT:

Jane Day	City of Suisun City
David Pyle	City of Fairfield
VACANT	City of Rio Vista

STAFF PRESENT:

Robert Guerrero	STA, Senior Planner
Sam Shelton	STA, Project Manager
Sara Woo	STA, Associate Planner

ALSO PRESENT:

In Alphabetical Order by Agency

Garland Wong	City of Fairfield, Public Works
Nick Lozano	City of Suisun City, Public Works
James Loomis	City of Vacaville, Public Works
Robert Powell	City of Vallejo Resident

II. CONFIRM QUORUM

A quorum was confirmed.

III. APPROVAL OF AGENDA

On a motion by Member Lund, and a second by Member Fisk, the BAC unanimously approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. APPROVAL OF MEETING MINUTES OF JANUARY 5, 2013

On a motion by Member Fisk, and a Second by Member Weninger, the BAC meeting minutes of January 5, 2013 were unanimously approved.

VI. PRESENTATIONS

A. Bike to Work Day 2013 Activities (May 9, 2013)

Sara Woo presented a brief overview of the Bike to Work Day activities on behalf of Judy Leaks and explained that Ms. Leaks would provide a follow up message to the committee for review of the energizer stations as well as soliciting volunteers.

B. Bicycle and Pedestrian Wayfinding Signage Program Status Update

Sara Woo provided a brief update regarding the status of the bike route signage fabrication as well as the draft planning document. She explained that the committee would be able to review the draft document in May. Member Fisk and Member Wood inquired about whether there will be guidance for signage distance and number of signs to be installed. Ms. Woo commented that there would be guidance to explain the suggested installation specifications.

C. Member Agency Project Updates

Nick Lozano, Suisun City Public Works, explained that Grizzly Island Trail project is nearly completed and that the City is preparing for a Ribbon Cutting Ceremony in the Spring.

VII. ACTION ITEMS

A. Solano County Bicycle Priority Projects List and Transportation Development Act (TDA) Article 3 Funding Recommendation for Fiscal Year (FY) 2013-14

Sara Woo provided an overview of the TDA Article 3 funds and the Tier 1 and Tier 2 Priority Bicycle Projects Lists. Sam Shelton presented the OneBayArea Grant (OBAG) funding strategy.

Recommendation

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

1. Priority Bicycle Projects List (Tier 1 and Tier 2)
2. Approve $35,000 TDA Article 3 for Suisun City Train Station Area Improvements
3. Approve $450,000 TDA Article 3 for Rio Vista Waterfront Promenade Project

On a motion by Member Fisk and a second by Member Wood the BAC unanimously approved the recommendation with the addition of the Suisun City Lotz Way Project to the Tier 2 Bicycle Projects List.

VIII. INFORMATION ITEMS – DISCUSSION

A. STA Website – Bicycle and Pedestrian Page Update

Informational

Sara Woo commented that the Bicycle and Pedestrian Page on the STA Website is not yet ready. She explained that the Pedestrian Advisory Committee (PAC) met the prior week for the first time to discuss their thoughts on the website.

B. Health Co-benefits and Transportation-Related Reductions in Greenhouse Gas Emissions in the San Francisco Bay Area

Sara Woo explained the Health Co benefits report and summarized the report's findings. She commented that the key findings were that Green House Gas (GHG) emissions linked to global warming are a significant public health threat. She further explained that bicycling and walking for transport for shorter trips could play an important role in GHG emissions, reducing air pollution, and increasing physical activity and cleaner air are known as health co-benefits.

Informational.

C. Membership and Attendance

Sara Woo discussed the membership status of committee members and attendance record.

Informational.

D. Schedule for Calendar Year 2013

Sara Woo reviewed the 2013 calendar year of meetings. No comments presented.

Informational.

IX. INFORMATION - NO DISCUSSION

A. Funding Opportunities

Informational

X. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPIC

XI. ADJOURNMENT

The meeting was adjourned at approximately 8:28 p.m. The next BAC meeting is scheduled on Thursday, May 2, 2013.

Minutes prepared by STA staff, Sara Woo, (707) 399-3214, swoo@sta-snci.com.

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Solano Transportation Authority

DATE: March 20, 2013
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013

Background:
Attached is the STA Board and Advisory Committee Meeting Schedule for the Calendar Year 2013 that may be of interest to the STA TAC.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. STA Board and Advisory Committee Meeting Schedule for the Calendar Year 2013

Solano Transportation Authority

STA BOARD AND ADVISORY COMMITTEE MEETING SCHEDULE CALENDAR YEAR 2013

(Last Updated: March 22, 2013)

SUMMARY:	
STA Board:	Meets 2nd Wednesday of Every Month
Consortium	Meets the day before the TAC Every Month
TAC:	Meets *Last* Wednesday of Every Month
BAC:	Meets 1st Thursday of every *Odd* Month
PAC:	Meets 3rd Thursday of every *Even* Month
PCC:	Meets 3rd Thursday of every *Odd* Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Tues., March 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., April 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., April 26	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., May 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., May 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., May 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., May 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Tues., May 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., June 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., July 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
No Meeting in July	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 14 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 14	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., August 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., August 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., September 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., September 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Thurs., October 25	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
No Meeting in October	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., November 14	6:00 p.m.	STA's 15th Annual Awards	TBD – Vacaville	Confirmed
Thurs., November 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., November 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Tues., November 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., TBD	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Tentative
Wed., TBD	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative