



STA BOARD MEETING AGENDA
5:30 p.m., Closed Session
6:00 p.m., Regular Meeting
Wednesday, May 8, 2013
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

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

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

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

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

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

ITEM

BOARD/STAFF PERSON

- | | |
|--|--------------------|
| <p>1. CLOSED SESSION (5:30 p.m.)</p> <ul style="list-style-type: none"> • PERSONNEL MATTERS (Gov't Code §549547):
Public Employee Performance Evaluation: Executive Director | |
| <p>2. CALL TO ORDER/PLEDGE OF ALLEGIANCE
(6:00 – 6:05 p.m.)</p> | <p>Chair Hardy</p> |
| <p>3. CONFIRM QUORUM/ STATEMENT OF CONFLICT</p> <p>An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.</p> | <p>Chair Hardy</p> |

STA BOARD MEMBERS

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

STA BOARD ALTERNATES

Dilenna Harris	Hermie Sunga	Alan Schwartzman	Dane Besneatte	Rick Vaccaro	Constance Boulware	Mike Hudson	Erin Hannigan
----------------	--------------	------------------	----------------	--------------	--------------------	-------------	---------------

4. APPROVAL OF AGENDA

5. OPPORTUNITY FOR PUBLIC COMMENT

(6:05 – 6:10 p.m.)

6. EXECUTIVE DIRECTOR’S REPORT – Pg. 7

Daryl K. Halls

(6:10 – 6:15 p.m.)

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

(6:15 – 6:20 p.m.)

A. Directors Report

1. Planning

Jayne Bauer

2. Projects

Janet Adams

3. Transit/Rideshare – Bike to Work Day

Judy Leaks

8. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:20 - 6:25 p.m.)

A. Minutes of the STA Board Meeting of April 10, 2013

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of April 10, 2013.

Pg. 13

B. Draft Minutes of the TAC Meeting of April 26, 2013

Johanna Masiclat

Recommendation:

Approve Draft TAC Meeting Minutes of April 26, 2013.

Pg. 21

C. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2013-14

Susan Furtado

Recommendation:

Receive and file.

Pg. 27

D. Fiscal Year (FY) 2012-13 Abandoned Vehicle Abatement (AVA) Program Second Quarter Report

Susan Furtado

Recommendation:

Receive and file.

Pg. 33

E. Project Delivery Update – OneBayArea Grant (OBAG) Programming

Jessica McCabe

Recommendation:

Approve the following projects for OBAG STP and CMAQ funding:

1. \$1,200,000 in CMAQ to STA Safe Routes to School (SR2S) Engineering Projects;
2. \$250,000 in CMAQ to STA Transit Ambassador Program;

3. \$315,000 in CMAQ and \$100,000 in STP to City of Suisun City's Train Station Improvements;
4. \$450,000 in CMAQ to City of Vacaville's Allison Drive Sidewalk + Class I to Transit Center;
\$500,000 in CMAQ to City of Vacaville's Ulatis Creek Class I Bike Lane (McClellan to Depot);
5. 1,095,000 in CMAQ to City of Vallejo's Downtown Streetscape (Maine Street); and
6. \$1,800,000 in CMAQ to the County of Solano's Vaca-Dixon Bicycle Path

Pg. 35

F. Solano County Project Initiation Document (PID) 3-Year Work Plan for Caltrans

Robert Guerrero

Recommendation:

Approve the Solano County new 3-year Project Initiation Document Work Plan (FY 2013-14 to FY 2015-16) and submit to Caltrans.

Pg. 53

G. Safe Routes to School Advisory Committee (SR2S-AC) Bylaws

Danelle Carey

Recommendation:

Approve the STA's Safe Routes to School Advisory Committee By-Laws.

Pg. 57

H. I-80/I-680/State Route (SR) 12 Interchange Project

Janet Adams

Recommendation:

Approve the attached Resolution No. 2013-15 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$10.4 million in Regional Measure 2 or AB 1171 funds for the I-80/I-680/SR 12 Interchange Project – ICP for right-of-way phase.

Pg. 63

9. ACTION FINANCIAL ITEMS

A. Compressed Natural Gas (CNG) Feasibility Study for Solano County

Robert Guerrero

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into an agreement with SolTrans to develop a Compressed Natural Gas (CNG) Feasibility Study; and
2. Approve dedicating \$20,000 in State Transit Assistance Funds (STAF) to match SolTrans contribution for the CNG Feasibility Study.

(6:25 – 6:30 p.m.)

Pg. 81

10. ACTION NON-FINANCIAL ITEMS

- A. STA Comment Letter on Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC)'s Regional Transportation Plan Bay Area and Draft Environmental Impact Report** Robert Macaulay

Recommendation:

Authorize the STA Chair to submit a letter to MTC and ABAG commenting on the draft Plan Bay Area and Draft Environmental Impact Report (DEIR), based upon the points contained in Attachment B.

(6:30 – 6:40 p.m.)

Pg. 87

- B. Release of Draft Safe Routes to School Countywide Plan** Danelle Carey

Recommendation:

Authorize the Executive Director to release the STA's Safe Routes to School Draft Countywide Plan Update for public input at the SR2S Summit on May 23, 2013 and for a 30-day comment period.

(6:40 – 6:50 p.m.)

Pg. 97

- C. STA Regional Transportation Impact Fee (RTIF) Implementation Package and Projects** Robert Guerrero

Recommendation:

Approve the following:

1. The updated list of RTIF Implementation Package and Projects specified in Attachment B; and
2. Authorize the Executive Director to complete the RTIF Nexus Study based on these specified projects.

(6:50 – 7:05 p.m.)

Pg. 103

- D. Legislative Update** Jayne Bauer

Recommendation:

1. Approve the following positions on State legislative bills:
 - A. AB 431 (Mullin) – Oppose
 - B. AB 574 (Lowenthal) – Support
 - C. SB 791 (Wyland) – Oppose
2. Support submittal of the Fairfield/Vacaville Intermodal Station for TIGER 5 Grant funding.

(7:05 – 7:15 p.m.)

Pg. 107

11. INFORMATIONAL – DISCUSSION ITEMS

- A. Regional Measure 2 (RM 2) Project Implementation Deadline and Development of Funding Plan** Janet Adams

(7:00 – 7:10 p.m.)

Pg. 161

NO DISCUSSION NECESSARY

B. Funding Opportunities Summary
Pg. 191

Sara Woo

C. STA Board and Advisory Committee Meeting Schedule
for Calendar Year 2013
Pg. 197

Johanna Masiclat

12. BOARD MEMBERS COMMENTS

13. ADJOURNMENT

The next regularly scheduled meeting of the STA Board at **6:00 p.m., Wednesday, June 12, 2013**, Suisun Council Chambers.

This page intentionally left blank.



MEMORANDUM

DATE: May 1, 2013
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – May 2013

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

I-80/I-680/State Route (SR) 12 Interchange Project Awaits CTC Construction Allocation Vote*

STA remains focused on working with Caltrans to advance the next phase of the I-80/I-680/SR 12 Interchange into construction. As reported in March and April, the two primary hurdles remaining are obtaining a permit from the Army Corp of Engineers (ACOE) and the Buy America provisions outlined in Federal Transportation Authorization Bill Moving Ahead for Progress in the 21st Century Act (MAP-21). In follow up to a meeting I had with Caltrans Director Malcolm Dougherty, Caltrans is working on various options to try to address the issue and the California Transportation Commission (CTC) staff and members of the Commission have indicated to me that this may delay, but will not negatively affect the project construction allocation vote. This week, STA received good news that thanks to expedited work by staff from STA, the US Fish and Wildlife Service (USFWS), Bay Conservation and Development Commission (BCDC), the Water Board, the County of Solano, Caltrans, and ACOE, that the ACOE permit was issued on April 30th. Our project is still on a tight timeframe for a construction allocation vote for the next phase of this interchange project at the CTC meeting on May 7, 2013. Caltrans District 4 is working with Caltrans headquarters to complete the necessary paper work so the project is ready to list for the May CTC Meeting. Last opportunity for a CTC action is the meeting of June 11, 2013. I would like to commend Janet Adams and her consultant team for all their extra hours dedicated to bringing the project to this milestone. An update will be provided at the Board Meeting.

Schedule for Follow-up to March 13th Board Workshop

On March 13, 2013, the STA Board held a workshop to discuss the following three topics: 1. I-80 Corridor Management including ramp metering and express lanes, 2. Mobility Management focused on Seniors, People with Disabilities, and Low Income Residents; and 3. Local Funding. The first two topics were presented and discussed by the STA Board Members and Alternates. Due to time constraints, the topic of Local Funding was presented by STA staff, but there wasn't any time remaining for the participants to discuss or ask questions. Staff is in the process of summarizing the

comments provided at the workshop and plans to bring each topic to the Board for follow up discussion and policy recommendations. The first item is scheduled to be I-80 Corridor Management at the Board meeting in June. Mobility Management is scheduled to coincide with the development of the draft Mobility Management Plan and scheduled for the Board meeting of July 2013. Local Funding would be brought back for discussion at either the July or September Board meeting and is scheduled to coincide with the release of the inaugural Solano County Annual Pothole Report.

Final STA Board Adoption of OneBayArea Grant Project Funding and STA Comments on RTP Alternatives *

As part of their process to wrap up the most recent Regional Transportation Plan (RTP), dubbed "Plan Bay Area", the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC) have completed scheduled public hearings, open houses and presentations to elected officials in each of the nine Bay Area counties. At the April 10th STA Board meeting, MTC's Executive Director Steve Heminger and ABAG's Executive Director Ezra Rapport both provided presentations pertaining to Plan Bay Area. A separate public hearing and open house on Plan Bay Area was held in Solano County on Monday, April 22nd from 6 to 9 pm at the Solano County Fairgrounds in Vallejo. STA staff attended this event to answer questions regarding the Solano County projects in the draft RTP. The action for the STA to take as part of the current OneBayArea Grant (OBAG) process is to officially approved the project funding adopted by the STA Board in March as part of the OBAG funding strategy for Solano County. In addition, the planning directors for the nine Bay Area Congestion Management Agencies (CMAs) have reviewed the draft RTP and Draft Environmental Impact Report and are recommending that comments be provided on two of the alternatives included as part of the review process. Staff will present suggested comments as the meeting as part of the staff report on the topic.

Update on New Countywide ADA Eligibility Process

With the authorization of the STA Board, STA has entered into an agreement with Care Evaluators to implement and provide the new Countywide Americans with Disabilities Act (ADA) Eligibility process for Solano County and its six transit operators. The Countywide ADA Eligibility was identified as a top priority by the Seniors and People with Disabilities Transportation Advisory Committee and was a high priority in the recently completed Solano Transportation Study for Seniors and People with Disabilities. Locations to conduct the in person assessments have been identified in each of the seven cities and staff is planning to organization open houses at each of these locations in June to increase public awareness of this new program and these locations. Care Evaluators is scheduled to provide a presentation at the June 12th meeting of the STA Board.

SolTrans Request for CNG Feasibility Assessment Logical Follow-up to County Alternative Fuels Study *

Currently, STA is working with the various transit operators and public agencies to complete a countywide Alternative Fuels Study. Recently, Solano County Transit (SolTrans) requested STA assistance to fund a Compressed Natural Gas (CNG)

Feasibility Study looking at their transit fleet and facilities. This request is a logical follow-up to the Alternative Fuels Study.

Status of STA Providing Transit Assistance to the Cities of Dixon and Rio Vista

In April, the STA Board authorized the STA to enter into agreements with the cities of Dixon and Rio Vista to provide related, but somewhat different transit assistance services for both cities. STA has entered into an agreement with the City of Rio Vista to help manage the operation of their local service, to assess the operations of their existing services and facilities, to assist in the development of a long range funding, and to develop an operational and capital replacement plan. This initial work is expected to take six months to complete. STA and the City of Dixon are preparing to enter into an agreement for the STA to assist the City in an evaluation of their transit system in parallel to the Coordinated Short Range Transit Plan (SRTP) that includes an updated SRTP for Dixon's Readi-Ride Service. This will include a funding and capital replacement plan.

STA is planning to employ the consultant services of Jim McElroy and Nancy Whelan to assist in these two efforts. Mr. McElroy served as the General Manager of Unitrans in Davis for over 20 years prior to his retirement, was the initial Executive Director for SolTrans during the first year of operations prior to the successful hiring of permanent staff. His expertise is in transit operations and capital and transit facilities. Nancy Whelan is the manager of her own transit consulting firm that specializes in transit finance and funding. She served previously as the Finance Director for MUNI in San Francisco and was the Interim Finance Director for SolTrans during its first year of operation and developed both the Benicia – Vallejo Transition Plan into SolTrans and SolTrans' initial budget.

May 9, 2013 is the 19th Annual Bike to Work Day *

Just a reminder that the 19th Annual Bike to Work Day is May 9th and each of the Board Members are invited to join members of the Bicycle Advisory Committee to participate at a energizer station planned in their community. There are 16 energizer stations planned for Solano County and 13 energizer stations planned in Napa County.

Draft Safe Routes to School Plan to Be Released at May 23rd Inaugural Solano Safe Routes to School Summit *

Included with this agenda is the Draft Safe Routes to School (SR2S) Plan Update. This is scheduled to be released at the May 23rd Solano Safe Routes to School Summit that STA and Solano County Public Health is holding at the KROC Center in Suisun City. This summit will highlight some of the recent successes of the SR2S Program, including the updated SR2S Plan, the new Walking School Bus Program, and the result of the SR2S Traffic Enforcement Pilot Program in Fairfield and Suisun City. The SR2S Plan has been developed with the active participation of each community's SR2S Advisory Committee with adoption of each community's plan by the city council and school board. Staff will provide a summary of the plan and the updated agenda for the Summit at the meeting.

Attachment:

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

This page intentionally left blank.

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

S

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

T

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

U, V, W, Y, & Z

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



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
April 10, 2013

1. CLOSED SESSION

PERSONNEL MATTERS (Gov't Code §549547):
Public Employee Performance Evaluation: Executive Director

No closed session was held.

2. CALL TO ORDER

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

MEMBERS

PRESENT:	Osby Davis, Vice Chair	City of Vallejo
	Elizabeth Patterson	City of Benicia
	Jack Batchelor	City of Dixon
	Harry Price	City of Fairfield
	Norman Richardson	City of Rio Vista
	Pete Sanchez	City of Suisun City
	Dilenna Harris (Alternate)	City of Vacaville
	Jim Spering	County of Solano

MEMBERS

ABSENT:	Steve Hardy, Chair	City of Vacaville
----------------	--------------------	-------------------

STAFF

PRESENT:	Daryl K. Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Janet Adams	Deputy Executive Director/Director of Projects
	Robert Macaulay	Director of Planning
	Johanna Masiclat	Clerk of the Board/Office Manager
	Jayne Bauer	Legislative & Marketing Program Manager
	Susan Furtado	Accounting & Administrative Svc. Manager
	Liz Niedziela	Transit Manager
	Judy Leaks	Program Manager
	Robert Guerrero	Project Manager
	Jessica McCabe	Assistant Project Manager
	Sara Woo	Associate Planner
	Paulette Cooper	Commuter Consultant
	Sheila Jones	Administrative Assistant

ALSO

PRESENT:

In Alphabetical Order by Last Name:

Bill Emlen	Solano County
Steve Heminger	Metropolitan Transportation Commission (MTC)
Mike Hudson	City of Suisun City Vice Mayor and STA Alternate Board Member
Dan Kasperson	City of Suisun City
Joe Leach	City of Dixon
Wayne Lewis	City of Fairfield
Brian McLean	Vacaville City Coach
Ezra Rapport	Association of Bay Area Governments (ABAG)
Mike Roberts	City of Benicia
Michael Tran	KPMG, Inc.
Matt Tuggle	Solano County

3. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

4. APPROVAL OF AGENDA

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

5. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

6. EXECUTIVE DIRECTOR'S REPORT

- Daryl Halls provided an update on the following topics:
- I-80/I-680/State Route (SR) 12 Interchange Project *
- ABAG/MTC Presentation to Elected Officials Regarding Plan Bay Area *
- Approval of Solano's Priority Development Area (PDA) Investment and Growth Strategy *
- Heightened Interest in STA's Public Private Partnership Feasibility Study *
- Cities of Dixon and Rio Vista Request Transit Assistance from STA *
- Wrap up of SR 12 Corridor Management Plan *
- 19th Annual Bike to Work Day Scheduled for May 9, 2013 *
- Inaugural Solano Safe Routes to School (SR2S) Summit Set for May 23, 2013 *
- STA Staff Update

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

MTC Report:

None presented.

Caltrans Report:

None presented.

A. Plan Bay Area Presentation and Opportunity for Public Officials and Public Comment per SB 375 MTC/Association of Bay Area Governments (ABAG)

Background:

As part of their process to wrap up the most recent Plan Bay Area, MTC's Executive Director, Steve Heminger and ABAG's Executive Director, Ezra Rapport presented the draft Plan Bay Area. The purpose of the presentation was to solicit and consider input and recommendations from Solano County's elected officials, also the STA Board.

B. Directors Report

1. Planning

2. Projects

3. Transit/Rideshare

8. CONSENT CALENDAR

On a motion by Board Member Sperring, 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 March 13, 2013

Recommendation:

Approve STA Board Meeting Minutes of March 13, 2013.

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

Recommendation:

Approve Draft TAC Meeting Minutes of March 27, 2013.

C. Job Access and Reverse Commute(JARC)/New Freedom Funding Applications

Recommendation:

Approve the following:

1. Authorizing the Executive Director to 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;
2. Authorizing the Executive Director to submit a Letter of Support to Caltrans in Support of County of Solano Funding application for New Freedom for the Intercity Taxi Scrip Program;
3. Authorizing the Executive Director to submit an application for Job Access and Reverse Commute (JARC) and New Freedom funding for the Solano Mobility Management Program;
4. Resolution No. 2013-12 as shown in Attachment A authorizing JARC funding and Resolution No. 2013-13 as shown in Attachment B authorizing New Freedom funding; and
5. Authorize the Executive Director to execute a contract or agreement with Caltrans for JARC and New Freedom funding for the Solano Mobility Management Program including submitting and approving request for reimbursement of funds as stated in JARC Authorizing Resolution No. 2013-12 (Attachment A) and the New Freedom Authorizing Resolution No. 2013-13 (Attachment B).

D. Paratransit Coordinating Council (PCC) Member Reappointment

Recommendation:

Reappoint Judy Nash (Solano County) to the Paratransit Coordinating Council for an additional three-year term.

- E. Solano Pedestrian Advisory Committee (PAC) Member Appointment**
Recommendation:
Appoint Shannon Lujan representing City of Vacaville and Pete Turner representing City of Benicia to the PAC for a three-year term.
- F. Contract Amendment for Parsons Brinckerhoff, Inc. - I-80/I-680/State Route (SR) 12 Interchange (Initial Construction Project)**
Recommendation:
Authorize the Executive Director to execute a contract amendment with Parsons Brinckerhoff, Inc. in an amount not-to-exceed \$246,992 to cover construction management services for the I-80/I-680/SR 12 Interchange – Initial Construction Package.
- G. Contract Amendment for Contra Costa Real Property Division – I-80/I-680/State Route (SR) 12 Interchange (Initial Construction Project)**
Recommendation:
Authorize the Executive Director to execute a contract amendment with Contra Costa Real Property Division in an amount not-to-exceed \$220,000 to provide right-of-way acquisition services for the I-80/I-680/SR 12 Interchange – Initial Construction Package.
- H. Dixon West B Street Pedestrian Undercrossing Construction Award**
Recommendation:
Approve Resolution No. 2013-14 authorizing the Executive Director to:
1. Award the construction contract for the West B Street Pedestrian and Bicycle Undercrossing Project in Dixon for a total amount not-to-exceed \$5.9 million including 20% contingency; and
 2. Execute a Construction and Maintenance Agreement with Union Pacific Railroad for a total amount not-to-exceed \$250,000.
- I. State Route (SR) 12 Comprehensive Evaluation and Corridor Management Plan and SR 12 Safety Project Update**
Recommendation:
Approve the updated final SR 12 Comprehensive Evaluation and Corridor Management Plan as shown in Attachment A.
- J. City of Dixon and City of Rio Vista Requests to STA for Transit Consulting Services**
Recommendation:
Authorize the Executive Director to:
1. Enter into a contract with the City of Dixon to provide transit financial and operational services for an amount not-to-exceed \$25,000; and
 2. Enter into a contract with the City of Rio Vista to provide transit financial and operational services for an amount not-to-exceed \$35,000.

9. ACTION – FINANCIAL ITEMS

- A. Public Private Partnership (P3) Contract Amendment with KPMG to Add Four**
Jessica McCabe provided update to the development of a Public Private Partnership (P3) Feasibility Study evaluating a number of Solano County’s transit and rail facilities for potential paid parking, advertising, mixed used development, and other P3 opportunities. Due to recent interest in the Feasibility Study, the STA has been contacted to add four additional transit facilities to the initial feasibility study which increased the scope of work for the consultant. Staff is recommending an amendment to the contract to add these additional facilities to the Feasibility Study.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Authorize the Executive Director to execute a contract amendment with KMPG for an amount of \$50,400 to cover additional services related to adding four (4) transit facilities for a total amount not-to-exceed \$200,400 to the P3 Feasibility Study.

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

10. ACTION – NON-FINANCIAL ITEMS

- A. Solano County Priority Development Area Investment and Growth Strategy**
Robert Macaulay reviewed the Solano PDA Investment and Growth Strategy which updates the nine PDAs and incorporates three additional PDAs added to the Solano Transportation for Sustainable Communities Plan.

He added that City of Benicia staff requested the list of comments below be incorporated into the PDA Investment and Growth Strategy:

- *Pg.25 - Digitizing makes the exhibit very blurry and difficult to read.*
- *Pg.45/First Paragraph - Description does a great job in emphasizing the positive impacts the PDA could have, but please recognize the full status of the existing Industrial Park (i.e. use "Park" instead of "area" and "grow" versus "transform").*
- *Pg.46/First Paragraph - Prefer "walking and bicycling corridors along Park Road and Bayshore Road." See also Pg.59/Bicycle & Ped Improvements.*
- *Pg.57/58/59/77 - Please swap "Sulfur Springs Connectivity Project" with "First Street Streetscape and Parking Enhancements" as this is our next priority.*
- *Pg.59 - Remove "Benicia Intermodal Station". This appears to be a combined description of the Downtown Intermodal Station that has been completed and the Benicia Intermodal Station covered on pg.58.*
- *Make the following change on Page 57: "First Street Streetscape and Parking Pedestrian Enhancements"*

Public Comments:

None presented.

Board Comments:

Board Member Patterson conveyed her ongoing concern regarding the Board's reconsideration to redefine the definition of "sustainable development" so that the statement conforms to what is universally accepted which is development that allows resources to be used by future generations. She added that this definition is missing the opportunity to indicate we understand it's an integration of the environment, economy, and social equity.

Robert Macaulay responded that after going through all the STA Committees (Alternative Modes and STA Board) and what is adopted in the Transportation for Livable Communities (TLC), staff shared this with MTC and ABAG staff and asked if they had any comments and/or concerns with it being a little different than the State and regional documents and they indicated they were fine with the definition when STA applied to the Strategic Growth Council for a grant to do climate change activities in Solano County there were no issues raised prior to the grant being awarded.

Recommendation:

Approve the STA PDA Investment and Growth Strategy as shown in Attachment B.

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

11. INFORMATIONAL – DISCUSSION NECESSARY

- A. Safe Routes to School (SR2S) Countywide Plan Update Status/Summit Update**
Danelle Carey announced that the SR2S Countywide Plan update is scheduled to be released to the public at the first SR2S Summit scheduled on May 23, 2013 at the Salvation Army Kroc Center in Suisun City.

- B. Highway Projects Status Report:**
- 1.) I-80/I-680/State Route (SR) 12 Interchange**
 - 2.) I-80 Eastbound Cordelia Truck Scales Relocation**
 - 3.) I-80 Express Lanes**
 - 4.) Jepson Parkway**
 - 5.) State Route 12 (Jameson Canyon)**
 - 6.) State Route 12 East SHOPP**
 - 7.) I-80 SHOPP Rehabilitation**

Janet Adams provided updates to the above listed major highway and local projects in Solano County.

NO DISCUSSION NECESSARY

C. Legislative Update

D. Funding Opportunities Summary

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

12. BOARD MEMBER COMMENTS

13. ADJOURNMENT

The meeting was adjourned at 7:30 p.m.

Attested by:


Johanna Masielat
Clerk of the Board

/April 10, 2013

Date

This page intentionally left blank.



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

1. CALL TO ORDER

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order at approximately 1:30 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
Steve Hartwig	City of Fairfield
Dave Melilli	City of Rio Vista
Dan Kasperson	City of Suisun City
Shawn Cunningham	City of Vacaville
Allan Panganiban	City of Vallejo
Bill Emlen	Solano County

TAC Members Absent:

Melissa Morton	City of Benicia
George Hicks	City of Fairfield
David Kleinschmidt	City of Vallejo
Matt Tuggle	Solano County

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

Janet Adams	STA
Paulette Cooper	STA
Robert Guerrero	STA
Daryl Halls	STA
Judy Leaks	STA
Robert Macaulay	STA
Johanna Masielat	STA
Jessica McCabe	STA
Sara Woo	STA

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

Nick Burton	County of Solano
Amanda Dum	City of Suisun City

2. APPROVAL OF THE AGENDA

On a motion by Mike Roberts, and a second by Dan Kasperson, the STA TAC approved the agenda with the following exceptions:

- Table Item 8.A until the meeting next month, Transit Sustainability Study

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

- Paulette Cooper announced the 2013 Bike to Work Day scheduled on May 9, 2013.
- Daryl Halls addressed the TAC regarding some issues raised on Ramp Metering by MTC staff at the April 23, 2013 meeting of the Solano Highway Partnership (SoHip).

5. CONSENT CALENDAR

On a motion by Mike Roberts, and a second by Joe Leach, the STA TAC approved Consent Calendar Items A. Item B and C were pulled for discussion.

A. Minutes of the TAC Meeting of March 27, 2013

Recommendation:

Approve TAC Meeting Minutes of March 27, 2013.

Pg.

B. Project Delivery Update – OneBayArea Grant (OBAG) Programming

Jessica McCabe distributed and reviewed the revised Project Delivery Schedule (Attachment B) and a sample OBAG Funding Agreement (Attachment C). She noted that STA staff is recommending the remaining OBAG funds be programmed for Tier 1 projects identified in the STA OBAG Funding Strategy (approved by the STA Board at their March 13, 2013 meeting). She added that in addition to the approval of the project delivery schedules, projects sponsors will need to enter into a funding agreement with the STA prior to OBAG funds being programmed. Janet Adams added that if the delivery schedules are not met and funds not obligated within the timeline committed to, STA will consider reprogramming OBAG funds to unfunded portions of Tier 1 and/or Tier 2 projects, listed in the OBAG funding strategy, that are ready to use those funds in order not to lose these funds to other Counties.

Recommendation:

Forward a recommendation to the STA Board to approve the following projects for remaining OBAG STP and CMAQ funding:

1. \$1,200,000 in CMAQ to STA Safe Routes to School (SR2S) Engineering Projects;
2. \$250,000 in CMAQ to STA Transit Ambassador Program;
3. \$315,000 in CMAQ and \$100,000 in STP to City of Suisun City's Train Station Improvements;
4. \$450,000 in CMAQ to City of Vacaville's Allison Drive Sidewalk + Class I to Transit Center;
\$500,000 in CMAQ to City of Vacaville's Ulati Creek Class I Bike Lane (McClellan to Depot);
5. 1,095,000 in CMAQ to City of Vallejo's Downtown Streetscape (Maine Street); and
6. \$1,800,000 in CMAQ to the County of Solano's Vaca-Dixon Bicycle Path.

On a motion by Dave Melilli, and a second by Shawn Cunningham, the STA TAC approved the recommendation.

C. CNG Feasibility Study for Solano County

Mike Roberts asked if the “additional users” referred in the draft scope can easily be expanded to assess additional users and other site locations should other cities decide to participate is primarily only for transit or will it tie into the Alternative Fuel Study? Robert Guerrero responded that it does tie into the Alternative Fuel Study but for this effort it’s only focusing on SolTrans and potentially fleet vehicles from Vallejo. In addition, Mike Roberts asked if Benicia wanted to be added to the scope, what would it entail. Mr. Guerrero responded that anyone looking to participate would cost an estimated \$20,000 per site.

Recommendation:

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

1. Authorize the Executive Director to enter into an agreement with SolTrans to develop a Compressed Natural Gas (CNG) Feasibility Study; and
2. Approve dedicating \$20,000 in State Transit Assistance Funds (STAF) to match SolTrans contribution for the CNG Feasibility Study.

On a motion by Mike Roberts, and a second by Dave Melilli, the STA TAC approved the recommendation.

6. ACTION FINANCIAL ITEMS

- A. None presented.**

7. ACTION NON FINANCIAL ITEMS

A. Solano County Project Initiation Document (PID) 3-Year Work Plan for Caltrans

Robert Guerrero commented that Caltrans is in the process of developing its 3-Year Project PID workload that will be used to validate PID resources for FY 2013-14, and determine PID resource needs for FY 2013-14, as such, Caltrans has asked all counties to update the current 3-year work plans.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano County new 3-year Project Initiation Document Work Plan (FY 2013-14 to FY 2015-16) and submit to Caltrans.

On a motion by Dave Melilli, and a second by Dan Kasperson, the STA TAC approved the recommendation.

B. Safe Routes to School Advisory Committee (SR2S-AC) Bylaws

Judy Leaks provided an update to the development of the by-laws for the SR2S-AC for committee organization, membership responsibility, structure, and managing meeting agendas. She noted that based on input from the TAC at their March 27, 2013 meeting, she listed the proposed edits as follows: Under Article IV (Section 1) – Representation 1.) two (2) representatives from engineering profession appointed by the STA TAC; and 2.) two (2) from law enforcement appointed by Solano County Police Chiefs’ Association

Recommendation:

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

On a motion by Mike Roberts, and a second by Dave Melilli, the STA TAC approved the recommendation.

C. Draft Safe Routes to School Countywide Plan Update

Judy Leaks reported that staff plans to present the draft SR2S Plan Update to the STA Board so it can be released for public input at the SR2S Summit on May 23, 2013. She added that after comments are collected and updates are made to the plan, the schedule is to bring a final draft to the SR2S-AC for a final review and back to the STA Board for adoption in July 2013.

Recommendation:

Forward a recommendation to the STA Board to release the STA's Safe Routes to School Draft Countywide Plan Update for public input at the SR2S Summit on May 23, 2013 for a 30 day comment period.

On a motion by Dan Kasperson, and a second by Steve Hartwig, the STA TAC approved the recommendation.

D. STA Regional Transportation Impact Fee (RTIF) Nexus Study Update

Robert Guerrero noted that the RTIF Stakeholders Committee met on March 28, 2013 and after a lengthy discussion, the Stakeholders concluded that the RTIF Nexus Study and Solano County Facility Fee analysis is needed to be completed before an action on the recommended list of projects could be taken.

Robert Guerrero reported that STA's RTIF Nexus Study has a separate process from the County Public Facility Fee analysis. He cited that the STA is working on completing a draft RTIF Nexus Study for the STA TAC to review by their May meeting. He reviewed the tentative schedule provided as an attachment. He also listed the three projects that were included in the RTIF Implementation Package since February 2013. He added that the County of Solano is currently working to complete the Facility Fee update analysis in the coming months.

Recommendation:

Recommend forwarding the updated list of RTIF Implementation Package and Projects specified in Attachment B to the RTIF Policy Committee and STA Board for approval.

On a motion by Dave Melilli, and a second by Joe Leach, the STA TAC approved the recommendation.

8. INFORMATIONAL - DISCUSSION

A. Transit Sustainability Plan – Financial Assessment of Solano County Transit Operators

At the request of STA staff, this item was tabled until the next meeting of the TAC on May 29, 2013.

B. Follow up to STA Board Retreat/Workshop

Daryl Halls noted that staff is in the process of summarizing the discussion on the I-80 Corridor (Ramp Metering & Express Lanes) and the Mobility Management. He cited that staff plans to bring recommendations and/or follow-up steps back to the STA Board for their discussion and policy direction at a future meeting.

C. Regional Measure 2 (RM 2) Project Implementation Deadline and Development of Funding Plan

Janet Adams reviewed the Solano County RM 2 programming, allocations, unallocated balance, cash flow and cost savings. She reported that on April 10, 2013, MTC staff updated the MTC Programming and Allocations Committee on the progress to deliver nearly \$1.5 B in RM 2 funding, \$300 M of RM 2 funds which has yet to be allocated. She noted that MTC staff discussed a policy proposal of requiring sponsors with unallocated balances to submit a proposal by October 2013 to direct unallocated balances towards ready-to-go usable segments by March 2014. She added that MTC staff will return in the fall of 2013 with a recommendation that include redirecting funds from projects that don't have a viable strategy to re-investing into projects that are ready to go.

D. Highway Projects Status Report:

1. **I-80/I-680/State Route (SR) 12 Interchange**
2. **I-80 Eastbound Cordelia Truck Scales Relocation**
3. **I-80 Express Lanes**
4. **Jepson Parkway**
5. **State Route 12 (Jameson Canyon)**
6. **State Route 12 East SHOPP**
7. **I-80 SHOPP Rehabilitation**

Janet Adams provided a status update to major highway and local projects in Solano County as listed above.

E. Legislative Update

Jayne Bauer noted that 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. She added that the issue is the potential loss of funding for the 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. Staff is working with Congressman Garamendi's office on a solution needed before the project is negatively impacted not only in Solano County, but in projects across the United States. Ms. Bauer also reported that AB 935 went before a hearing of the Assembly Local Government Committee on April 10th and several members of the committee expressed their desire to see the bill return with amendments that reflect more of a consensus from all affected parties, specifically, all counties that have current and proposed ferry services.

NO DISCUSSION

- F. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2013-14**
- G. Fiscal Year (FY) 2012-13 Abandoned Vehicle Abatement (AVA) Program Second Quarter Report**
- H. Funding Opportunities Summary**
- I. STA Board Meeting Highlights of April 10, 2013**
- J. Draft Meeting Minutes of STA Advisory Committees**
- K. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013**

9. ADJOURNMENT

The meeting was adjourned at 3:00 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, May 29, 2013.**



DATE: April 29, 2013
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2013-14

Background

In January 2004, the Solano Transportation Authority (STA) Board unanimously adopted a policy to index the annual local Transportation Development Act (TDA) to provide 2.7% of the total TDA available to the county and 2.1% of the total gas tax for Members Contribution based on the prior calendar year gas tax revenues received by all the agencies in Solano County.

The TDA contribution is based on the Metropolitan Transportation Commission (MTC)'s annual TDA fund estimate for each local jurisdiction. STA annually claims these funds on behalf of the Member Agencies for transit coordination and planning expenses.

The Members Contribution received from all the agencies in Solano County is calculated based on the gas tax revenues. Although based on gas tax revenues, each member agency provides a contribution to STA through any eligible fund source, including gas tax. The Member Agencies are invoiced for these contributions at the beginning of the fiscal year.

Both contributions are estimates; revisions are made as actual data is made available and adjustments are made in the subsequent fiscal year. These two revenue sources provide the core funding for STA's operations. These operations include administrative staff services and office space cost, and a percentage of strategic planning, project development, and transit services not covered by other planning grants and project funds.

Discussion:

In March 2005, a memo was issued to record the methodology to calculate the annual Transportation Development Act (TDA) and Member Contributions, previously known as Gas Tax contribution as a result of the indexing policy approval. This methodology has been used and followed since the approval of the policy for the annual billing of the TDA and Members Contribution to member agencies. At the February 2013 TAC meeting, the approved Indexing Policy was agendaized to discuss the policy based on a request from the City of Fairfield.

Attachment A is the FY 2013-14 Local TDA Funds and Contributions from Member Agencies. The TDA contribution to STA for FY 2013-14 has increased by \$60,819 from the prior year using the MTC's annual TDA funding estimates issued February 27, 2013. STA's TDA claim for FY 2013-14 is calculated based on the adopted indexing policy (Attachment B) and on MTC's FY 2013-14 Fund Estimate (Attachment D).

The projected Members Contribution for FY 2013-14 has gone down by \$177,604. The Members Contributions estimates for FY 2013-14 are based on actual Gas Tax Revenues received by each agency in Solano County for the calendar year 2012 (Attachment C). TDA Funds and Contribution from Member Agencies vary depending on the actual amounts on MTC's TDA Apportionment and Gas Tax Revenues received by the agencies. Adjustments to these estimates are reflected in the subsequent year.

Fiscal Impact

FY 2013-14 Local TDA Funds is \$463,884 and the Members Contributions is \$168,680. In aggregate, the total TDA and members' contribution from the member agencies for the FY 2013-14 is reduced by \$116,784 due to the drop in the 2012 Gas Tax revenue and the state payback of gas tax revenues that occurred in April 2011.

Recommendation:

Receive and file.

Attachments:

- A. FY 2013-14 Local TDA Funds and Contributions from Member Agencies.
- B. Computations for TDA and Members Contributions for FY 2013-14
- C. Calendar Year 2012 Gas Tax Revenues for Solano County Agencies
- D. MTC FY 2013-14 Fund Estimate TDA Funds Solano County (February 27, 2013)

TDA Contributions

AGENCY	FY 2013-14 TDA	FY 2012-13 Adjustment	FY 2013-14 Total TDA to STA	FY 2012-13 TDA to STA	% Change
Benicia	27,702	2,646	30,348	26,459	14.7%
Dixon	18,832	1,799	20,631	16,585	24.4%
Fairfield	107,071	10,230	117,301	99,820	17.5%
Rio Vista	7,593	725	8,318	7,842	6.1%
Suisun City	28,819	2,753	31,572	27,285	15.7%
Vacaville	95,013	9,078	104,091	91,672	13.5%
Vallejo	119,015	11,371	130,386	114,405	14.0%
Solano County	19,385	1,852	21,237	18,997	11.8%
TOTAL	\$423,430	\$40,454	\$463,884	\$403,064	15.1%

Members Contributions

AGENCY	FY 2013-14 Members Contribution	FY 2012-13 Adjustment	FY 2013-14 Total Members Contribution Claim	FY 2012-13 Members Contribution	% Change
Benicia	15,167	(4,132)	11,035	22,732	-51.5%
Dixon	10,311	(2,809)	7,502	14,249	-47.4%
Fairfield	58,624	(15,970)	42,654	85,759	-50.3%
Rio Vista	4,157	(1,133)	3,024	6,739	-55.1%
Suisun City	15,779	(4,299)	11,480	23,441	-51.0%
Vacaville	52,022	(14,172)	37,850	78,757	-51.9%
Vallejo	65,165	(17,752)	47,413	98,288	-51.8%
Solano County	10,614	(2,892)	7,722	16,321	-52.7%
TOTAL	231,841	(63,159)	168,680	346,286	-51.3%

Total Contributions from Member Agencies

AGENCY	TDA	Member Contribution	FY 2013-14 TOTAL	FY 2012-13 TOTAL	% Change
Benicia	30,348	11,035	41,383	49,193	-15.9%
Dixon	20,631	7,502	28,133	30,834	-8.8%
Fairfield	117,301	42,654	159,955	185,579	-13.8%
Rio Vista	8,318	3,024	11,342	14,578	-22.2%
Suisun City	31,572	11,480	43,053	50,726	-15.1%
Vacaville	104,091	37,850	141,941	170,429	-16.7%
Vallejo	130,386	47,413	177,799	212,693	-16.4%
Solano County	21,237	7,722	28,960	35,318	-18.0%
TOTAL	463,884	168,680	632,564	749,349	-15.6%

Local Transportation Development Act (TDA) Funds

TDA	Total TDA to County	\$13,883,081	TDA	Total TDA to County	\$15,381,489
FY 2012-13	STA Operations (2.7%)	\$374,843	FY 2012-13	STA Operations (2.7%)	\$415,300

February 2012 Estimate

	<u>Agency TDA</u>	<u>Percent</u>	<u>FY 12-13 Claim</u>	<u>TDA Adjustment</u>	<u>Total TDA</u>	<u>Percent</u>	<u>Revised FY 2012-13</u>	<u>FY 2012-13 Adjustment</u>
Benicia	890,094	0.065	24,523	75,154	965,248	0.065	27,170	2,646
Dixon	605,092	0.044	16,671	51,091	656,183	0.044	18,470	1,799
Fairfield	3,440,340	0.253	94,785	290,483	3,730,823	0.253	105,015	10,230
Rio Vista	243,973	0.018	6,722	20,600	264,573	0.018	7,447	725
Suisun City	926,002	0.068	25,512	78,186	1,004,188	0.068	28,266	2,753
Vacaville	3,052,898	0.224	84,110	257,769	3,310,667	0.224	93,189	9,078
Vallejo	3,824,139	0.281	105,359	322,889	4,147,028	0.281	116,730	11,371
Solano County	622,882	0.046	17,161	52,593	675,475	0.046	19,013	1,852
TDA	\$ 13,605,420	1.000	\$374,843	\$1,148,765	\$14,754,185	1.000	415,300	\$40,454

TDA	Total TDA to County	\$15,682,592		
FY 2013-14	STA Operations (2.7%)	\$423,430		
February 2013 Estimate			FY 2012-13 Adjustment	Total TDA Funds FY 2013-14
	FY 2013-14 Estimate			
Benicia	959,839	0.065	27,702	30,348
Dixon	651,873	0.044	18,832	20,631
Fairfield	3,793,108	0.253	107,071	117,301
Rio Vista	264,500	0.018	7,593	8,318
Suisun City	997,599	0.068	28,819	31,572
Vacaville	3,283,683	0.224	95,013	104,091
Vallejo/Benicia ¹	4,133,592	0.281	119,015	130,386
Solano County	669,987	0.046	19,385	21,237
Estimated FY 2013-14	14,754,181	1.000	\$423,430	463,884

Members Contribution

Contribution:	Total Gas Tax to County	\$14,047,455	Contribution:	Total Gas Tax to County	\$11,040,029
FY 2012-13	STA Operations (2.1%)	\$294,997	FY 2013-14	STA Operations (2.1%)	\$231,841

Estimate based on Calendar Year 2011

Estimate based on Calendar Year 2012

	<u>FY 12-13 Claim</u>	<u>FY 12-13 Adjustment</u>		<u>FY 12-13 Claim</u>	<u>FY 12-13 Adjustment</u>
Benicia	0.065	\$19,299	Benicia	0.065	\$15,167
Dixon	0.044	13,120	Dixon	0.044	10,311
Fairfield	0.253	74,594	Fairfield	0.253	58,624
Rio Vista	0.018	5,290	Rio Vista	0.018	4,157
Suisun City	0.068	20,078	Suisun City	0.068	15,779
Vacaville	0.224	66,194	Vacaville	0.224	52,022
Vallejo	0.281	82,916	Vallejo	0.281	65,165
Solano County	<u>0.046</u>	<u>13,506</u>	Solano County	<u>0.046</u>	<u>10,614</u>
	1.000	\$294,997		1.000	\$231,841

Contribution:	Total Gas Tax to County	\$11,040,029		
FY 2013-14	STA Operations (2.1%)	\$231,841		
Estimate based on Calendar Year 2012			FY 2012-13 Adjustment	Total Members Contribution FY 2013-14
Benicia	0.065	\$15,167	(\$4,132)	\$11,035
Dixon	0.044	10,311	(2,809)	7,502
Fairfield	0.253	58,624	(15,970)	42,654
Rio Vista	0.018	4,157	(1,133)	3,024
Suisun City	0.068	15,779	(4,299)	11,480
Vacaville	0.224	52,022	(14,172)	37,850
Vallejo	0.281	65,165	(17,752)	47,413
Solano County	<u>0.046</u>	<u>10,614</u>	<u>(2,892)</u>	7,722
	1.000	\$231,841	(\$63,159)	\$168,683



**Gas Tax Revenues for Solano County Agencies
January to December 2012**

Allocation:	Jan-12	Feb-12	Mar-12	Apr-12	Payback Deferred (April-11)	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Total
Solano County	\$417,723.08	\$433,636.97	\$398,614.89	\$414,893.05		\$461,382.58	\$402,682.43	\$464,579.18	\$437,877.67	\$353,891.63	\$573,033.94	\$443,655.97	\$362,264.23	\$5,164,235.62
City:														
Benicia	28,565.31	34,358.54	31,528.97	32,825.97		36,402.99	31,919.08	37,499.56	38,864.28	28,231.81	44,820.58	34,939.71	28,612.75	408,569.55
Dixon	18,887.06	22,689.60	20,832.34	21,683.66		24,031.53	21,088.40	24,813.02	25,647.07	18,668.13	29,556.64	23,071.07	18,916.22	269,884.74
Fairfield	107,454.47	129,474.15	118,719.13	123,648.96		137,244.93	120,201.89	128,607.34	146,600.14	106,186.81	169,239.64	131,683.12	107,623.34	1,526,683.92
Rio Vista	8,747.50	10,464.48	9,625.87	10,010.26		11,070.40	9,741.48	11,617.14	11,799.87	8,648.66	13,565.17	10,636.72	8,760.67	124,688.22
Suisun City	29,443.79	35,417.71	32,499.88	33,837.33		37,525.92	32,902.15	38,469.55	40,063.98	29,099.88	46,206.05	36,017.00	29,489.60	420,972.84
Vacaville	97,979.78	118,050.66	108,247.49	112,741.01		125,133.70	109,599.03	115,645.59	133,660.92	96,824.33	154,296.77	120,064.13	98,133.72	1,390,377.13
Vallejo	122,177.92	147,226.02	134,991.85	140,599.67		156,065.55	136,678.56	144,864.67	166,707.39	120,735.95	192,460.57	149,738.82	122,370.04	1,734,617.01
City SubTotal	\$413,255.83	\$497,681.16	\$456,445.53	\$475,346.86	\$0.00	\$527,475.02	\$462,130.59	\$501,516.87	\$563,343.65	\$408,395.57	\$650,145.42	\$506,150.57	\$413,906.34	\$5,875,793.41
Total County & City	\$830,978.91	\$931,318.13	\$855,060.42	\$890,239.91	\$0.00	\$988,857.60	\$864,813.02	\$966,096.05	\$1,001,221.32	\$762,287.20	\$1,223,179.36	\$949,806.54	\$776,170.57	\$11,040,029.03
FY 2011	\$1,079,529.07	\$875,355.11	\$853,619.50	\$900,385.12	\$2,377,991.83	\$1,027,975.31	\$944,872.59	\$1,118,642.97	\$946,814.08	\$982,075.92	\$958,679.35	\$986,579.58	\$994,934.48	\$14,047,454.91
Change	(\$248,550.16)	\$55,963.02	\$1,440.92	(\$10,145.21)	(\$2,377,991.83)	(\$39,117.71)	(\$80,059.57)	(\$152,546.92)	\$54,407.24	(\$219,788.72)	\$264,500.01	(\$36,773.04)	(\$218,763.91)	(\$3,007,425.88)
% Change	-23%	6%	0%	-1%		-3.8%	-8%	-14%	6%	-22%	28%	-4%	-22%	-21%

FY 2013-14 FUND ESTIMATE												
TRANSPORTATION DEVELOPMENT ACT FUNDS												
SOLANO COUNTY												
										<i>Attachment A</i>		
										<i>Res No. 4086</i>		
										<i>Page 9 of 16</i>		
										<i>2/27/2013</i>		
FY 2012-13 TDA Revenue Estimate Adjustment					FY 2013-14 TDA Estimate							
FY 2012-13 Generation Estimate Adjustment					FY 2013-14 County Auditor's Generation Estimate							
1. Original County Auditor Estimate (Feb, 11)					14,461,543		13. County Auditor Estimate					15,682,592
2. Revised County Auditor Estimate (Feb, 11)					15,682,592		FY 2013-14 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)					1,221,049		14. MTC Administration (0.5% of Line 13)					78,413
FY 2012-13 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)						78,413	
4. MTC Administration (0.5% of Line 3)					6,105		16. MTC Planning (3.0% of Line 13)					470,478
5. County Administration (0.5% of Line 3)					6,105		17. Total Charges (Lines 14+15+16)					627,304
6. MTC Planning (3.0% of Line 3)					36,631		18. TDA Generations Less Charges (Lines 13-17)					15,055,288
7. Total Charges (Lines 4+5+6)					48,841		FY 2013-14 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)					1,172,208		19. Article 3.0 (2.0% of Line 18)					301,106
FY 2012-13 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)						14,754,182	
9. Article 3 Adjustment (2.0% of line 8)					23,444		21. Article 4.5 (5.0% of Line 20)					0
10. Funds Remaining (Lines 8-9)					1,148,764		22. TDA Article 4 (Lines 20-21)					14,754,182
11. Article 4.5 Adjustment (5.0% of Line 10)					0							
12. Article 4 Adjustment (Lines 10-11)					1,148,764							
TDA APPORTIONMENT BY JURISDICTION												
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C=Sum(A:B)</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(C:G)</i>	<i>I</i>	<i>J=Sum(H:I)</i>		
	6/30/2012	FY 2011-12	6/30/2012	FY 2011-13	FY 2012-13	FY 2012-13	FY 2012-13	6/30/2013	FY 2013-14	FY 2013-14		
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/interest)¹	Outstanding Commitments²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation		
Article 3	543,542	3,183	546,725	(420,016)	0	277,662	23,444	427,815	301,106	728,921		
Article 4.5												
SUBTOTAL	543,542	3,183	546,725	(420,016)	0	277,662	23,444	427,815	301,106	728,921		
Article 4/8												
Dixon	338,475	2,325	340,800	(647,899)	0	605,092	51,091	349,084	651,873	1,000,957		
Fairfield	2,208,126	20,380	2,228,506	(5,634,090)	0	3,440,340	290,483	325,239	3,793,108	4,118,347		
Rio Vista	206,824	1,578	208,402	(179,317)	0	243,973	20,600	293,658	264,500	558,158		
Solano County	472,625	2,581	475,206	(556,879)	0	622,882	52,593	593,802	669,987	1,263,789		
Suisun City	119,590	1,444	121,033	(1,046,746)	0	926,002	78,186	78,475	997,599	1,076,074		
Vacaville	4,271,751	26,566	4,298,317	(4,355,562)	0	3,052,898	257,769	3,253,422	3,283,683	6,537,105		
Vallejo/Benicia ⁴	555,785	4,526	560,312	(5,078,388)	0	4,714,233	398,043	594,200	5,093,431	5,687,631		
SUBTOTAL³	8,173,175	59,400	8,232,575	(17,498,881)	0	13,605,420	1,148,765	5,487,880	14,754,181	20,242,061		
GRAND TOTAL	\$8,716,717	\$62,583	\$8,779,300	(\$17,918,897)	\$0	\$13,883,082	\$1,172,209	\$5,915,694	\$15,055,287	\$20,970,981		

1. Balance as of 6/30/12 is from MTC FY 2011-12 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2012, and FY 2012-13 allocations as of January 31, 2013.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

4. Beginning in FY 2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.



DATE: April 29, 2013
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2012-13 Abandoned Vehicle Abatement (AVA) Program
Second Quarter Report

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administrative duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville, City of Vallejo, and County of Solano.

Discussion:

For the Second Quarter, STA received the allocation from the State Controller's Office in the amount of \$82,219 and has deducted \$1,644 allowable for statute for administrative costs. The STA disbursed cost reimbursement to member agencies for the Second Quarter in the total amount of \$77,993. The remaining AVA fund balance after the second quarter disbursement to the member agencies is \$189,296. This amount includes the carryover funds from FY 2011-12 and is available for disbursement to member agencies utilizing the funding formula. The TAC has been encouraged to work with their agencies to reduce this carryover through billing for all eligible AVA expenses.

Attachment A is a matrix summarizing the AVA Program activities through the Second Quarter FY 2012-13 and is compared to the total FY 2011-12 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program. This matrix shows a total program activities at 48% compared to the FY 2011-12; therefore, AVA program continues to have available funds that could be carried over into the next fiscal year unless each member agencies increase their program activities and reimbursement requests.

The County of Solano has not reported any vehicles abated for the first and second quarters due to staff turnover, but has requested reimbursement of incurred expenses. With their full staff, they plan to submit their AVA report in the next quarter. The City of Rio Vista has not reported any vehicles abated as of the end of the second quarter.

Fiscal Impact:

None.

Recommendation:

Receive and file.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2012-13 and FY 2011-12

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2012-13 and FY 2011-12
Second Quarter Ending December 31, 2012**

Member Agency	FY 2012-13				FY 2011-12		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	24	\$4,731	197	92%	26	\$7,633	\$294
City of Dixon	74	\$4,787	65	73%	101	\$7,361	\$73
City of Fairfield	388	\$16,986	44	35%	1,114	\$26,067	\$23
City of Rio Vista	0	0	0	0%	0	\$0	\$0
City of Suisun	50	\$18,934	379	41%	121	\$47,920	\$396
City of Vacaville	62	\$48,656	785	53%	117	\$50,263	\$430
City of Vallejo	771	\$81,019	105	59%	1,314	\$142,619	\$109
Solano County Unincorporated area	0	\$858	0	0%	56	\$8,021	\$143
Total	1,369	\$175,971	129	48%	2,849	\$289,884	\$102

The total remaining AVA fund available after the second quarter disbursement to member agencies is \$189,296. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the third quarter FY 2012-13.



DATE: April 24, 2013
TO: STA Board
FROM: Jessica McCabe, Project Assistant
RE: Project Delivery Update – OneBayArea Grant (OBAG) Programming

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 Solano County, OBAG funding is estimated to be \$18.8 M over 4 years.

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

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

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 \$6.196 M, the STA Board approved for programming, it included \$486,000 of STP for planning.

Discussion:

STA Programming Requirements

STA is requesting 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, STA requested updated project delivery schedules from project sponsors (Attachment B). These delivery schedules were reviewed by the Solano Project Delivery Working Group (PDWG), and were reviewed by the STA Technical Advisory Committee (TAC) at their April meeting.

In addition to the approval of project delivery schedules, project sponsors will need to enter into a funding agreement with the STA prior to OBAG funds being programmed. With these funding agreements, project sponsors will be committing to the delivery schedules provided for their OBAG project. If delivery milestones are not met and funds are not obligated within the timeline committed to, STA will consider reprogramming OBAG funds to unfunded portions of Tier 1 and/or Tier 2 projects, listed in the OBAG funding strategy, that are ready to use those funds in order not to lose these funds to other Counties.

2013 Transportation Improvement Program (TIP) Requirements

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. 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.

MTC's Plan Bay Area is currently slated for adoption in June/July 2013, per the attached TIP development schedule (Attachment C). 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 D) shows the STA's project programming and delivery schedule, along with each of MTC's expected programming milestones.

STA OBAG Funding Recommendation

STA is recommending the remaining OBAG funds be programmed for Tier 1 projects identified in the STA OBAG Funding Strategy, approved by the STA Board on March 13, 2013. The Tier 1 Projects include:

- STA's SR2S Engineering Projects
- STA Transit Ambassador Program
- City of Suisun City's Train Station Improvements
- City of Vacaville's Allison Drive Sidewalk + Class I to Transit Center
- City of Vacaville's Ulatis Creek Class I Bike Lane (McClellan to Depot)
- City of Vallejo's Downtown Streetscape (Maine Street)
- Solano County's Vaca-Dixon Bicycle Path

At the April 24, 2013 STA Technical Advisory Committee (TAC) meeting, the committee unanimously approved a forwarding a recommendation for remaining OBAG STP and CMAQ funding to the STA Board.

Fiscal Impact:

No impact to the STA's General Fund. The STA has \$5.710M remaining in One Bay Area Grant (OBAG) CMAQ and STP funding provided by MTC for programming.

Recommendation:

Approve the following projects for OBAG STP and CMAQ funding:

1. \$1,200,000 in CMAQ to STA Safe Routes to School (SR2S) Engineering Projects;
2. \$250,000 in CMAQ to STA Transit Ambassador Program;
3. \$315,000 in CMAQ and \$100,000 in STP to City of Suisun City's Train Station Improvements;
4. \$450,000 in CMAQ to City of Vacaville's Allison Drive Sidewalk + Class I to Transit Center;
5. \$500,000 in CMAQ to City of Vacaville's Ulatis Creek Class I Bike Lane (McClellan to Depot);
6. 1,095,000 in CMAQ to City of Vallejo's Downtown Streetscape (Maine Street); and
7. \$1,800,000 in CMAQ to the County of Solano's Vaca-Dixon Bicycle Path

Attachments:

- A. STA OneBayArea Grant (OBAG) Project Funding Strategy, 2-15-13
- B. Project Delivery Schedules, 4-12-13
- C. Tentative 2013 TIP Development Schedule. 1-17-12
- D. 2013 TIP Preparation Schedule

This page intentionally left blank.

STA OBAG Funding Recommendation

2/15/2013

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

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

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

This page intentionally left blank.

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Rio Vista	Project Title: Waterfront Promenade Phase 2	Project Description: Pedestrian bicycle improvements and ADA access improvements connecting immediately to the south of Phase I improvements and connecting to Front Street at Logan Street.
TIP or Project ID: None yet.	Primary Contact: David Melilli	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OBAG	2013-14	Feb 2014 E-76 Req	\$ 40,000	\$ 40,000		\$ 370,000	\$ 450,000
TDA	2013-15	Feb 2015 E-76 Req					
Other Federal/State							
Other Air District	2013-14			\$ 47,172			
Other Local (Match)	2013-14					\$ 61,000	\$ 61,000
Shortfall, if applicable							
							\$ -
Project Phase Total:			\$ 40,000	\$ 87,172	\$ -	\$ 431,000	\$ 511,000

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval	5/1/2013	0	
OBAG Planning Requirements Met	9/13/2013	15	
TIP Programming	11/13/2103	2	
Request PE authorization?	11/13/2013	0	
Receive PE authorization?	11/13/2013	0	
Field Review	1/13/2014	2	
Federal Environmental Type	MND/CE	CE	
Technical Reports to Caltrans	6/13/2014	5	
Environmental Circulation/Permits	1/2/2014	2	MND
Environmental Adopted	9/13/2014	1	MND
Request PS&E authorization?	9/13/2014	0	
Receive PS&E authorization ?	9/13/2014	0	
Final Design	12/13/2014	3	
Request ROW Authorization	12/13/2014	0	
Receive ROW Authorization	12/13/2014	0	
Need ROW Acquisition?	No	0	
Need Utilities Relocation?	No	0	
ROW Cert	12/13/2014	0	
Request CON Authorization?	12/13/2014	1	
Receive CON Authorization?	12/13/2014	1	
Advertise Date	1/13/2015	1	
Contract Award Date	3/2/2015	2	
Project Completion	9/2/2015	6	
Project Closeout	12/2/2015	3	

Project Map

Potential Project Issues

Additional Comments:

Detail Project Information Table

BASIC INFORMATION

Sponsor: Solano County	Project Title: Vaca-Dixon Bike Route Phase 5B	Project Description Class II Bike Route on Hawkins Road from Fox Road to Leisure Town Road
TIP or Project ID:	Primary Contact: Nick Burton	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OBAG	2013-14			\$ 60,000			\$ 60,000
Local	2013-14			\$ 8,000			\$ 8,000
OBAG	2014-15					\$ 1,740,000	\$ 1,740,000
Local	2014-15					\$ 225,435	\$ 225,435
							\$ -
							\$ -
							\$ -
							\$ -
Project Phase Total:			\$ -	\$ 68,000	\$ -	\$ 1,965,435	\$ 2,033,435

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines	
STA Board Approval				
OBAG Planning Requirements Met				
TIP Programming	12/1/2012			
Request PE authorization?				
Receive PE authorization?				
Field Review	1/15/2013			
Federal Environmental Type			CE	
Technical Reports to Caltrans				
Environmental Circulation/Permits			Already cleared with NES	
Environmental Adopted				
Request PS&E authorization?	8/1/2013			
Receive PS&E authorization ?	10/1/2013			
Final Design	12/1/2014			
Request ROW Authorization				
Receive ROW Authorization				
Need ROW Acquisition?				
Need Utilities Relocation?				
ROW Cert	1/31/2015			
Request CON Authorization?	2/1/2015			
Receive CON Authorization?	3/1/2015			
Advertise Date	3/15/2015			
Contract Award Date	5/1/2015			
Project Completion	6/15/2015			
Project Closeout	7/15/2015			

Project Map

Potential Project Issues

Additional Comments:

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Vacaville	Project Title: Ulatis Creek Bike/Pedestrian Path - McClellan Street to Depot Street	Project Description The project consists of construction of a Class 1 off-street bike/pedestrian path along Ulatis Creek between the end of the Vacaville Downtown Creekwalk at McClellan Street and Depot Street, just south of the Bridge over Ulatis Creek. The project would include park and pedestrian elements between McClellan Street and Depot Street, such as a shade structure, plaza, and benches to continue the theme of the Downtown Creekwalk.
TIP or Project ID: 09CTP 109	Primary Contact: Tracy Rideout	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OBAG	2013-14	Feb 2014 E76 Req	\$ 75,000	\$ 75,000			\$ 150,000
							\$ -
OBAG	2015-16	Feb 2016 E76 Req				\$ 350,000	\$ 350,000
Other Federal/State							\$ -
Other Air District							\$ -
Other Local			\$ 9,717	\$ 9,717		\$ 45,346	\$ 64,780
Shortfall, if applicable							\$ -
							\$ -
							\$ -
							\$ -
Project Phase Total:			\$ 84,717	\$ 84,717	\$ -	\$ 395,346	\$ 564,780

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval	6/13/2012	0	complete
OBAG Planning Requirements Met	9/13/2013	15	
TIP Programming	11/13/2013	2	
Request PE authorization?	12/1/2013	1	
Receive PE authorization?	1/1/2014	1	
Field Review	3/1/2014	2	
Federal Environmental Type		CE	
Technical Reports to Caltrans	7/1/2014	4	
Environmental Circulation/Permits	9/1/2014	2	
Environmental Adopted	12/1/2014	3	
Request PS&E authorization?	12/2/2014	0	
Receive PS&E authorization ?	1/2/2015	1	
Final Design	10/2/2015	9	
Request ROW Authorization		0	
Receive ROW Authorization		0	
Need ROW Acquisition?		NO	
Need Utilities Relocation?		NO	
ROW Cert	12/1/2015	2	
Request CON Authorization?	1/1/2016	1	
Receive CON Authorization?	3/1/2016	2	
Advertise Date	3/15/2016	1	
Contract Award Date	5/1/2016	1.5	
Project Completion	9/1/2016	4	
Project Closeout	12/1/2016	3	



Project Map

Potential Project Issues

--

Additional Comments:

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Suisun City	Project Title: Train Station Improvement - Safe Routes to Transit	Project Description The Project, which is within an approved PDA, will improve pedestrian and bicycle access to and from the Suisun Train Station by removing obstacles, upgrading pedestrian facilities to current ADA standards, installing additional bicycle lockers, improving lighting, adding and enhancing signage, and various building and security improvements.
TIP or Project ID: None yet.	Primary Contact: Dan Kasperson	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OBAG CMAQ	2013-2014	Feb 2014 E76 Req				\$ 315,000	\$ 315,000
OBAG STP	2013-2014					\$ 100,000	\$ 100,000
Local OBAG Match - STAF						\$ 47,600	\$ 47,600
TDA Article 3						\$ 35,000	\$ 35,000
STAF				\$ 25,000		\$ 77,400	\$ 102,400
City Funds				\$ 10,000			\$ 10,000
							\$ -
							\$ -
Project Phase Total:			\$ -	\$ 35,000	\$ -	\$ 575,000	\$ 610,000

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval	3/13/2013	0	
OBAG Planning Requirements Met	4/13/2013	1	
TIP Programming	8/1/2013	2	
Request PE authorization?	8/1/2013	0	
Receive PE authorization?	9/1/2013	1	
Field Review	10/1/2013	2	
Federal Environmental Type		CE	
Technical Reports to Caltrans	1/1/2014	3	
Environmental Circulation/Permits	4/1/2014	2	
Environmental Adopted	4/1/2014	1	
Request PS&E authorization?	12/1/2013	0	
Receive PS&E authorization ?	1/1/2014	1	
Final Design	5/1/2014	4	
Request ROW Authorization		0	Not Applicable
Receive ROW Authorization		0	Not Applicable
Need ROW Acquisition?		NO	
Need Utilities Relocation?		NO	
ROW Cert	5/1/2014	1	
Request CON Authorization?	5/1/2014	1	
Receive CON Authorization?	6/1/2014	2	
Advertise Date	6/20/2014	2	
Contract Award Date	8/6/2014	1	
Project Completion	4/1/2015	9	
Project Closeout	5/1/2015	1	

Project Map

Potential Project Issues

Funding.

Additional Comments:

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Vacaville	Project Title: Allison Priority Development Area - Bike/Pedestrian Improvements	Project Description
TIP or Project ID:	Primary Contact: Tracy Rideout	This project consists of bike and pedestrian improvements within or serving the Allison Priority Development Area at three locations: 1) Allison Drive Sidewalk (East Side) - construct a 7-foot wide sidewalk and 20-foot wide landscape buffer along the east side of Allison Drive from the Vacaville Transportation Center Entrance (across from Travis Way) to Nut Tree Parkway. Also install a marquee sign at the corner of Nut Tree Parkway and Allison Drive. 2) Allison Drive Bike Path (West Side) - construct a 10-foot wide Class 1 bike path on the west side of Allison Drive between Ulatis Creek and Ulatis Drive.

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OBAG	2013-14	Feb 2014 E76 Req	\$ 8,000	\$ 58,000			\$ 66,000
OBAG	2014-15	Feb 2015 E76 Req			\$ 39,000		\$ 39,000
OBAG	2015-16	Feb 2016 E76 Req				\$ 345,000	\$ 345,000
Other Federal/State							\$ -
Other Air District							\$ -
Other Local			\$ 2,000	\$ 7,600	\$ 6,000	\$ 45,000	\$ 60,600
Shortfall, if applicable							\$ -
							\$ -
							\$ -
							\$ -
Project Phase Total:			\$ 10,000	\$ 65,600	\$ 45,000	\$ 390,000	\$ 510,600

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval	6/13/2012	0	complete
OBAG Planning Requirements Met	9/13/2013	15	
TIP Programming	11/13/2013	2	
Request PE authorization?	12/1/2013	0	
Receive PE authorization?	1/1/2014	1	
Field Review	3/1/2014	2	
Federal Environmental Type		CE	
Technical Reports to Caltrans	6/1/2014	3	
Environmental Circulation/Permits	8/1/2014	2	
Environmental Adopted	10/1/2014	2	
Request PS&E authorization?	10/1/2014	0	
Receive PS&E authorization ?	11/1/2014	1	
Final Design	5/1/2015	6	
Request ROW Authorization	2/1/2015	0	Deadline for E-76
Receive ROW Authorization	3/1/2015	1	
Need ROW Acquisition?		YES	
Need Utilities Relocation?		NO	
ROW Cert	1/1/2016	10	
Request CON Authorization?	2/1/2016	1	Deadline for E-76
Receive CON Authorization?	4/1/2016	2	
Advertise Date	4/15/2016	1	
Contract Award Date	6/1/2016	1.5	
Project Completion	10/1/2016	4	
Project Closeout	1/1/2017	3	



Project Map

Potential Project Issues

Right of way purchase may be required from property owner for project 2. Potential that existing utilities are located within PUE that may need to be moved or avoided by path construction.

Additional Comments:

This page intentionally left blank.

Project Delivery Sheet

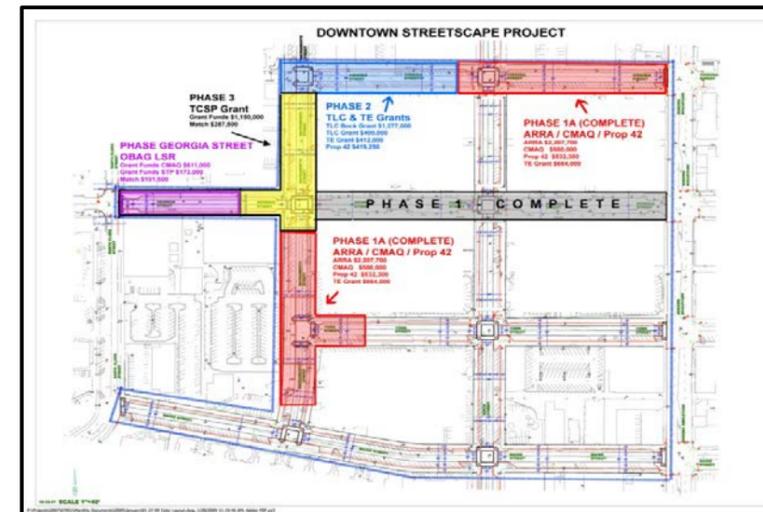
BASIC INFORMATION

Sponsor: City of Vallejo	Project Title: Vallejo Downtown Streetscape	Project Description Downtown Vallejo: Pedestrian and bicycle-friendly enhancements including traffic calming, diagonal street parking, decorative lighting, brick pavers, street furniture, art, improved signage.
TIP or Project ID: SOL050048	Primary Contact: Jill Mercurio, City Engineer	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase			Fund Sources Total
			PE	ROW	CON	
RIP-TE	2006		\$ 664			\$ 664
ARRA	2009				\$ 1,600	\$ 1,600
ARRA	2009				\$ 538	\$ 538
ARRA	2009				\$ 70	\$ 70
CMAQ	2009				\$ 580	\$ 580
CMAQ TLC	2011				\$ 1,277	\$ 1,277
CMAQ TLC	2011				\$ 400	\$ 400
RIP-TE	2011				\$ 412	\$ 412
Local	2011				\$ 419	\$ 419
TCSP	2014				\$ 1,150	\$ 1,150
OBAG-STP	2014				\$ 173	\$ 173
OBAG-CMAQ	2014				\$ 611	\$ 611
Local	2014				\$ 156	\$ 156
Project Phase Total:			\$ 664	\$ -	\$ 7,386	\$ 8,050

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?	7/10/2006	
Field Review		
Environmental Type		NEPA
Environmental Circulation		
Environmental Adopted	12/16/2008	revalidation 4/13
Request PS&E authorization?		n/a
Receive PS&E authorization ?		n/a
Begin Design		2/13
Final Design		6/13
Need ROW Acquisition?		N/A
ROW Cert		3/13
Request CON Authorization?		5/13
Receive CON Authorization?		6/13
Advertise Date		10/13
Contract Award Date		12/13
Project Completion		12/14
Project Closeout		6/15



Potential Project Issues

This page intentionally left blank.

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

This page intentionally left blank.

	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		STA staff to work with project sponsors to draft TIP listings & include required documents	
August	FMS Open - MTC accepting 2013 TIP submittals 2012-13 OBAG - TIP Amendment #1 due MTC releases draft TIP listings	STA Submits TIP Amendments to MTC (by 7/31)	Begin project review process (e.g., schedule field review)
September			
October	MTC Commission approves TIP Amendment #1		
November			
December	FHWA approves TIP Amendment #1 to 2013 TIP		Request E-76 for 2013-14 programmed projects - due Feb 1, 2014

This page intentionally left blank.



DATE: April 25, 2013
TO: STA Board
FROM: Robert Guerrero, Project Manager
RE: Solano County Project Initiation Document (PID) 3-Year Work Plan for Caltrans

Background:

A Project Initiation Document (PID) is commonly viewed as a Project Study Report (PSR) which is a preliminary engineering report that documents agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). Caltrans requires PID's for on-system projects over \$3 million.

The California Transportation Commission (CTC) requires a completed PSR for projects before the project can be added into the STIP. The CTC intends that the process and requirements for PSRs be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

State statutes provide that Caltrans shall have 30 days to determine whether it can complete the requested report in a timely fashion (in time for inclusion in the next STIP). If Caltrans determines it cannot prepare the report in a timely fashion, the requesting entity may prepare the report. Local, regional and state agencies are partners in planning regional transportation improvements. Input from all parties is required at the earliest possible stages and continues throughout the process. The project sponsor should take the lead in coordination activities. PSRs to be completed by a local agency for projects on the State Highway System still require Caltrans oversight and ultimate approval.

The State Highway Operations & Protection Program (SHOPP) projects, which Caltrans is the lead agency, take priority over local projects given Caltrans' mission for preservation of the State Highway System.

Caltrans requested STA to develop a 3-year PID work plan for all Solano County Projects, covering Fiscal Years (FY) 2013-14 through FY 2015-16. Prior to initiating work on a PID, the sponsor must enter into a Cooperative Agreement with Caltrans.

For Solano County, the following projects are included in the current PID 3-Year Work Plan (FY 2012-13 to 2014-15):

FY 2012-13	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke
SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy to provide protected left turn pockets, and signalize the SB Ramp intersection in City of Vacaville (Permit Project)

FY 2013-14	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville (Carryover)
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke (Carryover)

FY 2014-15	
SOL I-80	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield

Discussion:

Caltrans is in the process of developing its 3-Year Project PID workload that will be used to validate PID resource needs for FY 2012-13, and determine PID resource needs for FY 2013-14. As such, Caltrans has asked all counties to update the current 3-year work plans.

While having a project in the 3-Year Work Plan was required for a local agency to begin work with Caltrans oversight, it was not a guarantee that the oversight work would have resources from Caltrans allocated. Over the last 5 years, Caltrans has seen a sharp reduction in the amount of resources that are provided for all preliminary engineering work or Project Initiation Documents.

Caltrans will require reimbursement for PID development and oversight for State Highway System (SHS) projects that are funded entirely with local funds, or a mix of state and local funds. These projects are recommended to be included in an approved financially-constrained RTP. The proposed project costs and funding must also be documented in the 3-year Work Plan. It is important to note that if a PID is developed on the assumption of 100% State funded and eventually turns out not to be 100% State funded, Caltrans has indicated that the project sponsor will then be required to reimburse the State on the development or oversight costs. Based on these factors, STA Staff proposes to remove the I-80 EB Auxiliary Lanes from Airbase Pkwy to Travis in City of Fairfield until funding for the project and PSR is identified and secured.

The Interchange Modification/Roundabout at Hiddenbrook project was included in previous years; however, the City of Vallejo is re-evaluating potential modifications to the intersection. Vallejo staff anticipates the need for a PSR in FY 2014-15 instead. The only other recommended modification to last year's list was to carry over the Lagoon Valley Blvd Interchange Project to FY 2014-15. The City of Vacaville is currently finalizing the agreements process with Caltrans and is planning to begin their PSR in FY 2013-14 and complete the document in FY 2014-15.

The new 3-year Work Plan (FY 2013-14 to FY 2015-16) reflects these changes:

FY 2013-14	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville (Carryover)
FY 2014-15	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville (Carryover)
SOL I-80	Interchange Modification/Roundabout at Hiddenbrooke (revised)
FY 2015-16	
	No new requests

This item was reviewed and unanimously approved by the STA TAC at their April 24th meeting.

Fiscal Impact:

There are no fiscal impacts to the STA for this issue because this subject is related to the development of priorities for PSRs for projects.

Recommendation:

Approve the Solano County new 3-year Project Initiation Document Work Plan (FY 2013-14 to FY 2015-16) and submit to Caltrans.

This page intentionally left blank.



DATE: April 12, 2013
TO: STA Board
FROM: Danelle Carey, SR2S Assistant Program Manager
RE: Safe Routes to School Advisory Committee (SR2S-AC) By-Laws

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 worked with the SR2S Advisory Committee to develop by-laws for the SR2S-AC pertaining to 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 intended to guide the Committee's purpose 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 (Article III, Section 1. Duties/Responsibilities).
- To include "encouragement of carpooling" (Article III, 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.

Based on the input from TAC members at their March 27, 2013 TAC meeting, attached are proposed edits to by-laws under Article IV, Section 1. Representation (Attachment A):

- two (2) representatives from engineering profession appointed by the STA Technical Advisory Committee (TAC)
- two (2) from law enforcement appointed by Solano County Police Chiefs' Association

On April 24, 2013, the STA TAC members reviewed and approved the edits provided from the March 27, 2013 meeting and forwarded a recommendation to the STA Board to approve the STA's Safe Routes to School Advisory Committee By-Laws.

Fiscal Impact:

None.

Recommendation:

Approval of the STA's Safe Routes to School Advisory Committee By-Laws.

Attachment:

- A. SR2S-AC By-Laws



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, encourage 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 appointed by the STA Technical Advisory Committee (TAC), two (2) from schools, two (2) from law enforcement appointed by Solano County Police Chiefs' Association, 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.

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.



DATE: April 29, 2013
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/State Route (SR) 12 Interchange Project

Background:

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

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

Discussion:

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

In order to maintain the schedule for the first construction package, STA staff is now recommending the Board approve an allocation request of \$10.4 million for right-of-way phase for the ICP (to cover utility relocations, right of way acquisition, and environmental mitigation). As part of the standard process, STA is required to approve the attached resolution (Attachment A), the Initial Project Report (IPR) for RM2 Project 7 and cash flow plan (attachments to resolution).

The funding for this allocation request will be from the following sources of Bridge Tolls funds dedicated o the Interchange Complex:

- ✓ Rescind \$4 M North Connector Construction (Substantially Complete)
- ✓ Rescind \$2 M I-80 EB Cordelia Truck Scales Relocation Right-of-Way (Substantially Complete)
- ✓ Rescind \$2.1 M I-80 EB Cordelia Truck Scales Relocation Design (Substantially Complete)
- ✓ \$2.3 M Unallocated Balance - Interchange Complex

Total \$10.4 M

Fiscal Impact:

The utility relocations, right of way acquisition, and environmental mitigation (right-of-way phase) for the I-80/I-680/SR12 Interchange - ICP project would be funded with Bridge Toll that have been dedicated to the Interchange Complex.

Recommendation:

Approve the attached STA Resolution No. 2013-15 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$10.4 million in Regional Measure 2 or AB1171 funds for the I-80/I-680/SR 12 Interchange Project - ICP for right-of-way phase.

Attachment:

- A. STA Resolution No. 2013-15

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2013-15**

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

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

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

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for AB1171 funds in the amount of \$10,400,000.00 for right-of-way phase (to cover utility relocations, right of way acquisition, and environmental mitigation) for the I-80/I-680/SR12 Interchange Project – Initial Construction Package (ICP), purposes and amounts included in the project application attached to this resolution; and be it further

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

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

Steve Hardy, Chair
Solano Transportation Authority

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

Daryl K. Halls, Executive Director
Solano Transportation Authority

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

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

Attest: _____
Johanna Masiclat
Clerk of the Board

This page intentionally left blank.

Regional Measure 2

Initial Project Report (IPR)

March 2013

Project Title:

Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange

RM2 Project No.

7

Allocation History:

	MTC Approval Date	Amount	Phase
#4	October 2007	\$8,300,000	PA/ED for I-80/I-680/SR12 Interchange (Original allocation was \$13.2M and \$5.2M was transferred to I-80 EB Truck Scales per Allocation #6)
#11	September 2009	\$5,200,000	PA/ED for I-80/I-680/SR12 Interchange
#12	February 2010	\$2,900,000	Utility Relocation for I-80/I-680/SR12 Interchange
#15	December 2010	\$ 7,000,000	PA/ED for the I-80/I-680/SR12 Interchange
#18	July 2011	\$7,000,000	PA/ED for the I-80/I-680/SR12 Interchange
#19	February 2012	\$14,280,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#20	June 2012	\$1,500,000	PA/ED for the I-80/I-680/SR12 Interchange
#21	October 2012	\$5,980,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#22	December 2012	\$5,796,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#23	March 2013	\$900,000	Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package

Total: \$58,856,000

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
December 2012	\$10,400,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package

I. OVERALL PROJECT INFORMATION

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

Solano Transportation Authority is the project sponsor and implementing agency.

Project Purpose

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

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

Project Graphics to be sent electronically with This Application

Impediments to Project Completion

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

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

Operability

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

II. PROJECT PHASE DESCRIPTION and STATUS

Environmental –

Does NEPA Apply: Yes No

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

Design –

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

Right-of-Way Activities / Acquisition –

Right-of-way acquisition started in spring 2012 and is currently underway. Utility relocation plans are underway.

Construction / Vehicle Acquisition -

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

III. PROJECT BUDGET

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – CP 1, 2, 3	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$29,000
Design - Plans, Specifications and Estimates (PS&E)	6,413
Right-of-Way Activities /Acquisition (R/W)	92,837
Construction / Rolling Stock Acquisition (CON)	189,604
Total Project Budget (in thousands)	\$317,854

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Package, aka, ICP or CP1	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$18,600
Design - Plans, Specifications and Estimates (PS&E)	900
Right-of-Way Activities /Acquisition (R/W)	39,356
Construction / Rolling Stock Acquisition (CON)	64,860
Total Project Budget (in thousands)	\$123,716

Project Budget (Escalated to year of expenditure)

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

Project Budget (Escalated to year of expenditure)

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

IV. OVERALL PROJECT SCHEDULE

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Package, aka, ICP or CP1 Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02	12/12
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	12/12
Final Design - Plans, Specs. & Estimates (PS&E)	08/12	05/13
Right-of-Way Activities /Acquisition (R/W)	04/12	04/14
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP1	10/13	12/15

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

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

V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

FY 2012-13: **Right-of-way Phase for the I-80/I-680/SR12 Interchange Project – Initial Construction Package (ICP)**

Amount being requested (in escalated dollars)	\$ 10,400,000
Project Phase being requested	Final Design (PS&E)
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	May 2013
Month/year being requested for MTC Commission approval of allocation	June 2013

Status of Previous Allocations (if any)

Work is progressing well with the previous allocations.

Workplan

Workplan in Alternate Format Enclosed

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

(A) = Actual Date

Impediments to Allocation Implementation

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

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Expenditures for funds being allocated

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

Next Anticipated RM-2 Funding Allocation Request

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

VII. GOVERNING BOARD ACTION

Check the box that applies:

X Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

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

Information on Person Preparing IPR

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

Applicant Agency's Accounting Contact

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

Revised IPR 09.28.07.doc

Instruction Sheet

Cover Page

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

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

I. Overall Project Information

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

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

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

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

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

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

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

II. Project Phase and Status

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

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

III. Total Project Budget Information

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

IV. Project Schedule

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

V. Allocation Request Information

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

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

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

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

VI. RM-2 FUNDING INFORMATION

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

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

VII. GOVERNING BOARD ACTION

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

VIII. CONTACT / PREPARATION INFORMATION

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

RM2 - Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange														Project ID: 7	
Agency: Solano Transportation Agency														Plan Date: 30-Apr-13	
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
COMMITTED FUNDING PLAN															
TCRP	ENV	8,400	3,000												11,400
STIP	ENV	400													400
Local - N. Conn	PS&E			2,300											2,300
Local - N. Conn	R/W			1,000											1,000
Local - N. Conn	CON					18,900									18,900
RM2 - N. Conn	ENV			2,500											2,500
RM2 - N. Conn	PS&E					1,000									1,000
RM2 - N. Conn	R/W					7,000									7,000
RM2 - N. Conn	CON					2,300	15,200				(4,000)				13,500
RM2 - HOV Lanes	ENV			3,475	1,000										4,475
RM2 - HOV Lanes	PS&E				4,525										4,525
RM2 - HOV Lanes	CON				2,000										2,000
CMIA - HOV Lanes	CON					24,324		8,226							32,550
Federal - HOV Lanes	CON					15,377									15,377
AB1171 - I-80/I-680/SR12 Interchange - Overall	ENV					8,300		5,200							13,500
AB1171 - Interchange (ICP, CP2, CP3)	ENV								7,000	7,000	1,500				15,500
AB1171 - Interchange (ICP, CP2, CP3)	PS&E										6,413				6,413
RM2 - Interchange (ICP)	R/W							2,900			10,400				13,300
AB1171 - Interchange (ICP)	R/W									14,280	11,776				26,056
AB1171 - Interchange (ICP)	CON										29,448				29,448
STIP (ICP)	CON										11,412				11,412
CMIA (ICP)	CON										24,000				24,000
Br Tolls/Fed/STIP/Local (CP 2)	R/W										6,696				6,696
Br Tolls/Fed/STIP/Local (CP 2,3)	R/W												46,785		46,785
Br Tolls/Fed/STIP/Local (CP 2, 3)	CON											37,354		87,390	124,744
TCRP - EB Truck Scales	ENV					600									600
RM2 - I-80 EB Truck Scales	ENV					5,200		1,000							6,200
RM2 - I-80 EB Truck Scales	PS&E							12,200			(2,100)				10,100
RM2 - I-80 EB Truck Scales	R/W							7,500			(2,000)				5,500
AB1171 - I-80 EB Truck Scales	CON									22,583					22,583
TCIF/SHOPP	CON									37,292					37,292
RM2 - FF-Vac Express Lanes	ENV							1,100	15,300						16,400
RM2 - Vallejo Express Lanes	ENV														
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
Federal, State - Interchange (CP 1)	CON														
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
Local, Federal or STIP	ENV													14,168	14,168
Local, Federal or STIP	PS&E													122,085	122,085
Local, Federal or STIP	R/W													79,485	79,485
Local, Federal or STIP	CON													1,416,806	1,416,806
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
		8,800	3,000	9,275	7,525	83,001	15,200	38,126	22,300	81,155	93,545	37,354	46,785	1,719,934	2,166,000

Comments:

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

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

This page intentionally left blank.



DATE: April 25, 2013
TO: STA Board
FROM: Robert Guerrero, Project Manager
RE: Compressed Natural Gas (CNG) Feasibility Study for Solano County

Background:

SolTrans anticipates several bus replacements over the next eight years and is exploring cost saving options with Compressed Natural Gas (CNG) buses. The STA was recently requested by SolTrans to partner with them in developing a CNG Feasibility Study. Their request letter is included as Attachment A.

Discussion:

The CNG Feasibility Study scope is proposed to initially analyze two separate CNG fueling stations in Vallejo for SolTrans usage. The draft scope can be expanded to assess additional users and other site locations should other cities or transit operators decide to request participation.

In summary, the Feasibility Study Scope includes the following deliverables:

- 1) Site evaluation related to CNG fuel accessibility (coordinated with PG&E)
- 2) Fueling needs assessment
- 3) Equipment recommendations
- 4) Plot Plan for each location
- 5) Photographs
- 6) Cost benefit analysis
- 7) Opportunities to serve operation and management costs

The draft scope of work for a CNG Feasibility Study is included as Attachment B. The proposed budget for this effort is \$40,000. SolTrans has offered to fund half of this effort and requested STA match the contribution. STA staff is recommending a matching contribution of \$20,000 from State Transit Assistance Funds (STAF).

The CNG Feasibility Study for SolTrans is a logical follow-up to the Alternative Fuels and Infrastructure Plan that is currently underway. The STA and its consultant, ICF International, are working on a draft plan for the Alt. Fuels and Infrastructure Technical Working Group to review in late April followed by the STA TAC review at their May 29th meeting.

SolTrans first opportunity for a potential CNG bus replacement is anticipated in FY 2015-16. Therefore, there is merit to completing the study in a timely manner in order to accommodate SolTrans future investments in infrastructure, such as fueling stations, the completion of these projects, and bus purchases.

The SolanoExpress Intercity Transit Consortium and STA TAC reviewed this item and unanimously supported STA staff's recommendation at their April 23rd and April 24th, 2013 meetings respectively.

Fiscal Impact:

The estimated budget for the CNG Feasibility Study is \$40,000. STA staff is recommending \$20,000 from State Transit Assistance Funds (STAF) to match a \$20,000 contribution from SolTrans.

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into an agreement with SolTrans to develop a Compressed Natural Gas (CNG) Feasibility Study; and
2. Approve dedicating \$20,000 in State Transit Assistance Funds (STAF) to match SolTrans contribution for the CNG Feasibility Study.

Attachments:

- A. SolTrans CNG Feasibility Study Request Letter
- B. Draft CNG Feasibility Study Scope of Work



311 Sacramento Street, Suite A • Vallejo, CA 94590 • (707) 648-4046 • (707) 648-4260 Fax

April 3, 2013

Daryl Halls, Executive Director
Solano Transportation Authority
One Harbor Way
Suisun City, CA 94585-2473

RE: Compressed Natural Gas Feasibility Study for Solano County Transit (SolTrans)

Dear Mr. Halls,

Daryl

SolTrans is interested in exploring the feasibility of implementing Compressed Natural Gas (CNG) technology on its fleet and supporting facilities. Given that the Solano Transportation Authority (STA) is currently leading a countywide alternative fuels study, SolTrans would like to request that our agencies partner on conducting the feasibility study. SolTrans realizes that operating and capital costs associated with CNG technology may be lower than that of diesel technology, which is currently used on its active fleet of forty (40) fixed route buses. Any such cost savings would undoubtedly strengthen the long-term sustainability of the Agency.

We appreciate your consideration of the matter, and I am available to discuss it further at your earliest convenience via phone (707-648-4047) or email (mona@soltransride.com).

Sincerely,


MONA A. BABAUTA
Executive Director

Cc: SolTrans Board of Directors
Dan Keen, City Manager, City of Vallejo
Brad Kilger, City Manager, City of Benicia
Chron file

This page intentionally left blank.

DRAFT- CNG Feasibility Study

Seeking consultant services to conduct a feasibility study and site analysis at two locations in Vallejo for Compressed Natural Gas Fueling Stations (CNG Stations). The overall purpose of the analysis and study is to provide a conceptual layout and preliminary cost opinion to construct each facility and to determine the cost/benefit for each.

Scope of Services Includes:

1. Research and Data Acquisition: This phase will include collecting fueling pattern information for vehicles that will use each facility. The goal will be to list, by vehicle type, how much fuel each will use and when they would be fueling at the station. The vehicles should include those from the current fleet, those planned to be added over a period of time and an estimate of vehicles from the public or other agencies that would use the station. We will also need information for each site including location, property boundary and other facilities that are planned shown graphically. Our proposed fee is based on the understanding that the information would come from you or the agencies served.

From that information, we would prepare a fueling assessment and fueling curve from which to size the dryer, compressor(s), storage and to determine the number of fueling hoses.

Finally, we will need to have any site plans or graphical representations of each site from which to set up our equipment and dispenser layouts. Our assumption is that this information would also come from you.

2. Meeting and site visit for CNG Station study:

At the kickoff meeting we will bring preliminary layouts of each site along with conceptual construction budgets to serve as a means of refining scope. During the meeting we will focus on refining scope, cover construction budget, the compressor and fuel management design decisions and solicit feedback about operation and maintenance issues.

Following the meeting or meetings (assuming we will meet with agencies for each site), we will visit each site. Again, the assumption is that we are able to conduct all the meetings in a single trip. During the site visits, we will confirm preferences regarding location and layout of the fueling islands, paths of vehicular travel, and layout of CNG equipment. We will also discuss fuel management preferences. While on site, we will need access to existing utilities that would serve each site. Our assumption is that the meetings will occur during the same day as the site visits.

3. Request for Information from PG&E. Following the fueling needs calculation and site visits, we will prepare a request to the gas company (PG&E) on behalf of the agencies to confirm pressure and flow rate information from the proposed gas service. This request normally takes up to four weeks for an answer. The purpose of the request is to see that gas at the flow rate and pressure is available to a given site prior to proceeding. New CNG sites sometimes necessitate line extensions or internal upgrades of the grid. In many cases that can be done at no cost, but in other cases it can cost the customer. This information is therefore critical to design of a station.

We will also request information from PG&E for electrical service and from the phone or cable company for communication service to each site. Our cost evaluation will include approximate cost of service for gas, power and communication to each site.

4. Study: The study will include the following elements:
 - a. Gas company Feasibility Study. Gas company feasibility information made available from the request noted in item 1 above.
 - b. Fueling needs assessment. A spread sheet listing of the CNG fleet that will be served by the station along with their fueling capacity and total fueling storage requirements. It will also provide a fueling curve developed from the data and include equipment sizing calculations.
 - c. Equipment Recommendations. Recommendations for compressor and dryer sizing, pipe sizing, tube sizing, vessel sizing and configuration for fast fill, layout of proposed equipment and expansion considerations.
 - d. Plot Plan. A conceptual plot plan for each location. The plot plan will show location of the dryer, storage, compression, dispensing and electrical equipment and will also show location of the natural gas source, power sources and communication tie ins.
 - e. Photographs of each site.
 - f. Preliminary cost opinion for each site. (POPCC).
 - g. Cost Benefit Analysis. A cost benefit analysis will be performed for each site.
 - h. Opportunities to serve O&M costs. We will look for opportunities to take delivery of transmission pressure gas. Usually smaller CNG stations are fed by distribution pressure mains (40 psi range +/-). If higher pressure is available and the amount of fueling justifies connection to transmission pressure, there should be consideration to do so. Transmission pressure can cut the power requirements of a station in half and reduce maintenance costs as well. If there is not the throughput to justify high pressure connection, the cost of connection to transmission pressure may outweigh benefits. Stations the size of the one in Vacaville would benefit from high pressure connections.



DATE: May 2, 2013
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: STA Comment Letter on Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC)'s Regional Transportation Plan Bay Area and Draft Environmental Impact Report

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.

MTC publically released the draft of Plan Bay Area on March 22, 2013. The accompanying Draft Environmental Impact Report (DEIR) was released on April 2, 2013. The release of these documents begins the formal public review, and is intended to lead to their adoption in July of 2013.

Discussion:

Plan Bay Area contains the land use projections, transportation investments and policies that will guide MTC and the Congestion Management Agencies (CMAs) for the next 4 years. This combination of investments is referred to as the Jobs Housing Connection. The DEIR analyzes what would happen if no new RTP is adopted (No Project), the Draft RTP (Jobs Housing Connection, aka the Project), and 3 Alternatives. A summary of these 5 alternatives is included as Attachment A. The transportation investments that impact or benefit Solano County were developed in late 2011 and early 2012, based upon direction from the STA TAC and Board. The key investments identified by STA are included in the Draft Plan Bay Area. Some of the listed projects are already under construction (such as the I-80 Eastbound Cordelia Truck Scales Relocation Project) or are completely funded with local funds. These projects are included in the RTP in order to be included in the federal air quality conformity analysis that accompanies the RTP.

MTC has scheduled a series of public meetings in each of the 9 Bay Area counties. The first presentation was the consultation with local elected officials, required by SB 375, and held at the STA Board meeting of April 10, 2013. The public input meeting was held on Monday, April 22nd, from 6 to 9 p.m. at the fairgrounds in Vallejo. This meeting was attended by approximately 50 members of the general public, of whom 21 spoke.

The majority of the speakers indicated their opposition to Plan Bay Area in general, and had specific concerns about low income housing allocation and perceived loss of local control of land use decisions. There are no hearings on the DEIR in Solano County. The Draft RTP and its attachments and the DEIR and its attachments are available at the OneBayArea.org website. The comment period on the Draft RTP and DEIR closes at 4:00 p.m. on May 16, 2013.

STA staff generally supports the policies and investments in the Draft Plan Bay Area, but does have some short-term and long-term concerns. The key concerns are summarized in Attachment B.

Fiscal Impact:

None.

Recommendation:

Authorize the STA Chair to submit a letter to MTC and ABAG commenting on the draft Plan Bay Area and Draft Environmental Impact Report (DEIR), based upon the points contained in Attachment B.

Attachments:

- A. Draft Plan Bay Area Alternatives
- B. STA Plan Bay Area Comment Letter Summary Topics

Alternative 1: No Project

The No Project alternative represents the potential scenario if Plan Bay Area is not implemented. Under this alternative, no new regional policies would be implemented in order to influence local land use patterns and no uncommitted transportation investments would be made. The key elements of the No Project alternative that vary from the proposed Plan include the following:

Land Use Policies: No new regional land use plan would be developed and no new policies would be implemented to influence the locations of housing and employment centers in the region. No new fees, subsidies, or land development incentives would be provided on the regional level. Urban growth boundaries would be assumed to expand at historical rates, allowing for additional development potential in greenfield locations.

Transportation Investments: Projects and programs that are identified as “committed” in MTC Resolution 4006 Committed Projects and Programs Policy are included in this alternative; this is similar but not identical to the list of projects in *Transportation 2035*. The transportation network in this alternative would therefore not be equivalent to existing conditions. The committed projects and programs include transportation projects/programs that were sufficiently through the environmental review process as of May 2011 and had full funding plans in place. In addition, regional programs with executed contracts or funding already secured are considered committed and included in the No Project alternative, through the existing contract period for each program. However, Express Lane projects in MTC’s regional network are listed as committed but technically are uncommitted;²⁷ all of the MTC Network Express Lane projects are therefore excluded from the No Project alternative (VTA’s Express Lane Network is a fully committed project and included in every alternative).

Transportation Policies: Tolls would remain the same as measured in constant year dollars. Parking prices would remain the same as measured in constant year dollars, and localized parking minimums would remain the same for new development.

Alternative 2: Jobs-Housing Connection Scenario (Project)

Alternative 2, proposed as the Jobs-Housing Connection Scenario, was selected by MTC and ABAG as the preferred plan option for Plan Bay Area, and is the proposed Plan evaluated throughout this report. Plan Bay Area accommodates the region’s future growth by focusing housing and job growth around high-quality transit corridors, particularly within areas identified by local jurisdictions as Priority Development Areas (PDAs). This land use strategy enhances mobility and economic growth by linking housing and jobs with transit to create a more efficient land use pattern around transit and help achieve a greater return on existing and planned transit investments. Ultimately, local planning efforts and government policies as well as decisions made by private business and residents will create the region’s future development pattern.

The proposed Plan’s growth pattern is shaped around:

Priority Development Areas

- The region’s core transit network
- The Bay Area’s network of open spaces and conservation land including Priority Conservation Areas
- Opportunities to increase access to job centers

Priority Development Areas are nominated by local jurisdictions as appropriate places to concentrate future growth. PDAs are existing neighborhoods served by transit and supported by local plans (both existing and to-be-completed) to provide a wider range of housing options along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment. Under the proposed Plan, PDAs would absorb about 80 percent of new housing and 66 percent of new jobs on about 5 percent of the Bay Area’s total land area. The region's two Express Lane networks, MTC's regional network and VTA's network, are each viewed as a project made up of individual project segments. Unless the entire network is fully funded and committed, the entire network, or “project,” is uncommitted. As a result, MTC's Express Lane Network is an uncommitted project; VTA's Express Lane Network is a fully committed project. Regional centers in Oakland, San Francisco, and San Jose will account for about 14 percent of new housing and 17 percent of job growth. Medium-size cities will also play an important role by adding a mix of new housing, employment, and services in strategic locations. As a result of this focused growth, under the proposed Plan about 99 percent of new housing would be within the region’s existing urban footprint, helping retain open space and agricultural land. North Bay counties would also take a very small share of growth — Napa and Marin counties will account for about 1 percent each of the total regional housing growth and Sonoma and Solano counties will account for 5 and 3 percent, respectively.

The region’s core transit network (existing and planned) and the related services will provide a strong foundation upon which to distribute future growth. Many PDAs include at least one station served by the region’s major heavy- and light-rail systems and will be nodes connecting the majority of the region’s housing and jobs by 2040. For example, three planned heavy rail expansion projects — BART to Silicon Valley, BART to Antioch (“eBART”), and Sonoma-Marín Area Rail Transit (SMART) — provide an opportunity to link residents more efficiently to the region’s major job centers. Targeted residential and commercial development around stations along these new corridors (reflecting local plans) can help ease the Bay Area’s chronic housing shortage, improve the cost-effectiveness of new service, and preserve regional open space.

Alternative 3: Transit Priority Focus

The Transit Priority Focus alternative seeks to develop a focused growth pattern primarily in the region’s urban core by relying on Transit Priority Project eligible areas (TPPs), which are areas with high-frequency transit service that are eligible for higher-density development streamlining, as per SB 375. The TPP framework is meant to leverage the significant investment the region has made and continues to make in transit service. Key components of this alternative that vary from the proposed Plan include the following:

- Land Use Policies:** Rather than the Priority Development Area (PDA)-based framework of the proposed Plan, this alternative would emphasize future development in TPPs. Defined by SB 375 as growth emphasis areas, local jurisdictions would be encouraged to up-zone these areas in order to encourage growth around high-frequency transit services (especially fixed-guideway assets).

Additionally, a regional development fee based on vehicle miles traveled would be implemented to discourage low-density suburban and rural development, with proceeds used to subsidize urban infill development areas.

□ **Transportation Investments:** The transportation network for Alternative 3 revises the Transportation Investment Strategy identified in the proposed Plan to place a greater emphasis on supporting the urban core. This alternative slightly scales back the Regional Express Lane Network by removing proposed express lanes at the fringe of the region. In addition, funding is shifted from other priorities (the Freeway Performance Initiative and OneBayArea grants) to support additional investment in BART service in the core of the region (the BART Metro project) and increased AC Transit bus service in the urban core.

□ **Transportation Policies:** This alternative would increase the San Francisco– Oakland Bay Bridge toll to \$8 at peak hours. The higher bridge toll is intended to reduce congestion and encourage transit ridership in the bridge corridor and support investment in transit service on the Bay Bridge corridor.

Alternative 4: Enhanced Network of Communities

This alternative seeks to provide sufficient housing for all people employed in the San Francisco Bay Area and allows for more dispersed growth patterns than the proposed Plan. This alternative reflects input from the region’s business community, which requested an alternative that mirrors the land use pattern previously identified in Current Regional Plans/Projections 2011 (CRP).²⁸ Key components of this alternative that vary from the proposed Plan include the following:

□ **Demographics:** This is the only alternative that includes different and higher population and employment projections within the region, which reflect an elimination of in-commuting from neighboring regions. All other alternatives assume that the Bay Area will continue to import workers from adjacent counties at the current rate of in-commuting. This higher regional population will lead to a higher number of jobs in the region, as more residents consume services which require employees. As a result, this alternative also has a higher number of jobs than the proposed Plan.

□ **Land Use Policies:** The land use is based on CRP, which focuses growth around PDAs, but at a lower level than in the proposed Plan. The distribution of future housing and jobs is based on Projections 2009, adjusted to reflect local jurisdiction input and to extend the forecast from 2035 to 2040. When developing CRP, CMAs and local jurisdictions were asked to review and provide comments on Projections 2009 to improve the spatial distribution of housing and job growth. In some cases, See Supplemental Report, *Current Regional Plans Technical Report*, on onebayarea.org. local feedback included updates to forecasts at the census tract level, while in other cases local planners identified allocations of future growth at the neighborhood or city level. Responses were not comprehensive across all jurisdictions. Growth levels in CRP were adjusted proportionally to achieve consistency with the regional projections for housing and jobs assumed in this alternative. Subsidies were applied as necessary to achieve the growth distribution desired in this alternative. This

alternative will include OBAG incentives for development in targeted locations, but unlike the proposed Plan would not include incentives for redevelopment.

□ **Transportation Investments:** The transportation investments for both road and transit networks would remain consistent with the proposed Plan with the exception of shifting \$70 million from the Climate Initiatives Policies to local road and state highway maintenance and dedicating revenues from the bridge toll increase (see below) to state highway maintenance.

□ **Transportation Policies:** Like Alternatives 3 and 5, this alternative will increase the San Francisco–Oakland Bay Bridge toll to \$8 at peak hours.

Alternative 5: Environment, Equity, and Jobs

This alternative reflects the development proposal presented by Public Advocates, Urban Habitat, and TransForm during the scoping period. This alternative seeks to maximize affordable housing in high-opportunity urban and suburban areas through incentives and housing subsidies. The suburban growth is supported by increased transit service to historically disadvantaged communities through a Vehicle Miles Traveled (VMT) tax and higher bridge tolls. Key components of this alternative that vary from the proposed Plan include the following:

□ **Land Use Policies:** The intent of this alternative is to reduce residential displacement and support affordable housing in both PDAs and “high-opportunity” suburban locations. This alternative would encourage intensification of land use beyond PDAs to include jobs-rich, high-opportunity TPPs not currently identified as PDAs. Based on criteria specified by the equity stakeholders, these additional areas would include locations that are generally rich in employment and good schools but lack affordable housing. Select PDAs in rural or exurban areas would also be disqualified for upzoning or OBAG funding, as identified by equity stakeholders, in order to discourage growth far away from existing job centers. This alternative would also include a modified OneBayArea grant program focused on affordable housing and anti-displacement policies as pre-conditions for subsidies and incentives (due to modeling limitations, these incentives did not impact modeling outputs). The reinstatement of some form of redevelopment financing would help support infill development in this alternative, while subsidies would be used to support programs that minimize displacement. Unlike Alternatives 3 and 4, this alternative would discourage CEQA streamlining for TPP-eligible areas. While streamlining would still be legal, as per SB 375, based on the input provide by the EEJ stakeholders, the Plan would not reference TPPs, thus making it impossible for project sponsors to streamline. The modeling analysis for this alternative therefore did not include any benefits from CEQA streamlining to encourage development.

□ **Transportation Investments:** This alternative seeks to strengthen public transit by significantly boosting service frequencies in most suburban and urban areas, other than on Muni, BART or Caltrain, and providing free transit passes to youth throughout the region. This alternative includes a reduced scope highway network which excludes all uncommitted road projects, other than maintenance projects, from the Transportation Investment

Strategy. As with Alternative 1, the No Project alternative, all of the MTC Network Express Lane projects are excluded as they are considered uncommitted (VTA's Express Lane Network is a fully committed project and included in every alternative). As such, this alternative does not include the Regional Express Lanes Network, with the exception of committed projects.

□ **Transportation Policies:** Most notably, this alternative would require the implementation of a vehicle-miles traveled (VMT) tax to fund the expanded investments in public transit. This tax, assumed at a rate of 1 cent per mile on annual vehicle miles traveled within the region, would provide a substantial revenue source, while also discouraging residents from driving; exemptions from the tax would be provided for low-income households. Furthermore, the San Francisco–Oakland Bay Bridge would have an increased peak-period toll of \$8, consistent with Alternatives 3 and 4, providing additional revenue in the Transbay corridor.

This page intentionally left blank.

STA Plan Bay Area Comment Letter Summary Topics

- The land use and growth assumptions that are contained in Plan Bay Area are a combination of projected rates and types of growth, driven largely by expected employment expansion in the San Francisco-San Mateo-Santa Clara county corridor; and, policy-driven location, designed to reduce transportation-related greenhouse gas emissions by locating workers in higher density, transit-supported housing near the new job centers. The actual achievement, or not, of these growth projections needs to be monitored, and adjustments made based upon actual development.
- DEIR Alternative 4 is based upon an unusual reading of SB 375 and would result in higher growth rates. It also has very little in the way of public vetting, having been developed by an interest group, and involved minimal consultation with the CMAs.
- Alternative 5 would limit local land use decisions, an action forbidden by SB 375. It would also eliminate express lane investments and reduce local road work that is important to expanded transit service to low income residents. It would also roll back OBAG commitments that have already been made. Like Alternative 4, has very little in the way of public vetting, having been developed by an interest group, and involved minimal consultation with the CMAs.

This page intentionally left blank.



DATE: April 12, 2013
TO: STA Board
FROM: Danelle Carey, SR2S Assistant Program Manager
RE: Release of Draft Safe Routes to School Countywide Plan

Background:

The STA began working on the update to the 2008 Countywide SR2S plan in Fiscal Year 2011-12 to get suggested route to school maps for every school in Solano County. The Plan update and the Mapping Project added additional schools to the SR2S Plan, design and market “Suggested Route to School Maps” for all remaining schools in the county. Alta Planning + Design was selected as the consultant for the plan update.

The 2013 Plan update followed the successful model of the 2008 Countywide Plan and involved identifying community task force stakeholders, facilitating community task force meetings, facilitating school site walking audits & evening planning events, drafting recommendations, and seeking the approval from city councils, school boards, STA committees, and the STA Board. The STA’s SR2S Advisory Committee (SR2S-AC) guided the planning process by reviewing materials prior to their use during meetings and within documents.

Discussion:

Alta Planning + Design has completed an administrative draft of the countywide sections of the STA SR2S Plan Update, which includes a new introduction, program overview, revised planning framework, and supporting documentation for capital improvement priorities. Local plans will be added to the overall Plan once adopted by local jurisdictions and school districts.

The SR2S Plan Update was presented to the Safe Routes to School Advisory Committee (SR2S-AC) for feedback and discussion at the November 28, 2012 meeting. Prior to consideration by the STA Board, the SR2S-AC had the opportunity to review the draft plan and submit feedback. The SR2S-AC forwarded a recommendation to the STA Board to support the STA’s Safe Routes to School Plan Update under the conditions that any feedback submitted from committee members was incorporated and reviewed by the Chair, Vice-Chair and STA staff. Alta Planning + Design, has since edited the plan to incorporate committee feedback and SR2S-AC Chair, Vice Chair and STA staff have reviewed the final draft.

Staff presented the draft SR2S Plan Update to the STA Technical Advisory Committee (TAC) on April 24, 2013. The STA TAC forwarded a recommendation to the STA Board to release the draft SR2S Plan Update for public input at the SR2S Summit on May 23, 2013. After comments are collected at the SR2S Summit and necessary updates are made to the plan, the goal is to bring a final draft to the SR2S-AC for a final review and forwarded to the STA Board for adoption in July/September 2013.

Fiscal Impact:

None.

Recommendation:

Authorize the Executive Director to release the STA's Safe Routes to School Draft Countywide Plan Update for public input at the SR2S Summit on May 23, 2013 and for a 30-day comment period.

Attachment:

- A. Draft SR2S Plan Update (Executive Summary)
(The Draft SR2S Plan has been provided to the STA Board members under separate enclosure. For review and printing of the Plan, please visit STA's website at www.sta.ca.gov or contact the STA at (707) 424-6075.)

Executive Summary

The Solano County Safe Routes to School (SR2S) program is a multifaceted effort to increase the number of students who walk, bike, rideshare, or take transit to and from school. The benefits from increased use of these travel modes are myriad: it can improve air quality, reduce congestion around schools, reduce health risks associated with childhood obesity, improve safety around schools, teach students safety skills, improve students' focus in the classroom, and foster a closer sense of community among participants. Since 2007, the Solano County SR2S program has focused on educating students at special events, enforcing traffic laws in school zones, installing safety improvements, and encouraging families to sidestep traffic in favor of “walking & rolling” to school.

STA completed and adopted a SR2S Plan in 2008. This document is an update to that plan and refocuses the goals of the program while providing new and expanded material for prioritizing future program investments. This plan was formed over multiple rounds of input with stakeholders at the countywide and individual jurisdiction/school district levels.

The 2013 Plan Update includes evaluation of progress on the goals and objectives of the STA 2008 SR2S plan, school site walk audit evaluations for seventeen schools around the county, an introduction to new program materials (including new suggested route to school maps and route planning tools), and data results collected from both student and parent travel surveys.

The Plan seeks to create a balanced approach to Safe Routes to School, using all five “E’s” of a Safe Routes to School program: Engineering, Enforcement, Encouragement, Education, and Evaluation. This plan also introduces a sixth “E” – Engagement – to further the goals of the program and impact on student families in Solano County. These six “E’s” will inform the goals, strategies, and tactics of the STA SR2S program in future years to achieve desired changes in the travel habits of students, parents, and other travelers within school zones.

Using the 2013 STA SR2S Plan

The 2013 Solano County Safe Routes to School (SR2S) Plan Update (‘the Plan’) functions as a tool for decision makers involved in the Safe Routes to School program. The Plan is both an update of the 2008 STA SR2S Plan and a stand-alone document for guiding the program into the future.

The Plan provides an introduction to the Safe Routes to School Program and a review of accomplishments in previous years as measured against the 2008 STA SR2S Plan goals and objectives. The Plan then provides new goals for the STA SR2S program, informed by previous years’ experiences and by the desire to expand the scope and effectiveness of the current program.

Within this document are both a countywide framework for the Safe Routes to School Program and local planning chapters for each municipality. The local planning chapters can be taken as stand-alone documents for use by city and school district staff.

The Plan also provides an engineering program chapter that highlights priority capital improvements recommended within the Plan, and documents the data collection, ranking, and plan review process. A funding chapter is also provided that lists the national, state, and regional sources of funding that can support the STA SR2S program activities.

Program Accomplishments

Administered by the Solano Transportation Authority (STA) – and in partnership with Solano County Public Health, air quality management districts, police departments, city governments, school districts, and dedicated parent volunteers – the program has successfully leveraged over \$2 million to date to build a broad portfolio of activities aimed at improving school travel. These include:

- **Traffic Safety Assemblies & Bicycle Rodeos.** Class assemblies and skills training have reached over 50,000 kids since 2010 with training to ride and walk safely, with confidence, and for fun. Over 700 helmets have been properly fitted and distributed at these events.
- **Walk & Roll Encouragement Events.** Schools and neighbors celebrate International Walk and Bike to School days in the fall and spring, and are supported to hold similar events and contests throughout the year.
- **Safe Routes to School Capital Improvements.** After more than a dozen walk audits¹ were held at schools in 2007, local jurisdictions received funding to install 40 speed feedback radar signs and a number of major roadway safety projects. These upgrades ranged from sidewalk widening and new crosswalks at school entrances, to a new Class I shared use trail overcoming a major barrier, to substantial reconfigurations of intersections and corridors that improve pedestrian safety and support more walking and biking.

Program Expansion

Aided by recommendations from the 2008 STA SR2S Plan and years of experience working directly with schools, agency staff, parents and other stakeholders, the SR2S program is also expanding or preparing to expand several successful pilot efforts:

- **Traffic Safety Enforcement Partnership.** This pilot program involving the Fairfield and Suisun City Police Departments supports dedicated funding for officers to enforce traffic laws during bell times, and to develop (and administer) crossing guard training materials for use throughout the county. Funding for this program continues into 2013, and is under consideration for expansion to other jurisdictions.
- **Suggested Routes to School Mapping.** In 2009, a pilot methodology was developed and tested at 15 schools for identifying and mapping the “safest and most direct” walking/biking routes to school using Geographic Information Systems (GIS) software. Additional data collection and mapping for the remaining 67 eligible schools was completed in 2012, and has resulted in a variety of route planning and encouragement tools that will be utilized to promote the program over the next several years.
- **Walking School Bus Program.** Solano County Public Health initiated a pilot Walking School Bus program early in 2011 at four elementary schools. STA and Solano County Public Health subsequently were awarded a \$500,000 federal grant to expand the program to all elementary schools by 2016. Lessons learned from the pilot effort, which helped organize a number of local “buses” through sustained outreach, will be included in an upcoming training manual that will help prepare new walking school bus coordinators and parent champions.

¹ See Appendix E for a more detailed description of walk audits.

These new and ongoing efforts constitute an exciting work program for the next several years, and are specifically designed to address barriers to walking and biking most often cited by parents. These concerns include “stranger danger,” or the fear of kidnapping, and unsafe traffic conditions due to poor infrastructure and driver behavior. Despite these concerns, nearly 3 in 10 students travel to school on foot, bicycle, or another active transportation mode in 2012. A more detailed analysis of historic student hand tally data and results from a new parent survey (conducted between Fall 2011 and Fall 2012) are included in **Section 2.4** and **Appendix B**.

Moving Forward

The 2013 STA SR2S Plan Update identifies a number of opportunity areas to improve and expand the Safe Routes program, and lays out a revised planning framework to guide implementation. This framework includes the following four goals:

1. **Improve the health of Solano County children by focusing attention on and increasing active travel to school**
2. **Facilitate school travel routes are accommodating, safe, convenient, and ‘complete’ for all modes**
3. **Support sustainable communities by reducing school-related traffic congestion, air pollution, and vehicle miles traveled (VMT)**
4. **Develop and sustain a SR2S program for the long-term**

Accompanying each of these goals are targeted objectives, priority programs, and suggested benchmarks to guide program refinement and evaluation. Priority program recommendations include the following:

- **Emphasis on ‘Engagement’ as an additional “E” and focus area.** Recent website and social media upgrades support greater engagement opportunities for parents, opportunities for program feedback, and promotion of new materials. Together with other strategies to cultivate school and parent champions, these tools will be critical to the expansion of the walking school buses and sustainability of the program over time.
- **Development of a Local Infrastructure Program.** While successful in leveraging outside funding for programmatic activities, there is broad consensus among SR2S stakeholders that more efforts are needed to improve the physical environment around schools. The program is poised to take advantage of its recently expanded local travel plans and extensive school route data inventory to advance priority projects.
- **Continued Refinement & Expansion of Skills Training and Curricula.** Further development and maturation of the SR2S program should focus on expansion to middle and high schools as a natural progression of Safe Routes training/education from early childhood to adolescence. To the maximum extent possible, basic skills training should be integrated into routine school curriculum and new programs should be developed that encourage repeat visits to interested schools as well as a focus on parent and family-oriented education.

This framework both reflects and expands current program emphases while encouraging greater alignment with regional funding priorities and sources. Recommendations are based on analysis of parent surveys and priority school travel activities, experience from other Bay Area programs, and discussions with STA and Solano County Public Health staff, as well as the countywide Safe Routes to School Advisory Committee.

This page intentionally left blank.



DATE: April 30, 2013
TO: STA Board
FROM: Robert Guerrero, Project Manager
RE: STA Regional Transportation Impact Fee (RTIF) Implementation Package and Projects

Background:

Since 2008, the STA and its member agencies have studied the potential for a Regional Traffic Impact Fee (RTIF) to assist in addressing a regional transportation funding shortfall projected to occur in the next 30 years. In 2009, Economic Planning Systems (EPS) was selected to conduct a RTIF Nexus Study mandated by AB 1600 to address how a potential fee program would relate fees collected to improvement projects funded. Since then several milestones have been met:

- STA Board approves RTIF project eligibility and ranking criteria (March 10, 2010)
- STA Board approves initial RTIF project list of 89 projects based on the Comprehensive Transportation Plan list and draft costs (May 12, 2010)
- RTIF Working Group refines project list to 28 projects based on approved criteria (January 13, 2011)
- STA Model TAC approves use of STA travel demand model for RTIF uses (June 22, 2011)
- RTIF Working Group approves nexus and project cost estimation methodology (September 12, 2011)
- RTIF Working Group forwards draft implementation packages of 12 projects to STA TAC (March 12, 2012)
- Solano County begins an analysis and update to the Solano County Public Facilities Fee to include a transportation component (July 2012)
- Draft Implementation Package Projects continued to be refined by STA TAC and Working Group (December 2012)

On December 12, 2012, RTIF Policy Committee met and recommended the STA Board request the Solano County Board of Supervisors: 1) add transportation facilities to the County's Facility Fee Program, 2) designate the STA to manage a portion of the County fee dedicated to transportation projects, and 3) recommended a fee of \$1,500 per dwelling unit equivalent (contingent on the fee being less than the approved maximum nexus). This action unanimously approved by the STA Board at the meeting of December 12, 2012 was subject to review and input by the RTIF Stakeholder input before being brought back to the STA Board with a final recommendation on projects, working groups and a subsequent completion of the RTIF Nexus Study.

The RTIF Stakeholder Committee met on March 28, 2013 to review the recommendation from the Policy Committee. After a lengthy discussion, the Stakeholders concluded that the RTIF Nexus Study and Solano County Facility Fee analysis needed to be completed before an action on the recommendation could be taken.

Discussion:

The STA's RTIF Nexus Study process is intended to be used for the proposed transportation portion of the County Public Facility Fee analysis. The STA is working on completing a draft RTIF Nexus Study for the STA TAC to review by their May meeting. A tentative schedule is included as Attachment A. Three new projects requested by the Cities of Benicia and Dixon were included in the RTIF implementation package as of February 2013:

- 1) I-680 Industrial Park Access Improvements
- 2) Columbus Parkway Improvements near I-780
- 3) SR 113 Corridor Improvements based on the 2009 SR 113 Major Investment Study

Attachment B includes the current list of RTIF Implementation Packages.

The County of Solano is currently working to complete the County Facility Fee update analysis in the coming months. STA staff will continue to coordinate with County staff to ensure the STA RTIF and the County Fee are compatible. A meeting of the RTIF Policy Committee has been scheduled for May 8 at 4:00 p.m. at Suisun City Hall to review and finalize the RTIF packages and specific projects. STA staff and the County staff are coordinating on a public process for both efforts this summer.

The STA TAC reviewed and unanimously approved this item at their April 24, 2013 meeting.

Fiscal Impact:

No impact to the STA General Fund. The recommended RTIF Implementation Packages and Projects will be used to complete the Nexus Study.

Recommendation:

Approve the following:

1. The updated list of RTIF Implementation Package and Projects specified in Attachment B; and
2. Authorize the Executive Director to complete the RTIF Nexus Study based on these specified projects.

Attachments:

- A. RTIF Nexus Study Completion Schedule
- B. RTIF Implementation Packages

Tentative Regional Traffic Impact Fee Nexus Study Schedule

April 15th

Week of April 15th

- Benicia and Dixon to finalize RTIF Project Descriptions

April-May

- EPS and Fehr and Peers conduct nexus study model run and complete draft Nexus Study

Wednesday, May 29th

- Tentative RTIF Working Group:
 - Draft Nexus Study (Action)
- TAC reviews RTIF Working Group Action and forwards recommendation to the Board

June 12th

- **STA Board Action**
 - Submit to County to include in their TIF

Draft Regional Traffic Impact Fee (RTIF) Implementation Packages
 April 29, 2013

Agencies	Project
<i>Package 1, Jepson Parkway Corridor</i>	
Fairfield	Remaining Segments of Jepson Parkway
Vacaville	Remaining Segments of Jepson Parkway
<i>Package 2, State Route 12 Corridor</i>	
Suisun City, Fairfield	State Route 12 & Pennsylvania Ave Interchange
Rio Vista	State Route 12, Church Road Interchange
County of Solano	
<i>Package 3, South County</i>	
City of Vallejo	SR37/Redwood St/Fairgrounds Dr
City of Benicia	I-680 Industrial Park Access Improvements
City of Benicia	Columbus Parkway Improvements Near I-780
<i>Package 4, Central County I-80 Reliever Route</i>	
City of Fairfield	North Connector West
County of Solano	North Connector West
<i>Package 5, State Route 113 Corridor</i>	
City of Dixon	2009 State Route 113 Major Investment Study
Solano County	Priorities: TSM, TDM and ITS (<i>e.g. incentives for carpooling, transit services, Park and Ride facilities, advance swerve warning signs, speed feedback signs and fog detection or closed circuit TV</i>)
<i>Package 6, Express Bus Transit Centers and Train Stations</i>	
City of Benicia	Benicia Industrial Park Multi-modal Transit Center
City of Dixon	Dixon Multimodal Transportation Center
City of Fairfield	Fairfield Transportation Center, next phase
City of Fairfield	Fairfield/Vacaville Train Station, next phase
City of Suisun City	Suisun City Train Station improvements
City of Vacaville	Vacaville Transportation Center, next phase
City of Vallejo	Vallejo Station or Curtola Park & Ride, next phase
Solano County	360 Project Area Transit Center
<i>Package 7, Unincorporated County Roadway Improvements</i>	
Countywide	Unincorporated County roadway improvements that address new growth impacts
	5% of total fees collected



DATE: April 30, 2013
TO: STA Board
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 Digest listing state bills of interest is included as Attachment B (the complete STA Legislative Bill Matrix is available at <http://www.sta.ca.gov/Content/10051/LegislativeAdvocacy.html>). 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. Support of Solano County TIGER 5 project priority.

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 of Bay Area and California projects. Staff from STA, Alameda and Contra Costa have been working with Caltrans Director Malcolm Dougherty to seek assistance in addressing the issue. Staff is also 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.

TIGER 5 Grant Funding

U.S. DOT announced the availability of \$474 million for the TIGER 5 program, with applications due to U.S. DOT on June 3, 2013. The program guidelines, available at <http://www.dot.gov/tiger>, are similar to prior TIGER rounds. For non-rural areas, grant requests must be between \$10 and \$200 million. Each state is limited to 25% of total available funding, rural areas are guaranteed \$120 million and up to \$165 million can be awarded for TIFIA loan projects. To qualify for TIGER funding, projects must have a significant impact on the nation, a metropolitan area or a region. The TIGER 5 primary selection criteria are as follows.

TIGER 5 Primary Selection Criteria:

1. State of Good Repair
2. Economic Competitiveness
3. Livability
4. Environmental Sustainability
5. Safety
6. Project Readiness - demonstrate by June 30, 2014 that all local, State and federal requirements can be met and funds obligated by September 30, 2014

Listed below are all of the projects identified in STA's 2013 Legislative Platform for the pursuit of federal funding.

1. Roadway/Highway
 - I-80/I-680/SR 12 Interchange
 - I-80 Westbound Truck Scales
 - Jepson Parkway
 - SR 12 East Improvements
 - I-80 Express Lanes
2. Transit Centers
 - Fairfield/Vacaville Intermodal Train Station
 - Vallejo Transit Center at Curtola and Lemon, Phase 1
 - Parkway Blvd. Overcrossing/Dixon Intermodal Station
 - Fairfield Transportation Center Expansion
 - Vacaville Transit Center, Phase 2
 - Vallejo Transit Center (Downtown) Parking Structure Phase 2
 - Vallejo USPS Relocation

After reviewing the criteria set forth in the TIGER Notice of Funding Availability and analysis of the qualifications of each project, STA staff evaluated the following four projects based on our understanding of the projects and potential available funding.

- Fairfield/Vacaville Intermodal Train Station
 - STA Staff is waiting for Fairfield staff to provide updated project costs and delivery schedule, but believes it may fit into the TIGER criteria for funding and delivery
- Vallejo Transit Center at Curtola and Lemon, Phase 1
 - Funds needed are \$2-3 million for next phase deliverable within delivery target, therefore does not meet the \$10 million minimum
- Parkway Blvd. Overcrossing/Dixon Intermodal Station
 - STA Staff is not aware of the current funding needs, but believes it would fit into the TIGER criteria for funding; project cannot meet the delivery target
- I-80/I-680/SR 12 Interchange
 - Project cannot meet the delivery criteria

This grant submittal is due in 5 weeks (June 3rd). Staff recommends that the STA Board support submittal of the Fairfield/Vacaville Intermodal Station provided that City of Fairfield staff will supply updated project costs, schedule for delivery of the project consistent with TIGER 5 requirements, and include passenger amenities in the design.

STATE

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. The next Auction is scheduled for May 16th.

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.

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

Assembly Bill (AB) 431 (Mullin) gives Metropolitan Planning Organizations (MPOs) authority to impose a sales tax of up to a half-cent by 2/3 vote. The expenditure plan would specify that 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. AB 431 (Attachment E) is co-sponsored by Non-Profit Housing Association of Northern California and Center for Sustainable Neighborhoods, and supported by East Bay Housing Organizations Greenbelt Alliance. The bill is opposed by CalTax, Howard Jarvis Taxpayers Association and Orange County Transportation Authority. STA staff believes that an MPO-imposed sales tax would counter or hinder any future

potential Solano County efforts to increase local transportation funds within our county, and Solano would receive a relatively small portion of funds obtained through such a sales tax (*STA Legislative Platform #VI.19*). STA staff recommends an oppose position on AB 431.

Assembly Bill (AB) 574 (Lowenthal) establishes a program to fund sustainable communities strategies (and equivalent greenhouse gas (GHG) reducing strategies in rural areas) using cap and trade auction proceeds. The bill is co-sponsored by the Transportation Coalition for Livable Communities, and is supported by Bay Area Congestion Management Agencies, CSAC and a host of other similar agencies. While the STA Legislative Platform supports the Cap and Trade program (*STA Legislative Platform #II.13*), AB 574 (Attachments F and G) would give MPOs the authority to fund projects through a competitive grant program (guided by state policy objectives). Project funding determinations should return to their source and be done primarily at the local level in support of regional planning goals – subject to the legal constraints of the revenue – and consistent with the Sustainable Communities Strategy. As one of the four North Bay suburban counties, Solano wants to ensure that a fair share of funding is allocated to our region, and not only to the urban Bay Area counties (*STA Legislative Platform #VI.2*). STA staff recommends support of AB 574.

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

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. On March 18th, AB 935 was amended to include this request (Attachment F):

(C) One member appointed by the Governor shall be a resident of the County of Solano and shall be selected from a list of three nominees provided by the Solano Transportation Authority. If the authority fails to submit a list of three nominees within 45 days of a vacancy, the Governor shall appoint a resident of that county.

AB 935 went before a hearing of the Assembly Local Government Committee on April 10th. Several members of the committee expressed their desire to see the bill return with amendments that reflect more of a consensus from all affected parties; specifically, all counties that have current and proposed ferry service, as well as longshoreman union representatives. The bill was approved by a vote of 7-2. Staff will continue to work with Assemblyman Frazier's office as the bill is crafted and process through various Assembly and Senate Committees.

AB 935 was amended on April 25th to be more inclusive (Attachment H). The bill would require the WETA appointments be made as follows:

3 Members by Governor to include:

- *1 labor representative*
- *1 resident of City and County of San Francisco selected from a list of 3 nominees submitted by San Francisco Transportation Authority. If the authority fails to submit a list of three nominees within 45 days of a vacancy, the Governor shall appoint a resident of that county.*

2 Members by Senate Committee on Rules to include:

- *1 resident of Contra Costa County selected from a list of 3 nominees submitted by Contra Costa Transportation Authority*
- *1 resident of San Mateo County selected from a list of 3 nominees submitted by San Mateo County Transportation Authority*

2 Members by Speaker of the Assembly to include:

- *1 resident of Solano County selected from a list of 3 nominees submitted by Solano Transportation Authority*
- *1 resident of Alameda County selected from a list of 3 nominees submitted by Alameda County Transportation Authority*

The Senate Committee on Rules and Speaker of the Assembly would appoint a resident of the county, as applicable, if a transportation authority fails to submit a list of 3 nominees within 45 days of a vacancy.

AB 935 is scheduled to be heard by the Assembly Committee on Appropriations on May 1st. The STA took a support position on AB 935 on March 13th.

Senate Bill (SB) 791 (Wyland) requires the legislature to approve, by a two-thirds vote, any adjustments to the motor vehicle fuel tax (excise tax). If enacted, this bill would contribute to the devolution of the state's commitment to maintain its transportation infrastructure by compromising the existence of traditional sources of revenue (*STA Legislative Priority #4*). Agencies opposed to SB 791 (Attachment I) include The California Transit Association, League of California Cities, California State Association of Counties, Associated General Contractors, Urban Counties Caucus, Transportation California and Rural County Representatives of California. The bill was pulled from committee hearing on April 30th by the author, but it may be taken up again in 2014. STA staff recommends an oppose position on SB 791.

Fiscal Impact:

None.

Recommendation:

1. Approve the following positions on State legislative bills:
 - A. AB 431 (Mullin) – Oppose
 - B. AB 574 (Lowenthal) – Support
 - C. SB 791 (Wyland) – Oppose
2. Support submittal of the Fairfield/Vacaville Intermodal Station for TIGER 5 Grant funding.

Attachments:

- A. Shaw/Yoder/Antwih State Legislative Update
- B. STA Legislative Bill Matrix Digest (Complete STA Legislative Bill Matrix is available at <http://www.sta.ca.gov/Content/10051/LegislativeAdvocacy.html>)
- C. Akin Gump Federal Legislative Update
- D. Federal Funding Matrix
- E. AB 431 (Mullin) amended 4/15/13
- F. AB 574 (Lowenthal) amended 4/15/13
- G. AB 574 Fact Sheet
- H. AB 935 (Frazier) amended 4/25/13
- I. SB 791 (Wyland) amended 4/4/13

This page intentionally left blank.



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

April 23, 2013

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

RE: STATE LEGISLATIVE UPDATE- APRIL

Given the bill introduction date of February 25, the myriad of amended bills, and the Spring Recess (March 22- March31), the month of March proved to be fairly quiet. Nevertheless, your advocacy team has been monitoring and referring bills of potential interest to STA staff, such as AB 935 (Frazier), which changes the composition of the San Francisco Bay Area Water Emergency Transportation Authority (WETA). We have also been working to identify state funding opportunities for transportation given the maturation of Proposition 1B and inability of the gas tax to keep up with demand. Please see below for a summary of potential options and prospects of success for each.

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 beginning on April 9 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, your advocacy team 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 threshold to 55% for local transportation sales tax measures. Senator Hancock (D-Berkeley) has also introduced SCA 11, which would allow the threshold to be lowered for all sectors. STA has taken a support position on both bills.

Senate President pro Tempore Darrell Steinberg recently announced that he would like to wait until next year to entertain such proposals. He and the Governor believe that we need a "cooling off" period after the passage of Proposition 30 last November. Recent polling for local sales tax measures has not been encouraging as well.

2. Cap and Trade:

The Budget acknowledged that transportation is the single largest contributor to greenhouse gas emissions (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, while the second produced just over \$50 million (one more auction will occur on May 16, 2013); therefore the Budget 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 not exceed these amounts.

Cap and Trade continues to be a high priority issue this legislative session because it is one of the few viable revenue sources that may go to transportation. The Transportation Coalition for Livable Communities (made up of the California Alliance for Jobs, California Transit Association, California State association of Counties, League of Cities, and several regional transportation planning agencies), continues to grow its membership and meet with the Administration, Air Resources Board, legislators and their staff, and other key stakeholders. We've specifically been meeting with members of the legislature to promote the plan to invest all of the fuels-related Cap and Trade auction revenue in GHG-reducing transportation projects. In the meantime, the Air Resources Board is responsible for developing an investment plan which will be submitted to the Department of Finance this Spring.

Assembly Transportation Committee Chair Bonnie Lowenthal (D-Long Beach) has agreed to author the coalition's Cap and Trade proposal and has therefore amended AB 574 for that purpose.

Bills of Interest

1. AB 935 (Frazier) expands the membership of the WETA board from five to seven members to include two additional appointments, one by the Senate Committee on Rules, and one by the Speaker of the Assembly. Current law requires that all of the appointed members are residents of a Bay Area county.

This bill would require that the three gubernatorial appointments are residents from Contra Costa County, San Mateo County, and Solano County. Additionally, this bill requires that the Governor select each member from a list of three nominees created by the transportation authority in each of the three respective counties.

STA has a “support if amended position. The author amended his bill on March 18 to allow for STA to select the appointments for the Governor’s consideration.

2. SB 791 (Wyland) would require the legislature to approve, by a two-thirds vote, any adjustments to the motor vehicle fuel tax (excise tax). If enacted, this bill would contribute to the devolution of the state’s commitment to maintain its transportation infrastructure by compromising the existence of traditional sources of revenue.

The bill is set for hearing on April 30 in the Senate Transportation & Housing Committee. The California Transit association, League of Cities, and CSAC are opposed. STA should be too if the bill progresses.

This page intentionally left blank.

STA Priority Bill Matrix Digest as of 5/2/2013

For a Complete STA Legislative Bill Matrix, go to [STA Legislative Advocacy](#)

Bill ID/Topic	Location	Summary	Position
<p>AB 431 Mullin D</p> <p>Regional transportation plan: sustainable communities strategy: funding.</p>	<p>ASSEMBLY TRANS. 4/29/2013 – Hearing canceled at request of author</p>	<p>Existing law requires certain transportation planning activities by designated transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated by federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt, 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, as specified, at a rate of no more than 0.5% even if the combined rate of this tax and other specified taxes imposed in the county, exceeds, if certain requirements are met. 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 4/15/2013</p>	
<p>AB 574 Lowenthal D</p> <p>CA Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: sustainable communities Strategies</p>	<p>ASM NAT RES 4/29/13 – Passed and re-referred to Com. on APPR.</p>	<p>This bill establishes a program to fund sustainable communities strategies (and equivalent greenhouse gas (GHG) reducing strategies in rural areas) using cap and trade auction proceeds. This bill establishes regional competitive grant programs (guided by state policy objectives) for projects that combine transportation investments with local land use changes. It is designed to implement regional GHG reducing plans in the most cost effective way while encouraging innovation, collaboration, and flexibility to address local needs and achieve the greatest GHG emission reductions. Last Amended on 4/15/2013</p>	

STA Priority Bill Matrix Digest as of 4/30/2013

For a Complete STA Legislative Bill Matrix, go to [STA Legislative Advocacy](#)

Bill ID/Topic	Location	Summary	Position
<p>AB 935 Frazier D</p> <p>San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</p>	<p>ASSEMBLY APPR. 4/30/2013. Passed. Referred for vote on ASSEMBLY FLOOR.</p>	<p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority 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 the WETA appointments be made as follows:</p> <ul style="list-style-type: none"> • <i>3 Members by Governor to include 1 labor representative, and 1 resident of City and County of San Francisco selected from a list of 3 nominees submitted by San Francisco Transportation Authority. If the authority fails to submit a list of three nominees within 45 days of a vacancy, the Governor shall appoint a resident of that county.</i> • <i>2 Members by Senate Committee on Rules to include 1 resident of Contra Costa County selected from a list of 3 nominees submitted by Contra Costa Transportation Authority, and 1 resident of San Mateo County selected from a list of 3 nominees submitted by San Mateo County Transportation Authority.</i> • <i>2 Members by Speaker of the Assembly to include 1 resident of Solano County selected from a list of 3 nominees submitted by Solano Transportation Authority, and 1 resident of Alameda County selected from a list of 3 nominees submitted by Alameda County Transportation Authority.</i> <p>The Senate Committee on Rules and Speaker of the Assembly would appoint a resident of the county, as applicable, if a transportation authority fails to submit a list of 3 nominees within 45 days of a vacancy. Last amended on 4/25/2013</p>	<p>Support with Amendments 3/13/13</p>

STA Priority Bill Matrix Digest as of 4/30/2013

For a Complete STA Legislative Bill Matrix, go to [STA Legislative Advocacy](#)

Bill ID/Topic	Location	Summary	Position
<p>SB 33 Wolk D</p> <p>Infrastructure financing districts: voter approval: repeal</p>	<p>ASSEMBLY DESK 4/11/2013 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined. This bill would revise and recast the provisions governing infrastructure financing districts. The bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. The bill would instead authorize a newly created public financing authority, consisting of 5 members, 3 of whom are members of the city council or board of supervisors that established the district, and 2 of whom are members of the public, to adopt the infrastructure financing plan, subject to approval by the legislative body, and issue bonds by majority vote of the authority by resolution. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to non-taxing 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. Last amended 3/6/2013</p>	
<p>SB 791 Wyland R</p> <p>Motor Vehicle Fuel Tax: Rate Adjustment</p>	<p>SEN T & H-Set for 4/30/13 Hearing canceled at request of author</p>	<p>Eliminates the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel, and instead would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. The rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease, as provided. This bill would further state that the rate may increase upon a further act by the Legislature.</p>	

STA Priority Bill Matrix Digest as of 4/30/2013

For a Complete STA Legislative Bill Matrix, go to [STA Legislative Advocacy](#)

Bill ID/Topic	Location	Summary	Position
<p>SCA 4 Liu D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>SENATE G. & F. 4/10/2013 - Set for hearing May 15.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, non-substantive changes. Last amended on 3/19/2013</p>	<p>Support 2/13/13</p>
<p>SCA 8 Corbett D</p> <p>Transportation projects: special taxes: voter approval.</p>	<p>SENATE G.& F. 4/10/2013 - Set for hearing May 15.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	<p>Support 2/13/13</p>

M E M O R A N D U M

April 24, 2013

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

During the month of March we strategized with Solano Transportation Authority (STA) staff regarding changes to Buy America requirements that impact utility relocation contracts and communicated to congressional offices regarding those changes and the impact on STA projects. We also monitored and reported on developments with the President's budget and the Department of Transportation's implementation of MAP-21.

Fiscal Year 2014 Budget and Appropriations

On April 12, 2013, President Obama released his fiscal year 2014 budget proposal. We described the budget proposal in our memo to STA dated April 11.

The Chairs of the House and Senate Budget Committees, Rep. Paul Ryan (R-WY) and Sen. Patty Murray (D-WA), respectively have begun negotiations to reconcile the House and Senate fiscal year 2014 budget resolutions. The House budget proposes to cut programs and entitlements to achieve a balanced budget in 10 years. The House budget would tie transportation spending to the revenues in the highway trust fund, which currently is about \$78 billion per annually. This would result in about a 25 percent cut in transportation spending from current levels. The House Budget also recommends eliminating funding for high-speed and intercity passenger rail.

In contrast, the Senate budget proposes funding transportation programs at MAP-21 authorized levels with an additional \$50 billion for capital investments in highways and transit, as part of a \$100 billion infrastructure package (similar to what the President proposed in his budget). The draft Senate budget also contains a provision known as a "reserve fund" that allows committees such as Senate Finance and House Ways and Means to work with authorizing committees to raise taxes and fees to improve resources available for infrastructure investment. The increased spending levels in the Senate budget resolution are paid for with new revenue measures and reduced spending. If the House and Senate cannot reconcile their budgets, the Appropriations Committees will use the budget resolutions as guidance in preparing the fiscal year 2014 appropriations bills and reconcile them through the appropriations process.

Identifying funding for transportation programs remains a hurdle in the budget debate, as well as in preliminary discussions regarding the reauthorization of MAP-21. The Congressional Budget Office projects that the Highway Trust Fund will be insolvent by 2015. The House Budget

Committee is holding a hearing today to examine the long-term solvency of the highway trust fund. The House Transportation and Infrastructure Committee will hold a hearing on April 25 to hear testimony from state and local government stakeholders on the implementation of MAP-21. Industry representatives from the American Public Transportation Association (APTA) and the American Association of State and Highway and Transportation (AASHTO), as well as the Chamber of Commerce's Americans for Transportation Mobility (ATM) Coalition, are expected to argue in favor of increasing the gasoline tax and indexing it to inflation.

Municipal Bonds

President Obama's budget proposes to limit itemized tax deductions to 28 percent of income for Americans in the highest tax brackets (those in the 33 percent, 35 percent and 39.6 percent tax brackets), including the income from municipal bonds. This proposal has motivated a lobbying effort by local governments since municipal bond borrowing supports a substantial number of infrastructure projects, including transit, highways, bridges and tunnels. The State of California has issued \$232 billion in 4,600 bond issues over the last 10 years to support projects with an average cost of \$50.6 million. The effect of reducing or eliminating the tax exemption would be to raise interest rates and add to borrowing costs. Local government coalitions, including the U.S. Conference of Mayors, the National League of Cities and the National League of Counties, issued a study warning that reducing or eliminating the exemption would increase the cost of infrastructure financing for state and local governments. The study estimates that if the 28 percent cap on tax-exempt municipal bond interest had been in place during the last decade, it would have cost states and localities an estimated \$173 billion.

Fourteen Senators sent a letter to the White House calling the proposal to limit the tax exemption for municipal bonds "inappropriate" and "short-sighted." A resolution sponsored by Representatives Lee Terry (R-NE) and Richard Neal (D-MA) has gained 32 bipartisan co-sponsors. Supporters are concerned that the proposal may be considered as Congress and the White House work toward tax reform and a budget compromise.

TIGER Grants

On April 23, 2013, the Department of Transportation announced the availability of \$474 million for a fifth round of TIGER (Transportation Investment Generating Economic Recovery) competitive grants to fund surface transportation projects that have a significant impact on the nation, a region or metropolitan area. The deadline for application is June 3. Grants may range in size from \$10 million to \$200 million with a minimum of \$120 million for projects in rural areas. Grants to rural areas will range from \$1 million to under \$10 million. Because a grant

recipient must be able to obligate the funds before October 1, 2014, DOT will give priority to project readiness. Other criteria include improving the condition of existing transportation facilities and systems; contributing to the economic competitiveness of the United States and creating and preserving jobs; increasing transportation choices and access to transportation services for people in communities across the U.S.; improving energy efficiency, reducing dependence on oil and reducing greenhouse gas emissions; and improving safety.

Freight Infrastructure

House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) has appointed 11 members of the Committee to serve on a select panel that will examine freight delivery. Rep. John Duncan (R-TN) was selected to chair the panel. Rep. Duncan served as chairman of the Highways and Transit Subcommittee in the last Congress and is Vice Chairman of the House Transportation and Infrastructure Committee. The panel will focus on intermodal delivery of freight. California Representatives Gary Miller (R-CA) and Janice Hahn (D-CA) will service on the panel. Additional members include Representatives Rick Crawford (R-AK), Richard Hanna (R-NY), Daniel Webster (R-FL), Markwayne Mullin (R-OK), Jerrold Nadler (D-NY), who will serve as Ranking Member, Corrine Brown (D-FL), Daniel Lipinski (D-IL), and Albio Sires (D-NJ). The Committee is expected to hold its first field hearing during the week of the Memorial Day recess in Southern California.

This page intentionally left blank.

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Economic Development Assistance Programs - Public Works and Economic Development Facilities Program	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	FY2013: \$111 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)	December 13, 2012 for funding cycle 2 of FY 2013; March 13, 2013 for funding cycle 3 of FY 2013; June 13, 2013 for funding cycle 4 of FY 2013 ; and September 13, 2013 for funding cycle 1 of FY 2014	Supports the construction or rehabilitation of essential public infrastructure and facilities to help communities and regions leverage their resources and strengths to create new and better jobs, drive innovation, become centers of competition in the global economy, and ensure resilient economies. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		
TCSP	Federal Highway Administration; Wesley Blount Office of Human Environment 202-366-0799 wesley.blount@dot.gov	States, metropolitan planning organizations, local governments, and tribal governments	\$29 million	1/6/2012	To plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals. Grants may support planning, implementation, research and investigation and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. Requires 20% local match.	Vallejo Downtown Streetscape Project. \$1,150,000 awarded 08/02/12	David Kleinschmidt

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
State of Good Repair*	Adam Schildge, FTA Office of Program Management, (202) 366-0778, email: adam.schildge@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	\$650 million	<i>(Due to MTC 2/22/2012)</i> 3/29/2012	Purchase, replacement, or rehabilitation of, buses and vans and related equipment (including Intelligent Transportation Systems (ITS), fare equipment, communication devices that are FCC mandatory narrow-banding compliant); replacement or the modernization of bus maintenance and revenue service (passenger) facilities; replacement or modernization of intermodal facilities; and the development and implementation of transit asset management systems, that address the objectives identified. Livability investments are projects that deliver not only transportation benefits, but also are designed and planned in such a way that they have a positive impact on qualitative measures of community life.	\$1.5M FAST for replacement buses	Mona Babauta
TIGER IV Discretionary Grant*	Department of Transportation Office of Secretary - Howard Hill (202-366-0301) TIGERGrants@dot.gov	State, local government authorities, transit agencies, MPOs, others	\$500 million	Deadline for Pre-Applications-02/20/12 Deadline for Final Applications-03/19/12	Projects that are eligible for TIGER Discretionary Grants include, but are not limited to: (1) Highway or bridge projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; and (4) marine port infrastructure investments. The FY 2012 Appropriations Act specifies that TIGER Discretionary Grants may be not less than \$10 million (except in rural areas) and not greater than \$200 million. No more than 25% awarded to a single State. Minimum of \$120 million awarded in rural areas. Funds can be used for up to 80% of project costs; priority given to projects for which Federal funding is required to complete an overall financing package and projects can increase their competitiveness by demonstrating significant non-Federal contributions. Only available for obligation through September 30, 2013. Projects compete on the merits of the medium to long-term impacts of the projects themselves (not just job creation).	\$12M Fairfield/Vacaville Intermodal Station STA co-sponsor with Vacaville and CCJPA <i>(applied for \$12M in TIGER III – not awarded)</i>	Steve Hartwig
Veterans Transportation and Community Living Initiative (VTCLI)*	VeteransTransportation@dot.gov	Direct recipients of Section 5309, Urbanized Area Formula program, local governments, States, or Indian Tribes	\$30 million	4/19/2012	The capital costs of creating, expanding, or increasing access to local One-Call/One-Click Transportation Resource Centers, as well as some research costs to demonstrate successful implementation of these capital projects. The One-Call/One-Click Centers simplify access to transportation for the public by providing one place to connect veterans, service members, military families, persons with disabilities and other transportation disadvantaged populations, such as older adults, low-income families or disadvantaged youth, to rides and transportation options provided in their locality by a variety of transportation providers and programs.		

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Clean Fuels*	Vanessa Williams, FTA Office of Program Management, (202) 366-4818, email: vanessa.williams@dot.gov .	Direct recipients of Section 5307, i.e., transit operators	\$51.5 million	(Due to MTC 2/15/2012) 4/5/2012	1) Purchasing or leasing clean fuel buses, including buses that employ a lightweight composite primary structure and vans for use in revenue service. 2) Constructing or leasing clean fuel bus facilities or electrical recharging facilities and related equipment; 3) Projects relating to clean fuel, biodiesel, hybrid electric, or zero emissions technology buses that exhibit equivalent or superior emissions reductions to existing clean fuel or hybrid electric technologies.		
Bus Livability*	Bryce McNitt, Office of Budget and Policy, (202) 366-2618, email: bryce.mcnitt@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	\$125 million	(Due to MTC 2/22/2012) 3/29/2012	Purchase or rehabilitation of buses and vans, bus- related equipment (including ITS, fare equipment, communication devices), construction and rehabilitation of bus- related facilities (including administrative, maintenance, transfer, and intermodal facilities). FTA will prioritize the replacement and rehabilitation of intermodal facilities that support the connection of bus service with multiple modes of transportation, including but not limited to: Rail, ferry, intercity bus and private transportation providers. In order to be eligible for funding, intermodal facilities must have adjacent connectivity with bus service. In addition, FTA will prioritize funding for the development and implementation of new, or improvement of existing, transit asset management systems.		
Economic Development Assistance Programs - Economic Adjustment Assistance Program	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	\$50 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)	FY2012: 12/15/11 for funding cycle 1; 3/9/2012 for funding cycle 2; 06/08/12 for funding cycle 3; and 09/14/12 for funding cycle 1 of FY 2013	Provides a wide range of construction and non-construction assistance, including public works, technical assistance, strategies, and revolving loan fund (RLF) projects, in regions experiencing severe economic dislocations that may occur suddenly or over time. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		

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

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

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

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Innovative Transit Workforce Development Program	Betty Jackson, FTA Office of Research and Innovation (202) 366-1730 Betty.Jackson@dot.gov	Public transit agencies; state departments of transportation (DOTs) providing public transportation services; and Indian tribes, non-profit institutions and institutions of higher education or a consortium of eligible applicants.	\$5 million	7/6/2012	Funding will be provided to transit agencies and other entities with innovative solutions to pressing workforce development issues. Proposals should target one or more the following areas in the lifecycle of the transit workforce: (1) Pre-employment training/preparation; (2) Recruitment and hiring; (3) Incumbent worker training and retention; and (4) Succession planning/phased retirement. Proposals minimum \$100,000 and maximum \$1,000,000.		
Transit Safety Research - Pedestrian Collision Warning Pilot Project	Roy Chen, FTA Office of Technology, RoyWeiShun.Chen@dot.gov ; 202-366-0462.	State and local government agencies, public and private transit agencies, universities, non-profit organizations, consultants, legally constituted public agencies, operators of public transportation services, and private for-profit organizations	\$400,000	8/14/12	Increase pedestrian/cyclist safety through demonstration of advanced pedestrian warning system on transit buses. FTA seeks applications to demonstrate innovative technologies that support the achievement of this objective.		
Economic Development Assistance: Strong Cities	Seattle Regional Office: Richard Berndt richard.a.berndt@eda.gov ; (206) 220-7682	Cities that have a current population of at least 100,000 persons residing within their official municipal boundaries as of the 2010 Census. Cities must also meet EDA's economic distress criteria as outlined in section IV.A of this FFO.	\$6,000,000	7/23/12	The SC2 Pilot Challenge will leverage innovative and diverse perspectives from multidisciplinary teams through challenge competitions, which are designed to incentivize the creation and adoption of important strategies for supporting city-wide economic development to support job creation, business expansion, and local prosperity. A multidisciplinary team (Multidisciplinary Team) is a group of professionals or entities representing a variety of disciplines with complementary skills to develop economic development plans. A challenge competition (Challenge Competition) is a competition conducted by cities selected under this FFO in which Multidisciplinary Teams will be invited to develop creative and innovative economic development proposals and plans.		

This page is left intentionally blank

AMENDED IN ASSEMBLY APRIL 15, 2013

AMENDED IN ASSEMBLY APRIL 2, 2013

AMENDED IN ASSEMBLY MARCH 5, 2013

CALIFORNIA LEGISLATURE—2013–14 REGULAR SESSION

ASSEMBLY BILL

No. 431

Introduced by Assembly Member Mullin

February 15, 2013

An act to add Chapter 2.55 (commencing with Section 65087) to Division 1 of Title 7 of the Government Code, relating to regional planning.

LEGISLATIVE COUNSEL'S DIGEST

AB 431, as amended, Mullin. Regional transportation plan: sustainable communities strategy: funding.

Existing law requires certain transportation planning activities by designated transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated by federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt, 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.

Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for specified purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law,

including a requirement that the combined rate of all taxes that may be imposed under that law in the county may not exceed 2%.

This bill would authorize a transportation planning agency that is designated as a metropolitan planning organization to impose a transactions and use tax, as specified, at a rate of no more than 0.5% even if the combined rate of this tax and other specified taxes imposed in the county, exceeds, if certain requirements are met. 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.

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

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

1 SECTION 1. Chapter 2.55 (commencing with Section 65087)
2 is added to Division 1 of Title 7 of the Government Code, to read:

3
4 CHAPTER 2.55. SUSTAINABLE COMMUNITIES STRATEGY
5 TRANSACTIONS AND USE TAX
6

7 65087. (a) (1) A transportation planning agency that is
8 designated as a metropolitan planning organization pursuant to
9 Section 134 of Title 23 of the United States Code may, subject to
10 approval of an ordinance pursuant to Section 65087.1 and voter
11 approval pursuant to Section 65087.2, impose a transactions and
12 use tax within ~~all or a portion~~ of its jurisdiction for the purpose of
13 achieving the goals of the sustainable communities strategy
14 required pursuant to paragraph (2) of subdivision (b) of Section
15 65080 at a rate of no more than 0.5 percent.

16 (2) Notwithstanding any other law, this transactions and use tax
17 may be imposed even if the combined rate of this tax and all taxes
18 imposed in accordance with Part 1.6 (commencing with Section
19 7251) of the Revenue and Taxation Code, exceed the limit
20 established in Section 7251.1 of the Revenue and Taxation Code.

1 (b) A transportation planning agency that includes territory of
2 more than one ~~county, or portions of a county,~~ *county* may elect
3 to exclude one or more counties from the transactions and use tax
4 ordinance.

5 (c) As part of the ordinance under Section 65087.1, the
6 transportation planning agency shall adopt an expenditure plan for
7 the net revenues to be generated by the transactions and use tax.
8 The expenditure plan shall include funding for transportation,
9 affordable housing, and parks and open space in conformity with
10 the sustainable communities strategy for the region and its
11 priorities. Not less than 25 percent of available net revenues shall
12 be allocated under the expenditure plan to each of these three
13 categories. Available net revenues not used for these purposes
14 shall be available for purposes determined by the transportation
15 planning agency to assist in attaining the goals of the sustainable
16 communities strategy adopted for the region.

17 65087.1. To impose the transactions and use tax authorized
18 under this chapter, all of the following shall be required:

19 (a) An ordinance proposing the tax and the expenditure plan
20 and submitting the tax and expenditure plan to the voters for
21 approval shall be approved by ~~a majority~~ *two-thirds* of the
22 governing board of the transportation planning agency.

23 (b) The voters within the jurisdiction of the transportation
24 planning agency, or a portion of that jurisdiction pursuant to
25 subdivision (b) of Section 65087, approve the ballot measure
26 pursuant to Section 65087.2. For purposes of voter approval, the
27 ordinance will be approved if the requisite number of voters from
28 all areas cumulatively voting on the measure approve the ordinance
29 in accordance with Article XIII C of the California Constitution.

30 (c) With the exception of Section 7251.1 of the Revenue and
31 Taxation Code, the transaction and use tax is levied in accordance
32 with the Transaction and Use Tax Law (Part 1.6 (commencing
33 with Section 7251) of the Revenue and Tax Code).

34 65087.2. The transportation planning agency may call a special
35 election for the purposes of submitting the ordinance containing
36 the tax and the expenditure plan to the voters within the jurisdiction
37 of the transportation planning agency, or a portion of that
38 jurisdiction pursuant to subdivision (b) of Section 65087. The

4

- 1 election shall be consolidated with a statewide primary or general
- 2 election specified by the transportation planning agency.

O

AMENDED IN ASSEMBLY APRIL 15, 2013

CALIFORNIA LEGISLATURE—2013–14 REGULAR SESSION

ASSEMBLY BILL

No. 574

Introduced by Assembly Member Lowenthal

February 20, 2013

An act to ~~amend Section 73 of the Streets and Highways Code, relating to highways~~ *add Part 9 (commencing with Section 38800) to Division 25.5 of the Health and Safety Code, relating to greenhouse gases.*

LEGISLATIVE COUNSEL'S DIGEST

AB 574, as amended, Lowenthal. ~~State highways; relinquishment. California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: sustainable communities strategies.~~

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.

Existing law requires designated regional transportation planning agencies to perform certain transportation planning activities, including

the development of a regional transportation plan. Certain of these agencies are designated by federal law as metropolitan planning organizations. Existing law requires a metropolitan planning organization to adopt a sustainable communities strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets established by the state board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region.

This bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish standards for the use of moneys allocated from the Greenhouse Gas Reduction Fund for sustainable communities projects, as specified. The bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish the criteria for the development and implementation of regional grant programs, as specified. The bill would require the California Transportation Commission, in consultation with the state board, to designate the regional granting authority within each region of the state to administer the allocated moneys for regional grant programs, as specified.

~~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.

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

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

1 SECTION 1. (a) *The Legislature finds and declares all of the*
2 *following:*

3 (1) *The largest source of greenhouse gas emissions in the state*
4 *is the transportation sector and implementation of the California*
5 *Global Warming Solutions Act of 2006 depends on achieving*
6 *significant emissions reductions from that sector.*

7 (2) *A key method to reduce transportation emissions is the*
8 *development of sustainable communities strategies and other*
9 *regional plans that encourage more compact development and*
10 *investment in alternatives to the automobile, thereby reducing the*
11 *total amount of driving necessary to meet mobility needs.*

12 (3) *Local governments tasked with implementing sustainable*
13 *community strategies, and other greenhouse gas emissions*
14 *reducing regional plans, lack the funds for the infrastructure*
15 *necessary to accommodate patterns of growth consistent with the*
16 *state's climate goals.*

17 (4) *Integrating transportation and public infrastructure*
18 *investments with changes in land use provide significantly greater*
19 *greenhouse gas emissions reductions than single purpose*
20 *investment strategies and contribute to making communities more*
21 *livable.*

22 (5) *Without changed land use patterns and improved*
23 *transportation investments, the state will not be able to achieve*
24 *the goals of the California Global Warming Solutions Act of 2006.*

25 (b) *It is the intent of the Legislature that revenues from*
26 *market-based compliance mechanisms related to motor vehicle*
27 *fuels should be allocated to projects, programs, and policies that*
28 *reduce greenhouse gas emissions from the transportation sector.*

29 SEC. 2. *Part 9 (commencing with Section 38800) is added to*
30 *Division 25.5 of the Health and Safety Code, to read:*

1 *PART 9. SUSTAINABLE COMMUNITIES INFRASTRUCTURE*
2 *PROGRAM*

3
4 *38800. Moneys appropriated from the Greenhouse Gas*
5 *Reduction Fund pursuant to Chapter 4.1 (commencing with Section*
6 *39710) of Part 2 of Division 26 for investments in sustainable*
7 *communities strategies required pursuant to Section 65080 of the*
8 *Government Code and for related purposes as provided in this*
9 *part, shall be allocated in accordance with this part.*

10 *38801. Appropriated moneys shall be allocated for projects*
11 *that do all of the following:*

12 *(a) Provide cost-effective and feasible reductions in greenhouse*
13 *gas emissions.*

14 *(b) Combine transportation investments with local land use*
15 *modifications and other local policy changes to provide greenhouse*
16 *gas emissions reductions and, where feasible, to achieve other*
17 *public benefits, such as improvements in any of the following:*

18 *(1) Air quality.*

19 *(2) Public health.*

20 *(3) Resource protection.*

21 *(4) Environmental justice.*

22 *(5) Affordable housing supply.*

23 *(6) Protection of agricultural land.*

24 *(7) Public safety.*

25 *(8) Water quality and supply.*

26 *(9) Economic development and job creation.*

27 *(c) Implement either an approved sustainable communities*
28 *strategy or alternative planning strategy, pursuant to Section*
29 *65080 of the Government Code, within existing urbanized or*
30 *developed areas in regions with a metropolitan planning*
31 *organization. For regions that do not have a metropolitan planning*
32 *organization, projects shall reduce greenhouse gas emissions*
33 *consistent with the regional transportation plan or other regional*
34 *plan.*

35 *(d) Meet the requirements of Section 38804 or 38805.*

36 *(e) Are selected through a competitive process based on*
37 *cost-effective greenhouse gas emissions reductions using criteria*
38 *for evaluating long-term greenhouse gas emissions benefits*
39 *established by the state board.*

1 (f) Comply with the requirements to benefit economically
2 disadvantaged communities, pursuant to Chapter 4.1 (commencing
3 with Section 39710) of Part 2 of Division 26.

4 38802. (a) The California Transportation Commission, in
5 consultation with the state board, shall designate the regional
6 granting authority within each region of the state to administer
7 moneys allocated pursuant to subdivision (b). The regional
8 granting authority shall be the agency responsible for the
9 development of the regional transportation plan pursuant to Section
10 65080 of the Government Code. Two or more entities responsible
11 for the development of a regional transportation plan pursuant to
12 Section 65080 of the Government Code may create a multiregional
13 granting authority.

14 (b) Moneys that are allocated for regional grant programs shall
15 be allocated to the regional granting authority in each region on
16 a per capita basis by the Controller using the latest information
17 from the Demographic Research Unit of the Department of
18 Finance.

19 (c) Moneys that are allocated to interregional investments shall
20 be administered by the Business and Transportation Agency, in
21 consultation with the California Transportation Commission and
22 the High-Speed Rail Authority for rail modernization that has both
23 regional and interregional benefits and for other statewide
24 transportation priorities that achieve greenhouse gas emissions
25 reductions.

26 38803. (a) The state board, in consultation with the California
27 Transportation Commission and the Strategic Growth Council,
28 shall establish the criteria for the development and implementation
29 of regional grant programs that do all of the following:

30 (1) Require that projects be selected within each region by the
31 regional granting authority through a competitive public process
32 based on greenhouse gas emissions reductions.

33 (2) Provide criteria for evaluating long-term greenhouse gases
34 impacts.

35 (3) Establish the methods for evaluating, monitoring, and
36 verifying project effectiveness, including those related to travel
37 demand reduction, system efficiency, safety improvements,
38 demographic characteristics, and integrated land use and
39 transportation strategies.

1 (4) Encourage flexibility, collaboration, and innovation at the
2 local level to develop cost-effective projects and to address local
3 and regional transportation and community needs.

4 (5) Provide for the development and implementation of projects
5 that integrate infrastructure investment with land use or local code
6 changes to achieve the maximum greenhouse gas emissions
7 reductions.

8 (6) Provide for public participation in the review of proposed
9 projects. Regional granting authorities shall, at a minimum,
10 conduct a 30-day public review and comment process consistent
11 with the public participation requirements of Section 134(i)(6)(A)
12 of Title 23 of the United States Code.

13 (7) Provide for consultation and coordination with air pollution
14 control and air quality management districts.

15 (b) The state board, in consultation with the Strategic Growth
16 Council and metropolitan planning organizations, shall establish
17 standards for integrated modeling systems and measurement
18 methods to ensure consistency in evaluating the potential
19 effectiveness of projects and verifying actual benefits of projects
20 after completion.

21 (c) The state board shall review the implementation of this
22 section on an annual basis and may revise the criteria for project
23 selection, evaluation, monitoring, and verification as needed to
24 improve program performance.

25 38804. The state board, in consultation with the California
26 Transportation Commission and the Strategic Growth Council,
27 shall establish standards for the use of moneys for projects to
28 ensure compliance with this division. Eligible uses of the moneys
29 shall include any of the following:

30 (a) Transportation network and demand management, including,
31 but not limited to, trip-reduction programs, congestion pricing,
32 and roadway modifications, such as roundabouts.

33 (b) Public transportation, including operations, maintenance,
34 and capital costs.

35 (c) Road and bridge maintenance; operations and retrofits for
36 complete streets, bike, and pedestrian safety enhancements; safe
37 routes to schools; and urban greening.

38 (d) Clean transportation fueling infrastructure and support.

39 (e) Multimodal network connectivity to reduce travel distances
40 and improve access to parks, schools, jobs, housing, and markets

1 for rural and urban communities, including neighborhood scale
2 planning.

3 (f) Development and adoption of local plans and land use
4 policies that help to implement regional plans.

5 (g) Community infrastructure, including public works and
6 municipal improvements necessary to support transit-oriented
7 development, affordable housing, infill in existing urbanized areas,
8 and small walkable communities in rural neighborhoods.

9 (h) Multiuse facilities and accommodations for bicyclists,
10 pedestrians, and neighborhood electric vehicles.

11 (i) Interregional rail modernization and related community
12 infrastructure.

13 (j) Administrative costs and development and use of evaluation,
14 monitoring, and verification systems.

15 38805. The state board in consultation with the California
16 Transportation Commission may identify additional eligible uses
17 of funds that provide greenhouse gas emissions reductions
18 consistent with the requirements of this part.

19 38806. It is the intent of the Legislature that moneys shall be
20 appropriated for this part only in a manner consistent with the
21 requirements of this division, Chapter 4.1 (commencing with
22 Section 39710) of Part 2 of Division 26, and Article 9.7
23 (commencing with Section 16428.8) of Chapter 2 of Part 2 of
24 Division 4 of Title 2 of the Government Code.

25 38807. Implementation of this part, including development of
26 standards and guidelines by the state board and the provision of
27 financial assistance to eligible recipients, is contingent upon
28 appropriation of funds for these purposes by the Legislature.

29 SECTION 1. ~~Section 73 of the Streets and Highways Code is~~
30 ~~amended to read:~~

31 ~~73. (a) The commission shall relinquish to any county or city~~
32 ~~any portion of any state highway within the county or city that has~~
33 ~~been deleted from the state highway system by legislative~~
34 ~~enactment, and the relinquishment shall become effective upon~~
35 ~~the first day of the next calendar or fiscal year, whichever first~~
36 ~~occurs after the effective date of the legislative enactment.~~

37 ~~(b) (1) Whenever the department and any county or city~~
38 ~~concerned have entered into an agreement providing therefor, the~~
39 ~~commission may relinquish, to that county or city, any portion of~~
40 ~~any state highway within the jurisdiction of that county or city, if~~

1 the commission determines that the relinquishment is in the best
2 interests of the state. The commission may likewise relinquish any
3 frontage or service road or outer highway, within the county or
4 city, which has a right-of-way of at least 40 feet in width and which
5 has been constructed as a part of a state highway project, but does
6 not constitute a part of the main traveled roadway thereof. The
7 commission may likewise relinquish any portion of any state
8 highway in a county or city that has been superseded by relocation.
9 The commission may likewise relinquish any nonmotorized
10 transportation facility, as defined in Section 887, constructed as
11 part of a state highway project within a city or county to that city
12 or county. The relinquishment of a state highway or related facility
13 pursuant to this subdivision may occur notwithstanding anything
14 in Chapter 2 (commencing with Section 230) to the contrary.

15 (2) With respect to frontage or service roads or outer highways
16 or nonmotorized transportation facilities, the relinquishment may
17 occur with the agreement of the applicable city or county or with
18 the adoption of a resolution consenting thereto by the applicable
19 city or county.

20 (3) An agreement entered into pursuant to this subdivision shall
21 require the city or county to maintain signs directing motorists to
22 the continuation of a state highway route, if applicable, and may
23 contain other conditions to ensure the continuity of traffic flow.

24 (4) The relinquished portion of a former state highway route is
25 no longer a state highway as of the effective date of the
26 relinquishment, and is not eligible for adoption as a state highway
27 under Section 81.

28 (e) Relinquishment shall be by resolution. A certified copy of
29 the resolution shall be filed with the board of supervisors or the
30 city clerk, as the case may be. A certified copy of the resolution
31 shall also be recorded in the office of the recorder of the county
32 where the land is located and, upon its recordation, all right, title,
33 and interest of the state in and to that portion of any state highway
34 or related facility shall vest in the county or city, as the case may
35 be, and that highway or portion thereof shall thereupon constitute
36 a county road or city street, or other related facility, as the case
37 may be.

38 (d) The vesting of all right, title, and interest of the state in and
39 to portions of any state highways or related facilities heretofore

1 relinquished by the commission, in the county or city to which it
2 was relinquished, is hereby confirmed.

3 ~~(e) (1) Prior to relinquishing any portion of a state highway or~~
4 ~~related facility to a county or a city, except where the department~~
5 ~~and the county or city have entered into an agreement providing~~
6 ~~therefor, or as otherwise provided in paragraph (2) of subdivision~~
7 ~~(b), the department shall give 90 days' notice in writing of intention~~
8 ~~to relinquish to the board of supervisors, or the city council, as the~~
9 ~~case may be. Where the resolution of relinquishment contains a~~
10 ~~recital as to the giving of the notice, adoption of the resolution of~~
11 ~~relinquishment shall be conclusive evidence that the notice has~~
12 ~~been given.~~

13 ~~(2) Within the 90-day period, the board of supervisors or the~~
14 ~~city council may protest in writing to the commission stating the~~
15 ~~reasons therefor, including, but not limited to, objections that the~~
16 ~~highway is not in a state of good repair, or is not needed for public~~
17 ~~use and should be vacated by the commission. If the commission~~
18 ~~does not comply with the requests of the protesting body, it may~~
19 ~~proceed with the relinquishment only after a public hearing given~~
20 ~~to the protesting body on 10 days' written notice.~~

21 ~~(f) The commission shall not relinquish to any county or city~~
22 ~~any portion of any state highway that has been superseded by~~
23 ~~relocation until the department has placed the highway, as defined~~
24 ~~in Section 23, in a state of good repair. This requirement shall not~~
25 ~~obligate the department for widening, new construction, or major~~
26 ~~reconstruction, except as the commission may direct. A state of~~
27 ~~good repair requires maintenance, as defined in Section 27,~~
28 ~~including litter removal, weed control, and tree and shrub trimming~~
29 ~~to the time of relinquishment.~~

30 ~~(g) The department shall expeditiously consider and respond to~~
31 ~~each request it receives from a city or county relative to an~~
32 ~~agreement relating to the proposed relinquishment of a state~~
33 ~~highway or related facility within the jurisdiction of the entity~~
34 ~~making the request.~~

35 ~~(h) The department, from time to time, shall recommend to the~~
36 ~~Legislature any revisions to the descriptions of state highway routes~~
37 ~~in Chapter 2 (commencing with Section 230) occasioned by~~
38 ~~relinquishments approved by the commission pursuant to this~~
39 ~~section.~~

O

AB 574 (Lowenthal) SUSTAINABLE COMMUNITIES STRATEGIES

SUMMARY

AB 574 establishes a program to fund sustainable communities strategies (and equivalent greenhouse gas (GHG) reducing strategies in rural areas) using cap and trade auction proceeds.

BACKGROUND

The largest source of GHG emissions in California is the transportation sector, and implementation of the California Global Warming Solutions Act of 2006 depends on achieving significant emission reductions from this sector.

A key method to reduce transportation emissions is the development of sustainable communities strategies and other regional plans that encourage more compact development and invest in alternatives to the automobile, thereby reducing the total amount of driving necessary to meet mobility needs. However, local governments tasked with implementing sustainable communities strategies, and other GHG-reducing regional plans, lack funds for the infrastructure necessary to accommodate patterns of growth consistent with the state's climate goals.

Integrating transportation and public infrastructure investments with changes in land use will provide significantly greater GHG emission reductions than single purpose investment strategies, and contribute to making communities more livable.

PURPOSE

To this end, AB 574 establishes regional competitive grant programs for projects that combine transportation investments with local land use changes. It is designed to implement regional GHG reducing plans in the most cost effective way while encouraging innovation, collaboration, and flexibility to address local needs and achieve the greatest GHG emission reductions.

AB 574

AB 574 provides a statutory framework for implementing the sustainable communities allocations from cap and trade revenues, including these key elements:

- Every region of the state receives its per capita share of sustainable communities funding.
- A competitive grant program, administered regionally and guided by state policy objectives, will incentivize local land use strategies to be integrated with a full range of transportation investments to achieve the highest GHG emission reductions and advance the objectives of SB 375.
- The program will feature a performance-based approach to maximize regional flexibility with improved modeling and verification systems approved CARB.
- Eligible investments under the program include:
 - ✓ Funding for transit operations, maintenance, and infrastructure;
 - ✓ Clean transportation fueling infrastructure;
 - ✓ Transportation demand management;
 - ✓ Road and bridge maintenance and retrofits for complete streets, bike and pedestrian enhancements;
 - ✓ Safe routes to schools;
 - ✓ Regional and interregional rail modernization;
 - ✓ Community infrastructure to support transit oriented developments, affordable housing, infill, and walkable communities, and
 - ✓ Other uses that reduce GHG emissions.
- The program includes annual reviews of the effectiveness of the program to ensure progress stays on track and important GHG reduction objectives are met.

STAFF CONTACT

Janet Dawson
Chief Consultant
Assembly Transportation Committee
Assemblywoman Bonnie Lowenthal, Chair
(916) 319-2093
janet.dawson@asm.ca.gov

4/16/13

This page intentionally left blank.

AMENDED IN ASSEMBLY APRIL 25, 2013

AMENDED IN ASSEMBLY MARCH 18, 2013

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 amended, 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 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 of the authority, 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 3 members appointed by the Governor be a resident of the County of Contra Costa selected from a list of 3 nominees provided by the Contra Costa Transportation Authority, a resident of the County of San Mateo selected from a list of 3 nominees provided by the San Mateo County Transportation Authority, and bona fide labor representative and that another member be a resident of the County of Solano City and County of San Francisco selected from a list of 3 nominees provided by the Solano San Francisco County Transportation Authority. The bill would require the Governor to appoint a resident of the county of one of these transportation authorities that fails to submit a list of 3 nominees to the Governor within 45 days of a vacancy.~~

The bill would require that the 2 members appointed by the Senate Committee on Rules be a resident of the County of Contra Costa selected from a list of 3 nominees provided by the Contra Costa Transportation Authority and a resident of the County of San Mateo selected from a list of 3 nominees provided by the San Mateo County Transportation Authority. The bill would require that the 2 members appointed by the Speaker of the Assembly be a resident of the County of Solano selected from a list of nominees provided by the Solano Transportation Authority and a resident of the County of Alameda selected from a list of 3 nominees provided by the Alameda County Transportation Authority. The bill would provide for the Senate Committee on Rules or the Speaker of the Assembly, as applicable, to appoint a resident of the county if a transportation authority fails to submit a list of 3 nominees within 45 days of a vacancy.

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

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

- 1 SECTION 1. Section 66540.12 of the Government Code is
- 2 amended to read:
- 3 66540.12. (a) The authority shall be governed by a board
- 4 composed of seven members, as follows:
- 5 (1) Three members shall be appointed by the Governor, subject
- 6 to confirmation by the Senate. The Governor shall make the initial
- 7 appointment of these members of the board no later than January
- 8 11, 2008.

1 (A) One member appointed by the Governor shall be a resident
 2 of the County of Contra Costa and shall be selected from a list of
 3 three nominees provided by the Contra Costa Transportation
 4 Authority. If the authority fails to submit a list of three nominees
 5 within 45 days of a vacancy, the Governor shall appoint a resident
 6 of that county *bona fide labor representative*.

7 ~~(B) One member appointed by the Governor shall be a resident~~
 8 ~~of the County of San Mateo and shall be selected from a list of~~
 9 ~~three nominees provided by the San Mateo County Transportation~~
 10 ~~Authority. If the authority fails to submit a list of three nominees~~
 11 ~~within 45 days of a vacancy, the Governor shall appoint a resident~~
 12 ~~of that county.~~

13 ~~(C)~~

14 (B) One member appointed by the Governor shall be a resident
 15 of the County of Solano ~~City and County of San Francisco~~ and
 16 shall be selected from a list of three nominees provided by the
 17 ~~Solano San Francisco County~~ Transportation Authority. If the
 18 authority fails to submit a list of three nominees within 45 days of
 19 a vacancy, the Governor shall appoint a resident of that county.

20 (2) Two members shall be appointed by the Senate Committee
 21 on Rules: *as follows:*

22 (A) *One member appointed by the Senate Committee on Rules*
 23 *shall be a resident of the County of Contra Costa and shall be*
 24 *selected from a list of three nominees provided by the Contra Costa*
 25 *Transportation Authority. If the authority fails to submit a list of*
 26 *three nominees within 45 days of a vacancy, the Senate Committee*
 27 *on Rules shall appoint a resident of that county.*

28 (B) *One member appointed by the Senate Committee on Rules*
 29 *shall be a resident of the County of San Mateo and shall be selected*
 30 *from a list of three nominees provided by the San Mateo County*
 31 *Transportation Authority. If the authority fails to submit a list of*
 32 *three nominees within 45 days of a vacancy, the Senate Committee*
 33 *on Rules shall appoint a resident of that county.*

34 (3) Two members shall be appointed by the Speaker of the
 35 Assembly: *as follows:*

36 (A) *One member appointed by the Speaker of the Assembly shall*
 37 *be a resident of the County of Solano and shall be selected from*
 38 *a list of three nominees provided by the Solano Transportation*
 39 *Authority. If the authority fails to submit a list of three nominees*

1 *within 45 days of a vacancy, the Speaker of the Assembly shall*
2 *appoint a resident of that county.*

3 *(B) One member appointed by the Speaker of the Assembly shall*
4 *be a resident of the County of Alameda and shall be selected from*
5 *a list of three nominees provided by the Alameda County*
6 *Transportation Authority. If the authority fails to submit a list of*
7 *three nominees within 45 days of a vacancy, the Speaker of the*
8 *Assembly shall appoint a resident of that county.*

9 (b) Each member of the board shall be a resident of a county in
10 the bay area region.

11 (c) Public officers associated with an area of government,
12 including planning or water, whether elected or appointed, may
13 be appointed to serve contemporaneously as members of the board.
14 A public agency shall not have more than one representative on
15 the board of the authority.

16 (d) The Governor shall designate one member as the chairperson
17 of the board and one member as the vice chairperson of the board.

18 (e) Except as provided in subdivisions (f) and (g), the term of
19 a member of the board shall be six years.

20 (f) (1) Except as to initial appointments specified in subdivision
21 (g), the appointments next following the expiration of the terms
22 of the initial appointments shall be for the following terms:

23 (A) Two of the members appointed by the Governor shall serve
24 terms of two years and one shall serve a term of six years.

25 (B) The member appointed by the Senate Committee on Rules
26 shall serve a term of four years.

27 (C) The member appointed by the Speaker of the Assembly
28 shall serve a term of four years.

29 (2) Each member appointed after the expiration of the terms set
30 forth in subparagraphs (A) to (C), inclusive, of paragraph (1) shall
31 serve a term of six years.

32 (g) The initial terms for additional appointees of the Senate
33 Committee on Rules and the Speaker of the Assembly added to
34 the authority pursuant to the act that added this subdivision shall
35 be the following:

36 (1) The additional member appointed by the Senate Committee
37 on Rules shall serve a term of two years.

38 (2) The additional member appointed by the Speaker of the
39 Assembly shall serve a term of six years.

- 1 (h) Vacancies shall be filled immediately by the appointing
- 2 power for the unexpired portion of the terms in which they occur.

O

This page intentionally left blank.

AMENDED IN SENATE APRIL 4, 2013

SENATE BILL

No. 791

Introduced by Senator Wyland

February 22, 2013

~~An act to amend Section 14501 of the Public Resources Code, relating to beverage containers. An act to amend Section 7360 of the Revenue and Taxation Code, relating to taxation, to take effect immediately, tax levy.~~

LEGISLATIVE COUNSEL'S DIGEST

SB 791, as amended, Wyland. ~~Beverage containers: recycling. Motor vehicle fuel tax: rate adjustment.~~

Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. Existing law requires the State Board of Equalization to annually adjust the excise tax rate for the state's next fiscal year so that the revenues from the sales and use tax exemption and motor vehicle fuel excise tax increase are revenue neutral.

This bill would eliminate the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel, and instead would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. The rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease, as provided. This bill would further state that the rate may increase upon a further act by the Legislature.

This bill would take effect immediately as a tax levy.

~~Under existing law, the Division of Recycling within the Department of Resources Recycling and Recovery administers the California Beverage Container Recycling and Litter Reduction Act.~~

~~This bill would make a conforming change to the act's statement of legislative intent with regard to that authority.~~

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

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

1 SECTION 1. Section 7360 of the Revenue and Taxation Code
2 is amended to read:

3 7360. (a) (1) A tax of eighteen cents (\$0.18) is hereby imposed
4 upon each gallon of fuel subject to the tax in Sections 7362, 7363,
5 and 7364.

6 (2) If the federal fuel tax is reduced below the rate of nine cents
7 (\$0.09) per gallon and federal financial allocations to this state for
8 highway and exclusive public mass transit guideway purposes are
9 reduced or eliminated correspondingly, the tax rate imposed by
10 paragraph (1), on and after the date of the reduction, shall be
11 recalculated by an amount so that the combined state rate under
12 paragraph (1) and the federal tax rate per gallon equal twenty-seven
13 cents (\$0.27).

14 (3) If any person or entity is exempt or partially exempt from
15 the federal fuel tax at the time of a reduction, the person or entity
16 shall continue to be so exempt under this section.

17 (b) (1) On and after July 1, 2010, in addition to the tax imposed
18 by subdivision (a), a tax is hereby imposed upon each gallon of
19 motor vehicle fuel, other than aviation gasoline, subject to the tax
20 in Sections 7362, 7363, and 7364 in an amount equal to seventeen
21 and three-tenths cents (\$0.173) per gallon.

22 (2) (A) For the 2011–12 fiscal year and each fiscal year
23 thereafter, the ~~board~~ Department of Finance shall, on or before
24 March 1 of the fiscal year immediately preceding the applicable
25 fiscal year, ~~adjust~~ calculate the rate in paragraph (1) in that manner
26 as would be required to generate an amount of revenue that will
27 equal the amount of revenue loss attributable to the exemption
28 provided by Section 6357.7, based on estimates made by the ~~board~~,
29 ~~and that rate shall be effective during the state's next fiscal year.~~
30 Department of Finance.

1 (B) *The Department of Finance shall report, on or before March*
 2 *1, 2014, and each March 1 thereafter, the rate calculated pursuant*
 3 *to subparagraph (A) to the Joint Legislative Budget Committee.*

4 (i) *If the Department of Finance finds that the calculated rate*
 5 *is equal to or less than the rate of the current fiscal year, the*
 6 *calculated rate shall be the rate that is effective during the state's*
 7 *next fiscal year.*

8 (ii) *If the Department of Finance finds that the calculated rate*
 9 *is greater than the rate of the current fiscal year, the rate effective*
 10 *for the state's next fiscal year shall continue to be the rate of the*
 11 *current fiscal year, unless the rate is increased by an act passed*
 12 *by not less than two-thirds of the membership of each house of the*
 13 *Legislature.*

14 (iii) *The Department of Finance shall notify the State Board of*
 15 *Equalization and the Controller of the rate that is effective during*
 16 *the state's next fiscal year.*

17 (3) ~~In order to maintain revenue neutrality for each year,~~
 18 ~~beginning~~ *Beginning* with the rate adjustment on or before March
 19 1, 2012, the adjustment under paragraph (2) shall also take into
 20 account the extent to which the actual amount of revenues derived
 21 pursuant to this subdivision and, as applicable, Section 7361.1,
 22 and the revenue loss attributable to the exemption provided by
 23 Section 6357.7 resulted in a net revenue gain or loss for the fiscal
 24 year ending prior to the rate adjustment date on or before March
 25 1.

26 (4) ~~The intent of paragraphs (2) and (3) is to ensure that the act~~
 27 ~~adding this subdivision and Section 6357.7 does not produce a net~~
 28 ~~revenue gain in state taxes.~~

29 *SEC. 2. This act provides for a tax levy within the meaning of*
 30 *Article IV of the Constitution and shall go into immediate effect.*

31 ~~SECTION 1. Section 14501 of the Public Resources Code is~~
 32 ~~amended to read:~~

33 ~~14501. The Legislature finds and declares as follows:~~

34 (a) ~~Experience in this state and others demonstrates that financial~~
 35 ~~incentives and convenient return systems ensure the efficient and~~
 36 ~~large-scale recycling of beverage containers. Accordingly, it is the~~
 37 ~~intent of the Legislature to encourage increased, and more~~
 38 ~~convenient, beverage container redemption opportunities for all~~
 39 ~~consumers. These redemption opportunities shall consist of dealer~~
 40 ~~and other shopping center locations, independent and industry~~

1 operated recycling centers, curbside programs, and other recycling
2 systems that assure all consumers, in every region of the state, the
3 opportunity to return beverage containers conveniently, efficiently,
4 and economically.

5 (b) ~~California grocery, beer, soft drink, container manufacturing,~~
6 ~~labor, agricultural, consumer, environmental, government, citizen,~~
7 ~~recreational, taxpayer, and recycling groups have joined together~~
8 ~~in calling for an innovative program to generate large-scale~~
9 ~~redemption and recycling of beverage containers.~~

10 (c) ~~This division establishes a beverage container recycling goal~~
11 ~~of 80 percent.~~

12 (d) ~~It is the intent of the Legislature to ensure that every~~
13 ~~container type proves its own recyclability.~~

14 (e) ~~It is the intent of the Legislature to make redemption and~~
15 ~~recycling convenient to consumers, and the Legislature hereby~~
16 ~~urges cities and counties, when exercising their zoning authority,~~
17 ~~to act favorably on the siting of multimaterial recycling centers,~~
18 ~~reverse vending machines, mobile recycling units, or other types~~
19 ~~of recycling opportunities, as necessary for consumer convenience,~~
20 ~~and the overall success of litter abatement and beverage container~~
21 ~~recycling in the state.~~

22 (f) ~~The purpose of this division is to create and maintain a~~
23 ~~marketplace where it is profitable to establish sufficient recycling~~
24 ~~centers and locations to provide consumers with convenient~~
25 ~~recycling opportunities through the establishment of minimum~~
26 ~~refund values and processing fees and, through the proper~~
27 ~~application of these elements, to enhance the profitability of~~
28 ~~recycling centers, recycling locations, and other beverage container~~
29 ~~recycling programs.~~

30 (g) ~~The responsibility to provide convenient, efficient, and~~
31 ~~economical redemption opportunities rests jointly with~~
32 ~~manufacturers, distributors, dealers, recyclers, processors, and the~~
33 ~~Division of Recycling within the Department of Resources~~
34 ~~Recycling and Recovery.~~

35 (h) ~~It is the intent of the Legislature, in enacting this division,~~
36 ~~that all empty beverage containers redeemed shall be recycled,~~
37 ~~and that the responsibilities and regulations of the department shall~~
38 ~~be determined and implemented in a manner that favors the~~
39 ~~recycling of redeemed containers, as opposed to their disposal.~~

1 (i) ~~Nothing in this division shall be interpreted as affecting the~~
2 ~~current business practices of scrap dealers or recycling centers,~~
3 ~~except that, to the extent they function as a recycling center or~~
4 ~~processor, they shall do so in accordance with this division.~~

5 (j) ~~The program established by this division will contribute~~
6 ~~significantly to the reduction of the beverage container component~~
7 ~~of litter in this state.~~

This page intentionally left blank.



DATE: April 30, 2013
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Regional Measure 2 (RM 2) Project Implementation Deadlines and
Development of Funding Plan

Background:

On March 2, 2004, Bay Area voters passed Regional Measure 2 (RM 2), raising the toll on the seven state-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in Senate Bill (SB) 916. The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs, and STA or individual jurisdictions are project sponsors for Solano County capital RM 2 projects for a total of \$184 M with the STA, the Cities of Benicia, Fairfield, Vacaville and Vallejo, and SolTrans serve as project implementing agencies, depending on the project.

Discussion:

Solano County RM 2 Capital Project Balance

Attached is a summary of all Solano County RM 2 programming, allocations, unallocated balance, cash flow and cost savings (Attachment A): \$84 M for Transit & Rail Capital projects and \$100 M for Highway projects. \$136.2 M has been allocated by MTC to project sponsors leaving \$47.8 M unallocated.

MTC Programming and Allocations Committee (PAC), March 2014 Allocation Deadline

On April 10, 2013, MTC staff updated the Programming and Allocations Committee on the progress to deliver nearly \$1.5 B in RM 2 funding, \$300 M of RM 2 funds which has yet to be allocated. MTC staff discussed a policy proposal of requiring sponsors with unallocated balances to submit a proposal by October 2013 to direct unallocated balances towards ready-to-go usable segments by March 2014. In addition, MTC staff will return to the Commission in the fall of 2013 with a recommendation that include redirecting funds from projects that don't have a viable strategy to re-investing into projects that are ready to go (Attachment B).

The STA is currently arranging to meet with the project sponsors to draft a plan to implement the remaining projects. In addition, the STA will be proposing a back-up plan for Solano County that will insure that any project that is unable to meet MTC's proposed deadline requirements, the remaining funds will be directed to another RM 2 funded project in the County that can make the regional deadlines to insure that the funds are not lost from the County. Following consultation with all Solano County RM 2 project sponsors, STA staff will present to the TAC and the STA Board the recommended Solano RM 2 Implementation Plan. This is anticipated to occur by July of this year.

Fiscal Impact:

None at this time.

Recommendation:

Informational.

Attachments:

- A. Solano County RM 2 Projects
- B. MTC Regional Measure 2 (RM 2) Program update, 04-10-2013

Solano County Regional Measure 2 Project Balances

Updated 12/19/2012

RM2 Project Number	Project Title	Sponsor	Implementing Agency	Programming & Allocations		Unallocated
				RM2 Program (Programmed)	RM2 Program (Allocated)	Not yet allocated by MTC *
17.4	Express Bus North - Benicia Park/Industrial I/C Improvements and Park and Ride	MTC	Fairfield (Benicia)	\$ 1,250,000	\$ -	\$ 1,250,000
6.2	Solano County Express Bus Intermodal Facilities - Benicia Intermodal Facility	STA	Fairfield (Benicia)	\$ 3,000,000	\$ 3,000,000	\$ -
6.3	Solano County Express Bus Intermodal Facilities - Fairfield Transportation Center	STA	Fairfield	\$ 5,500,000	\$ 1,000,000	\$ 4,500,000
17.2	Express Bus North - Fairfield Transportation Center	MTC	Fairfield	\$ 2,250,000	\$ -	\$ 2,250,000
			<i>total</i>	<i>\$ 7,750,000</i>	<i>\$ 1,000,000</i>	<i>\$ 6,750,000</i>
14.2	Fairfield/Vacaville Intermodal Rail Station and Track Improvements	CCJPA	Fairfield	\$ 22,250,000	\$ 5,715,000	\$ 16,535,000
6.4	Solano County Express Bus Intermodal Facilities - Vacaville Intermodal Station	STA	Vacaville	\$ 5,500,000	\$ 5,500,000	\$ -
17.3	Express Bus North - Vacaville Intermodal Station	MTC	Vacaville	\$ 1,750,000	\$ 1,750,000	\$ -
			<i>total</i>	<i>\$ 7,250,000</i>	<i>\$ 7,250,000</i>	<i>\$ -</i>
5	Vallejo Ferry Intermodal Station	Vallejo	Vallejo	\$ 28,000,000	\$ 17,359,354	\$ 10,640,646
6.1	Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center	STA	Vallejo	\$ 6,000,000	\$ 1,500,275	\$ 4,499,725
17.1	Express Bus North - Vallejo Curtola Transit Center	MTC	Vallejo	\$ 5,750,000	\$ -	\$ 5,750,000
			<i>total</i>	<i>\$ 11,750,000</i>	<i>\$ 1,500,275</i>	<i>\$ 10,249,725</i>
14.1	Benicia Siding Extension	CCJPA	CCJPA	\$ 2,750,000	\$ 2,750,000	\$ -
7.1	Solano North Connector (Abernathy to Green Valley Road)	STA	STA	\$ 30,300,000	\$ 28,000,000	\$ 2,300,000
7.2	Solano I-80 HOV Lanes from Red Top Rd to Airbase Parkway	STA	STA	\$ 11,000,000	\$ 10,922,008	\$ 77,992
7.3	Solano I-80/I-680/ SR 12 Interchange	STA	STA	\$ 16,400,000	\$ 16,400,000	\$ -
7.4	I-80 Eastbound Cordelia Truck Scales Relocation	STA	STA	\$ 25,900,000	\$ 25,900,000	\$ -
7.5	I-80 High Occupancy/Express Lanes	STA	STA	\$ 16,400,000	\$ 16,400,000	\$ -
			<i>total</i>	<i>\$ 100,000,000</i>	<i>\$ 97,622,008</i>	<i>\$ 2,377,992</i>

* Does not reflect project cost savings from completed projects.

Grand Totals \$ 184,000,000 \$ 136,196,637 \$ 47,803,363

\$184 M made available in 2004 \$136.2 M requested \$47.8 M not yet requested

This page intentionally left blank.

Metropolitan Transportation Commission Programming and Allocations Committee

April 10, 2013

Item Number 3b

Regional Measure 2: Capital Program Monitoring

Subject: Regional Measure 2 (RM2) Capital Program Update

Background: As of December 2012, MTC has allocated over \$1.2 billion in RM2 capital funds of the \$1.5 billion available.

The attached staff presentation is the semi-annual report for the RM2 capital program focusing on the largest RM2 projects.

Delivery Strategy: The RM2 program is in its ninth year and will reach its 10th anniversary in March 2014. Over \$1.2 billion of the program funds, or 80%, have been allocated to the approximately 129 sub-projects in the program leaving \$240 million in unallocated funds as summarized in Attachment A. Some of these projects are still not fully funded and do not have a good prospect of being fully funded in the near term. Other projects are experiencing implementation challenges due to lack of consensus on scope or complications in obtaining environmental approval. Staff is therefore proposing the following “delivery strategy” to address slow project delivery on some projects and make the best use of unallocated RM2 funds:

1. Provide sponsors of projects with unallocated balances five months to submit a proposal for how unallocated balances will be directed to ready-to-go, usable segments before March 2014, the 10th anniversary of the passage of Regional Measure 2.
2. Staff will evaluate the responses on a case-by-case basis and return to the Commission in late Fall 2013 with recommendations.
3. Recommendations may include re-directing funds from projects that don't have a viable strategy to eligible corridor projects that are ready-to-go.

Issues: None.

Recommendation: Information.

Attachments: 1) Attachment A
2) Presentation Slides

This page intentionally left blank.

METROPOLITAN TRANSPORTATION COMMISSION
Regional Measure 2 - Summary of Unallocated Amounts*

No.	Project Name	Sponsors/ Implementation Agency	Current Project Phase	Total Project Cost	Unallocated RM2 Balances	Unallocated % of Total RM2 funds
1	BART/MUNI Connection at Embarcadero and Civic Center Stations	BART	Scoping	TBD	\$3,000,000	100%
4	Dumbarton Rail	San Mateo TA, ACTC, VTA/Union City, CCJPA	ENV/PE	\$701,216,000	\$34,693,000	79%
5	Vallejo Station - Phase A	City of Vallejo, STA	CON/ Phase A Completed	\$76,745,000	\$10,040,646	36%
6.1	Vallejo Curtola Transit Center	City of Vallejo, STA	ENV/PE	\$63,935,000	\$4,499,725	75%
6.3	Fairfield Transportation Center	STA/ Fairfield Suisun Transit	ENV/PE	\$16,325,000	\$4,500,000	81%
9	Richmond Parkway Park & Ride	AC Transit	ENV/PE	\$28,780,000	\$15,150,000	95%
11	U.S. 101 Greenbrae I/C Corridor and Bike/ Ped Improvements	TAM	ENV/PE	\$159,703,000	\$45,650,000	72%
12.2	I-680 Southbound HOV Lane Gap Closure	CCTA	ENV/PE	\$80,000,000	\$9,200,000	66%
14	Fairfield/ Vacaville Intermodal Train station	City of Fairfield	ENV/PE	\$49,124,000	\$16,535,000	74%
17	Express Bus North	City of Vallejo, Fairfield, Vacaville, Benicia/CCCTA/Napa VINE/GGT/Richmond/MTC/NCTPA/ GGBHTD	Completed/CON/Design/ENV/PE/ROW	\$20,747,000	\$14,568,000	73%
24	AC Transit BRT	AC Transit	ENV/PE	\$177,859,000	\$39,843,000	61%
25	Commuter Ferry Service for Alameda/Oakland/Harbor Bay	WETA	Scoping	TBD	\$12,000,000	100%
26	Commuter Ferry Service for Berkeley/Albany	WETA	Scoping	TBD	\$12,000,000	100%
28	Water Transit Facility Improvements	WETA	ENV/PE	\$76,745,000	\$19,845,000	41%
TOTAL --- >>>>				\$1,451,179,000	\$241,524,371	

* Does not include projects with unallocated balances that are in construction and proceeding.

Regional Measure 2: Capital Program Update

April 10, 2013

Programming and Allocations
Committee



METROPOLITAN TRANSPORTATION COMMISSION

13 Select Projects — Semi-Annual Reporting

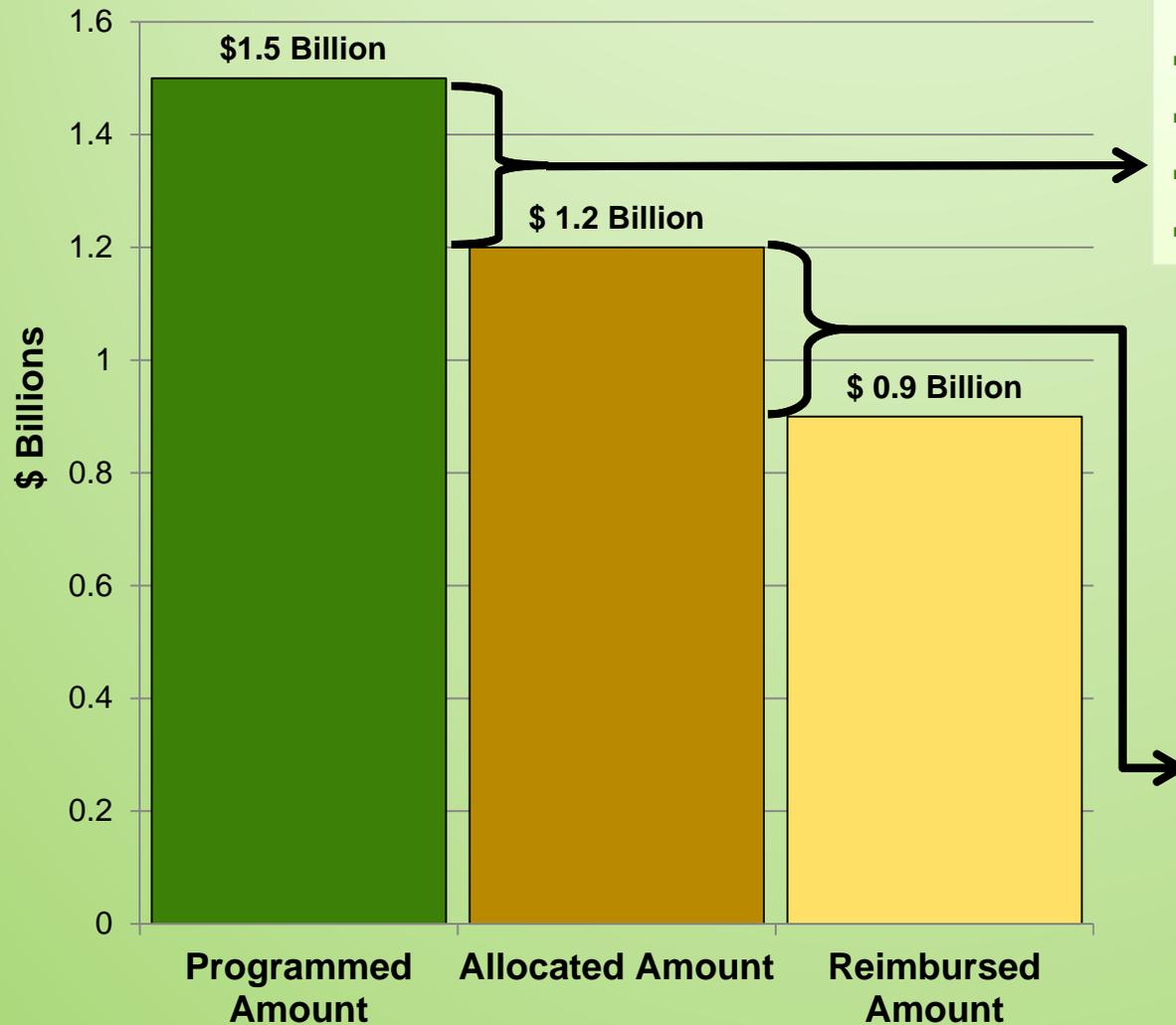
- Dumbarton Rail
- Solano County I-80/680 IC
- U.S. 101 Greenbrae
- SMART Rail Corridor
- eBART
- Transbay Terminal/DTX
- Oakland Airport Connector
- AC Transit Enhanced Bus
- Commuter Ferry Service Expansion (WETA)
- I-880 North Safety Improvements
- BART Warm Springs
- I-580 Rapid Transit Corridor Improvements
- Caldecott Tunnel

Capital Program Summary

- RM2 passed in March 2004
- 37 Projects in Statute, \$1.5 billion program
- Allocations through Dec 2012: ~ \$1.2 billion
- Approx. 80% of program allocated

Project Phase	No. of Allocations	Amount	
		(\$ millions)	Percentage
PA/ED or Study	85	\$223	18%
Design	50	\$179	15%
Right-of-way	24	\$131	11%
Construction	115	\$693	56%
Total	274	\$1,226	100%

Capital Program Summary



- Most of the \$0.3 billion not yet allocated is for the following projects:
- Greenbrae Interchange (\$47 M)
 - Water Transit Facility Improvements/ Commute Ferry service (\$44 M)
 - AC Transit BRT (\$40 M)
 - Dumbarton Rail (\$35 M)
 - Richmond Parkway Park & Ride (\$15M)
 - Regional Express Bus North (\$15 M)

- Most of the roughly \$0.3 billion not yet reimbursed is for the following projects currently under construction:
- BART Extension to Warm Springs (\$80 M)
 - Oakland Airport Connector (\$60 M)
 - E-BART (\$29 M)
 - Caldecott Tunnel Improvements — Fourth Bore (\$30 M)
 - SMART Extension (\$23 M)

Completed Project Elements – Since Last Report

4

- **I-80/I-680/SR12 Interchange:** Environmental document approved.
- **Water Transit Facility Improvements:** Installation of Clipper Card fare payment system at SSF Terminal complete.
- **Transbay Terminal:** Five Utility Relocation Packages completed.



Projects: On Track

Transit

Under Construction (Estimated Completion Date)

- SMART (Spring 2015)
- Oakland Airport Connector (Summer 2014)
- eBART (2017)
- BART Extension to Warm Springs (Fall 2015)
- Transbay Terminal — Utility Relocation, Basement Train Box Excavation (Fall 2017)



Projects: On Track

Highway

Under Construction (Estimated Completion Date)

- Caldecott Tunnel Fourth Bore (Late 2013)
- SR-4 Median Widening (eBART) (Summer 2015)
- I-80/I-680/SR 12 Interchange — I-80 Eastbound Truck Scales Relocation (Late 2013)

Starting Construction/ (Estimated Completion Date)

- I-580 WB HOV Lane Improvements/EB Auxiliary Lane (Fall 2014)
- I-880 North Safety Improvements (Summer 2018)

Caldecott Tunnel Construction



SR-4 Widening – Somersville Interchange

Project Progress

SMART Extension:

- **Construction contracts awarded below estimated costs:**
 - Savings allowed SMART to restore some previously deferred project elements.
 - SMART amended construction contract to include systems work; saves time and reduces contractual risks.

- **Construction proceeding according to schedule:**
 - Mainline track re-construction ongoing.
 - Vehicles currently being fabricated; design to be modified to meet FRA safety standards.



Project Progress

Oakland Airport Connector

- Utility relocation completed
- Construction approx. 75% complete
- Airport and Coliseum Stations platforms and canopies installed.
- Doolittle Drive tunnel completed, all column & bent caps in place; 98th Avenue crossing complete.
- Construction of maintenance facility and aerial guideway in progress
- Car shell fabrication & systems design underway
- Project on schedule for completion in September 2014



Project Progress

BART Warm Springs Extension

- **Central Park Subway Segment**
 - Design-build, began in Nov 2009.
 - 99% complete; track and system work remaining in LTSS contract.

- **Line, Track, Station & Systems Contract**
 - Design-build contract awarded in June 2011.
 - Final design progressing, minor utility relocation and construction work in progress; contract 23% complete.

- **Project on schedule**
 - Projected opening date: Fall 2015



Project Progress

eBART

- Transfer station & SR-4 Widening progressing.
- Railroad Avenue Station design to proceed; currently only foundation construction is funded.
- Vehicles and Rail procurement contracts being advertised with anticipated awards in late 2013.
- Schedule, cost and funding to be updated.



Project Progress

Solano County I-80/680

- **Interchange**
 - Environmental document approved in December 2012.
 - Utility Relocation work ongoing.
 - CTC programmed TCIF in lieu of CMIA funds.
 - Buy America provisions may delay schedule

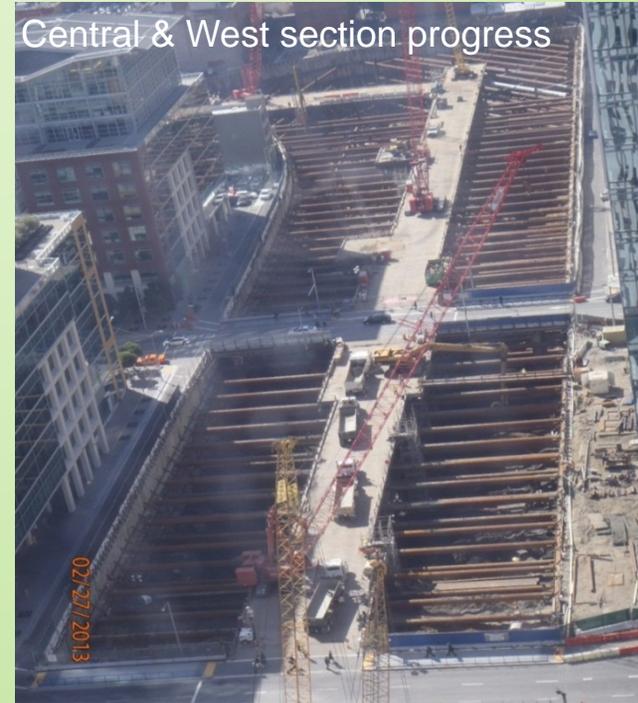
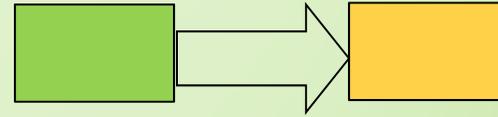
- **Truck Scales Relocation**
 - Construction ahead of schedule.
 - Expected to be complete by late 2013.



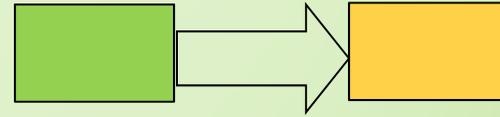
Project Progress

Transbay Terminal

- Temporary terminal, five utility relocation packages, and demolition of existing terminal completed.
- One underground utility relocation contract, basement train box excavation, concrete substructure in progress, design of main terminal approaching completion.
- Project Design and Construction mostly on schedule, minor slippage.
- Superstructure steel frame bid received, \$100M over estimate.
- Phase 1 costs have increased in light of risk analysis and increasing reserves; TJPA exploring revenue opportunities.



Project Progress

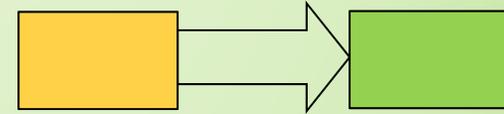


13

Caldecott Tunnel Improvements — Fourth Bore

- **Main Tunneling contract — awarded in 2009.**
 - Construction approximately 72% complete.
 - Main tunnel and cross passages excavation completed — was considered highest risk element of project.
 - Current work focused on installation of tunnel lining, fire, life, and safety systems and Operations & Maintenance Center (OMC).
- **Overall project on track for opening to traffic in late 2013.**
- **Project will need additional reserves or contingency for the fire, life and safety system.**





Projects: At Risk

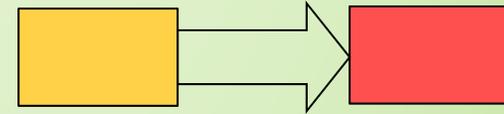
- **AC Transit Bus Rapid Transit – Telegraph Ave, International Blvd, and East 14th Street**
 - Environmental and local agency project approvals secured.
 - Proceeding into design phase; cost, funding and cash flow plan being updated by new AC Transit project team.
 - Project construction funding and cashflow may have timing issues; need to identify additional near-term funding or reduce project cost.

Projects: At Risk

Water Transit Facility Improvements (WETA)

- SSF Ferry Terminal construction complete and service launched in June 2012
- Layover berth for two ferries at Pier 9 completed
- Final environmental document for Berkeley Ferry Terminal progressing; draft environmental for Hercules Ferry terminal on hold
- WETA commencing studies for additional ferry terminals at other East Bay locations
- Unallocated balances under commute ferry service projects for Berkeley/Albany and Alameda/Oakland/Harbor Bay, scope under discussion





Projects: At Risk

■ **US 101 Greenbrae**

- Draft environmental document released for public review.
- Lack of consensus on project scope.
- TAM established committee of local officials to provide project directions — may delay project and result in additional environmental work.
- Current funding does not cover cost for entire project; multi-phase project concept under consideration.

Projects: High Risk/At Risk

Dumbarton Rail

- Project underfunded by at least \$400 million; no potential funding source identified to close shortfall in near term.
- Environmental review ongoing.
- Interim bus service started on July 1, 2012.

Program Outlook

Major Contracts Anticipated to be Awarded:

- **eBART:**
 - SR4 Widening Segment 3B (Hillcrest Interchange) — Winter 2013 awarded.
 - Rail Procurement — Fall 2013
 - Vehicles — Late 2013
- **Transbay Terminal:**
 - Above-grade structures — Spring 2013
 - Glazing Contract — Winter 2014
- **I-880 North Safety Improvements:**
 - CTC Approval of project May/June 2013
 - Award likely in Fall 2013/ Winter 2014

Program Assessment

- ❑ Majority of projects “On Track” & “Under Construction”.
- ❑ Economy and sales tax revenue stabilizing.
- ❑ Upturn in commercial construction may lead to cost escalation over next few years.
- ❑ Some major projects still not fully funded and are not likely to have a full funding plan in the near term.
- ❑ Some projects experiencing implementation challenges due to lack of consensus on scope or complications in obtaining environmental approval.

- Action Plan: Staff recommends a “delivery strategy” to address slow project delivery on some projects and make the best use of unallocated RM2 funds/savings.

RM2 Delivery Strategy

- **Background:**

- RM2 in its ninth year, will complete 10 years by March 2014.
- \$1.2 of the \$1.5 billion already allocated; \$240 million in unallocated funds.

- **Goals:**

- Reduce congestion and make improvements to travel in the toll bridge corridors.
- Spend RM2 dollars to deliver these projects efficiently and quickly.

- **Proposal:**

- Require sponsors with unallocated balances to submit a proposal by October 2013 to direct unallocated balances towards ready-to-go usable segments by March 2014.
- Staff to evaluate responses on a case by case basis and return to the Commission in late Fall 2013 with recommendations; including re-directing funds from projects that don't have a viable strategy and re-investing into projects that are ready-to-go.

Project Name	Unallocated Amount (In Millions)
BART/Muni Connection	\$3.0
Dumbarton Rail	\$34.7
Vallejo Station	\$10.0
Vallejo Curtola Transit Center	\$4.5
Fairfield Transportation Center	\$4.5
Richmond Parkway Park & Ride	\$15.2
U.S. 101 Greenbrae	\$45.7
I-680 Southbound HOV Lane Gap Closure	\$9.2
Fairfield/Vacaville Intermodal Train Station	\$16.5
Express Bus North	\$14.6
AC Transit Enhanced Bus	\$39.8
Commuter Ferry Service for Alameda/Oakland/Harbor Bay	\$12.0
Commuter Ferry Service for Berkeley/Albany	\$12.0
Water Transit Facility Improvements	\$19.8
Total	\$241.5

*Does not include projects with balances that are in construction and proceeding.

This page intentionally left blank.



DATE: April 29, 2013
 TO: STA Board
 FROM: Sara Woo, Associate Planner
 RE: Summary of Other Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
Regional¹			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$5,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	BAAQMD Transportation Fund for Clean Air (TFCA)	Approximately \$59,000	Due by May 10, 2013
State			
6.	Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	~\$100-150 million federally	Announcement Anticipated March/April 2013
Federal			
7.	Federal Transit Authority (FTA) Section 5311(f), Intercity Bus Program*	\$3.6 Million	Application due to Caltrans: April 30, 2013
8.	FTA Section 5316, Job Access Reverse Commute Grant*	\$1.88 Million	Due by April 19, 2013
9.	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.

This page intentionally left blank.

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

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

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Local Grants¹						
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB (916) 322-6370 mmiles@arb.ca.gov	Application Due On First-Come, First-Served Basis	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/agip/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/
Transportation Fund for Clean Air (TFCA)	Robert Guerrero (707) 424-6075 rquerrero@sta-nci.com	Due by May 10, 2013	Approx. \$59,000	To fund the implementation of TCMs and MSMs, the State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicle registration fees paid within the nine county Bay Area. These revenues are allocated by the Air District through the Transportation Fund for Clean Air (TFCA). TFCA grants are awarded to public and private entities to implement eligible projects.	N/A	Eligible Projects: TFCA funded projects have many benefits, including the following: <ul style="list-style-type: none"> • Reducing air pollution, including air toxics such as benzene and diesel particulates • Conserving energy and helping to reduce greenhouse gas emissions • Improving water quality by decreasing contaminated runoff from roadways • Improving transportation options • Reducing traffic congestion

*New Funding Opportunity

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

State Grants						
Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	Sylvia Fung California Department of Transportation (Caltrans) (510) 286-5226 sylvia.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.
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).

This page intentionally left blank.



DATE: April 30, 2013
TO: STA Board
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2013

Discussion:

Attached is the STA Board and Advisory meeting schedule for Calendar Year 2013.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for Calendar Year 2013

**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2013**
(Last Updated: April 2013)

SUMMARY:	
STA Board:	Meets 2 nd Wednesday of Every Month
Consortium/TAC:	Meets <i>Last</i> Wednesday of Every Month
BAC:	Meets 1 st Thursday of every <i>Odd</i> Month
PAC:	Meets 3 rd Thursday of every <i>Even</i> Month
PCC:	Meets 3 rd Thursday of every <i>Odd</i> Month
SR2S-AC	Meets Quarterly (Begins Feb.) on the 3 rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., May 8	4:00 p.m.	Regional Transportation Impact Fee	Suisun City Hall	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
Wed., May 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	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
Wed., June 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	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
July 31 (No Meeting)	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
Wed., August 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	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
Wed., September 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	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
Wed., October 30	10:00 a.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 15 th 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
Wed., November 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	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
Wed., December 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative