

**TECHNICAL ADVISORY COMMITTEE (TAC)
 AGENDA**

**1:30 p.m., Wednesday, February 25, 2015
 Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
1. CALL TO ORDER	Daryl Halls, Chair
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT (1:35 -1:40 p.m.)	
4. REPORTS FROM MTC, STA STAFF, AND OTHER AGENCIES (1:35 –2:00 p.m.)	
A. Presentation: Yolo-Solano Air Quality Management District (YSAQMD)	Jim Antone, YSAQMD
B. Solano Pothole Report Update – State Funding	Anthony Adams
C. Safe Routes to School Program Update	Sarah Fitzgerald
5. CONSENT CALENDAR <u>Recommendation:</u> Approve the following consent items in one motion. (2:00 – 2:05 p.m.)	
A. Minutes of the TAC Meeting of January 28, 2015 <u>Recommendation:</u> Approve TAC Meeting Minutes of January 28, 2015. Pg. 5	Johanna Masielat
6. ACTION FINANCIAL ITEMS	
A. None.	

TAC MEMBERS

Graham Wadsworth	Joe Leach	George Hicks	Dave Melilli	Dan Kasperson	Steve Hartwig	David Kleinschmidt	Matt Tuggle
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

7. ACTION NON-FINANCIAL ITEMS

- A. STA Soundwall Retrofit Policy** Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to approve the STA Soundwall Retrofit Policy as supported by the Solano Highway Partnership (SoHip) and as outlined in Attachment A.
(2:05 – 2:10 p.m.)
Pg. 13
- B. Legislative Update** Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to take the following positions:
- Assembly Bill (AB) 4 (Linder) - Prohibiting the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund; *Watch*
 - Assembly Bill (AB) 227 (Alejo) – Prohibiting the transfer of weight fee revenues from the State Highway Account to the Transportation Deb Service Fund and extending P3 authorization; *Watch*
- (2:10 – 2:15 p.m.)
Pg. 27

8. INFORMATIONAL ITEMS – DISCUSSION

- A. State Active Transportation Program (ATP) Update - Discussion of Potential Candidate Projects** Andrew Hart
(2:15 – 2:25 p.m.)
Pg. 89
- B. Transit and Ridesharing Element of the Comprehensive Transportation Plan (CTP)** Elizabeth Richards
(2:25 – 2:30 p.m.)
Pg. 95
- C. Regional Transportation Plan Update - Call for Projects** Robert Macaulay
(2:30 – 2:35 p.m.)
Pg. 97
- D. Federal Procurement Process - Contract Provisions** Anthony Adams
(2:35 – 2:40 p.m.)
Pg. 99
- E. Quarterly Project Delivery Report** Anthony Adams
(2:40 – 2:45 p.m.)
Pg. 101

INFORMATIONAL ITEMS – NO DISCUSSION

- | | |
|---|------------------|
| F. Yolo-Solano Air Quality Management District (YSAQMD) Call for Projects
Pg. 107 | Andrew Hart |
| G. Solano County Pothole Report Update - Focus on State Gas Tax Funding
Pg. 109 | Anthony Adams |
| H. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2015-16
Pg. 127 | Susan Furtado |
| I. MTC Vital Signs Website
Pg. 133 | Robert Macaulay |
| J. Summary of Funding Opportunities
Pg. 181 | Andrew Hart |
| K. Draft Meeting Minutes of STA Board & Advisory Committees
Pg. 185 | Johanna Masiclat |
| L. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2015
Pg. 199 | Johanna Masiclat |

9. UPCOMING TAC AGENDA ITEMS

March 2015

- A. Discussion of Arterials, Highways and Freeways Element of CTP – Robert Macaulay
- B. Discussion of Allocation Formula for Future Local Roads Funds
- C. Lifeline Recommendation – Liz Niedziela\
- D. Adopt 2015 SolanoExpress Marketing Plan – Jayne Bauer
- E. Solano Rail Facilities Plan Update – David McCrossan
- F. Member Contribution Estimate – Susan Furtado
- G. I-80/I-680/SR 12 Interchange/Green Valley Update – Janet Adams
- H. I-80 Express Lanes Update
- I. 2nd Quarter RTIF Update – Robert Guerrero
- J. Status of I-80 Ramp Metering Implementation

April 2015

- A. Status of Overall Work Plan for FY 2014-15 and FY 2015-16
- B. Summary of Local CTP Priorities
- C. Update on Five PDA Planning Grants

May 2015

- A. Curtola Project Update – Mona Babauta
- B. SolanoExpress Intermodal Projects Update – Benicia & Curtola Projects
- C. Draft Overall Work Plan for FY 2015-16 and FY 2016-17
- D. Transit Corridor Study – Phase 2 Update
- E. Future Bridge Toll Priorities
- F. CTP Update

10. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, March 25, 2015.**



TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
January 28, 2015

1. CALL TO ORDER

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order by Daryl Halls at approximately 1:30 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

TAC Members

Present: Graham Wadsworth City of Benicia
George Hicks City of Fairfield
Dave Melilli City of Rio Vista
Dan Kasperson City of Suisun City
Steve Hartwig City of Vacaville
Jill Mercurio for David Kleinschmidt City of Vallejo
Matt Tuggle Solano County

TAC Members

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

STA Staff

Present: *(In Alphabetical Order by Last Name)*
Janet Adams STA
Jayne Bauer STA
Robert Guerrero STA
Daryl Halls STA
Andrew Hart STA
Johanna Masielat STA

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

Nick Burton County of Solano
Maureen Gaffney San Francisco Trail - ABAG
Mark Joseph Vine Trail Coalition
Andrew Lee Parisi Transportation Consulting
Adam Noelting MTC Liaison
Tony Norris Vine Trail Coalition
Philip Sales Napa Valley Vine Trail

2. APPROVAL OF THE AGENDA

On a motion by Matt Tuggle, and a second by Dan Kasperson, the STA TAC unanimously approved the agenda. (7 Ayes, 1 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

George Hicks provided a construction update to the Fairfield/Vacaville Train Station Project. He noted that the City anticipates construction to commence Spring 2015, with the closure of Peabody Road scheduled for June 2015 and also noted that the City will continue to keep the community informed as the project moves forward.

Daryl Halls reported on the Governor’s 2015 Budget (Transportation Overview). He outlined the changes in the budget category expenditures 2014-15 Enacted vs. 2015 Proposed, Price-based Excise Tax Comparison and the Motor Vehicle Fuel Tax Apportionments to Local Governments.

5. CONSENT CALENDAR

On a motion by Matt Tuggle, and a second by Dave Melilli, the STA TAC unanimously approved Consent Calendar Items A through C. (7 Ayes, 1 Absent)

A. Minutes of the TAC Meeting of November 19, 2014

Recommendation:

Approve TAC Meeting Minutes of November 19, 2014.

B. Lifeline Transportation Program – Prop 1B

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the Proposition 1B funding as shown in Attachment C;
2. Approve a loan of \$65,000 of STAF funds to Rio Vista for the purchase of one replacement bus;
3. Allocate \$65,000 of FTA 5311 operating funds to Rio Vista in 2016; and
4. Authorize the Executive Director to execute an agreement with the City of Rio Vista for a STAF loan of \$65,000 and a funding swap of \$65,000 of FTA 5311 with TDA funds to be paid to STA for the repayment of the STAF loan.

C. Fiscal Year (FY) 2015-16 3-Year Project Initiation Document (PID) Work Plan

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2015-16 3-Year PI Plan as specified in Attachment A.

6. ACTION FINANCIAL ITEMS

A. Benicia Transit Bus Hub Project Funding Request

Graham Wadsworth, City of Benicia provided an overview of the project and the request for support for the proposed funding plan. Robert Guerrero summarized the funding plan as noted below.

Working Group 3: Working Group 3 includes the cities of Benicia, Vallejo and the County. Both SolTrans and RTIF Working Group 3 have supported their component of Benicia's funding request. Working Group 3 met on November 14, 2014 and unanimously agreed to recommend allocating \$60,000 from RTIF District 3 towards the Benicia Bus Hub Project in lieu of the Columbus Drive Project, which will be funded by the City of Benicia.

On January, 27, 2015, RTIF Working Group 6 met and unanimously approved staff's recommendation with the following caveats: 1) ensure the RTIF funds repaid to the STAF be used for transit capital replacement and 2) the remaining RTIF balance of Working Group 6 will be allocated to the FTC project.

State Transit Assistance Fund (STAF) Finance Plan Request

Given that the RTIF is subject to building permit activity, STA staff is recommending \$125,000 from STAF to finance the Benicia Bus Hub Project. With this request, there is \$525,000 already approved for the project. This request is to use \$125,000 of STAF to finance the construction of the project (this \$125,000 will be re-paid once an equal amount is collected in RTIF revenues).

The proposed funding plan is to increase RTIF revenue allocation to the Benicia Bus Hub Project from a total of \$100,000 to \$336,000 with RTIF funds provided by Working Group 3 (\$60,000) and Working Group 6 (\$176,000). The City of Fairfield's FTC project ~~may continue to would~~ **(modified at the request of George Hicks, City of Fairfield)** receive the remaining funding from the Working Group up to \$400,000 after the first \$276,000 of RTIF is provided to the City of Benicia to construct the project. The STAF funding recommended to finance the Benicia project would be paid back to STA as RTIF funding is collected.

Recommendation:

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

1. Set aside \$125,000 from State Transit Assistance Funds (STAF) in FY 2015-16 to help finance the construction of Benicia Transit Bus Hub Project which will be paid back as Regional Transportation Impact Fee (RTIF) funding is collected;
2. Eliminate the Columbus Drive Project (\$60,000) from the RTIF Working Group 3 Projects as this project is fully funded; and
3. Allocate an additional \$236,000 from RTIF funds collected by Working Groups 3 (\$60,000) and 6 (\$176,000) towards the Benicia Bus Hub Transit Project.

On a motion by George Hicks, and a second by Steve Hartwig, the STA TAC approved the recommendation with an amendment to the fiscal impact in the staff report as shown above in ~~strikethrough bold italics~~. (7 Ayes, 1 Absent)

7. ACTION NON-FINANCIAL ITEMS

A. STA Sound Wall Retrofit Policy

At the request of Steve Hartwig and by consensus, the STA TAC opted to table this item to allow more time to review the STA Sound Wall Retrofit Policy until the next meeting in February.

B. Cap and Trade Program Project Support – Fairfield/Vacaville Train Station

Andrew Hart noted that, based on the program criteria, staff does not believe that there are any Solano County projects that would be competitive for the AHSC - Transit Oriented Development program at this time. He added that staff has identified one Solano County project that could be competitive the AHSC - Integrated Connectivity Project (ICP) fund category elements of the Fairfield-Vacaville Train Station Project. He noted that STA staff is recommending that the STA Board formally support this Project as the AHSC countywide priority. He also noted that STA staff is working with the City of Fairfield to flesh out the details of a possible application. By the February TAC, it is expected these details will be presented for a recommendation to the STA Board to approve the application submittal.

Recommendation:

Forward a recommendation to the STA Board to support the Fairfield-Vacaville Train Station as the priority project in the county for the State Cap and Trade Affordable Housing and Sustainable Communities program for 2015.

On a motion by Steve Hartwig, and a second by Dave Melilli, the STA TAC approved the recommendation. (7 Ayes, 1 Absent)

C. Napa-Solano Travel Demand Model Update

Andrew Hart noted that the Model TAC reviewed the updated household and employment data at the January 12, 2015 meeting. He added that the City of Vacaville asked the consultant to clarify how group home residents are counted (they are inmates at the state prison, and therefore not counted as potential drivers), and Solano County has asked for clarifications on differences between 2000 and 2010 federal Census numbers. He also noted that the Model TAC members also commented that Plan Bay Area population and employment figures are often lower than those found in locally-adopted General Plans and because the Plan Bay Area household and employment data are policy-based numbers generated by the Association of Bay Area Governments, they often do not accurately reflect the development aspirations of local governments in suburban counties such as Solano. This is an on-going issue faced every time the Model is updated.

Matt Tuggle requested staff to correct the source of the 2010 figures from federal census to ABAG numbers.

Recommendation:

Forward a recommendation to the STA Board to approve use of the update household and employment data for the Napa-Solano Travel Demand Model Update.

On a motion by Matt Tuggle, and a second by Dave Melilli, the STA TAC approved the recommendation with an amendment to include the request to correct the source of the 2010 figures from federal census to ABAG numbers to the updated household and employment data also noted above in *bold italics*. (7 Ayes, 1 Absent)

D. Solano Comprehensive Transportation Plan (CTP) Update - Public Outreach

Jayne Bauer reviewed staff's proposed public outreach program with efforts to contact both traditional groups (such as City Council Planning Commissions and service clubs) with traditional and new media. She noted that STA staff will make at least one presentation in each of the 7 cities, but has a goal of two or more. Presentations will occur both during the work day and evening hours in order to maximize the cross section of the public that can participate. She summarized each phase: **Phase 1 – “What are Your Transportation Priorities?”** The first phase will request input on the priority of transportation issues faced by members of the Solano community, and ideas they have for addressing those issues. **Phase 2 – “Here is What We Heard”** STA staff will develop a matrix of comments received and how they are addressed, similar to the format used in soliciting, organizing and responding to comments to Environmental Impact Reports.

Recommendation:

Approve the following:

1. The Solano CTP public outreach campaign as outlined above; and
2. Request MTC to enable STA to coordinate Solano CTP outreach with MTC's Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS).

On a motion by Dan Kasperson, and a second by Steve Hartwig, the STA TAC approved the recommendation. (7 Ayes, 1 Absent)

E. Bay Trail – Vine Trail Study

Andrew Lee, Parisi Transportation Consulting, presented the draft Bay Trail Vine Trail Feasibility Study and the Preliminary Engineering Study which included a review of the alignments that were considered and recommended by the team.

He noted that once approved, the Study can serve as documentation to support STA and other agencies in seeking funding options, such as the state Active Transportation Program (ATP) grants. A portion of the Vine Trail in Napa County was awarded \$3.6M ATP grant in 2014 (Cycle 1).

Recommendation:

Forward a recommendation to the STA Board to approve the Bay Trail-Vine Trail Feasibility and Engineering Study.

On a motion by Dave Melilli, and a second by Graham Wadsworth, the STA TAC approved the recommendation. (7 Ayes, 1 Absent)

8. INFORMATIONAL – DISCUSSION

A. Active Transportation Program (ATP) Update – Discussion of Potential Candidate Projects

Andrew Hart cited that it is anticipated that \$120M is available annually for Fiscal Years (FYs) 2016-17, 2017-18, and 2018-19 (total \$360M). He mentioned that MTC has chosen to make the regional Call for Projects concurrent with the statewide Call for Projects which is March 26, 2015. The deadline for both regional and statewide applications will be May 29, 2015. He also explained that Cycle 2 of ATP will differ in some minor ways from Cycle 1, including funding eligibility for all phases (environmental, design, and construction), no local match will be required for any projects, and Disadvantaged Communities criteria are likely to change.

Andrew Hart also noted that STA intends to work with potential local project sponsors over the next few months to identify those projects that appear to have the best possibility of qualifying for ATP funds, and supporting those agencies in their development of ATP applications. This will likely include additional SR2S projects, those located in or supporting Priority Development Areas and/or Priority Conservation Areas, and those located in designated areas of disadvantaged communities.

B. Project Delivery Update

Robert Guerrero noted that the final date to send a request for authorization to Caltrans for FY 2014-15 projects is February 28th. He added that project sponsors who are not able to make this date should request to have their projects pushed back to later fiscal years. He also noted that the City of Vallejo requested to move their construction phase obligation date for their SR2S project back to FY 2015-16, as they will not be able to obtain approval by the obligation deadline. Upon discussing with MTC, there are not funds in FY 2015-16, and they were moved to FY 2016-17 to accommodate this request. Project may be available for advancement if funds become available sooner.

NO DISCUSSION ITEMS

C. SolanoExpress Marketing Plan Update

D. Legislative Update

E. Fiscal Year (FY) 2014-15 Abandoned Vehicle Abatement (AVA) Program First Quarter Report

F. Summary of Funding Opportunities

G. Draft Meeting Minutes of STA Board & Advisory Committees

H. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2015

9. FUTURE STA TAC AGENDA ITEMS

A summary of the agenda items for February 2015 and March 2015 were presented.

10. ADJOURNMENT

The meeting was adjourned at 3:05 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, February 25, 2015.**

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DATE: January 15, 2015
TO: STA TAC
FROM: Robert Guerrero, Project Manager
RE: STA Soundwall Retrofit Policy

Background

Soundwalls located adjacent to highway corridors are typically constructed and funded as part of new developments along highways and freeways, if warranted. Prior to 1998, the California State Department of Transportation (CalTrans) was responsible for evaluating and funding Soundwalls. Soundwalls for already improved segments of highways and freeways could be funded through the State Transportation Improvement Program (STIP); however, this option has not been exercised since 1997 when Caltrans' Soundwall retrofitting program expired. This is referred to as soundwall retrofit, as the walls would be placed after the freeway or highway installation.

Since 1998, the Solano Transportation Authority (STA) has been responsible for selecting eligible projects for the STIP in Solano County. While Soundwall projects are eligible for STIP funds, the STA Board has not identified it as a priority for STIP funding in the past due to a number of other critical project priorities associated with improving safety and/or improving mobility in the county. The STA has dedicated Solano County's limited STIP funding to regionally significant projects such as the I-80/680/SR 12 Interchange, SR 12 Jameson Canyon Project, and the Fairfield-Vacaville Train Station. The current STA STIP funding priority is the Jepson Parkway Project, a multi-modal transportation corridor that connects the cities of Suisun City, Fairfield, Vacaville and unincorporated portions of Solano County. The next opportunity for the STA Board to consider priority projects for the STIP is in late 2015 in preparation for being programmed into the 2016 STIP.

Although Soundwalls have not been considered a priority in the past, however, individual cities and the STA have been contacted several times over the last year about this issue. As a result, STA staff has determined a policy was necessary to address future requests and has reviewed similar policies from other counties and regions. The most specific policy identified by STA staff was Alameda County Congestion Management Agency's (ACCMA) Soundwall policy which is specific in roles and responsibilities for each agency involved (i.e. local jurisdiction, ACCMA, and Caltrans). In addition, Caltrans District 4 was an active participant in its development and implementation. Therefore, STA staff is recommending a Soundwall policy that is similar to ACCMA's.

Discussion:

Attached is STA's proposed version of a soundwall policy utilizing ACCMA's Soundwall policy (Attachment A) as a model. The policy is defined by two phases: Phase 1: Initial Screening Process and Phase 2: Noise Barrier Scope Summary Report Process. The estimated time to complete both processes is approximately two and half (2.5) years. Attachment B includes ACCMA's summary flow chart which illustrates each step outlined in their policy.

STA staff has developed a similar flow chart for Solano County's soundwall policy and presented it to the TAC at their January 28th meeting.

Phase 1: Initial Screening Process

This Phase defines how requests are submitted and the procedures needed to initially justify constructing a Soundwall. It involves a confirmation of local jurisdiction's willingness to be the project sponsor and to coordinate with the STA and Caltrans to analyze the need and cost-effectiveness of a Soundwall installation. An initial screening with the following four criteria will be conducted by Caltrans and the local jurisdiction for STA evaluation:

- The existing or future predicted exterior noise level is at least 65 decibels.
- A reduction of at least 5 decibels resulting from the installation of a Soundwall can be achieved.
- The projected cost will not exceed \$45,000 per dwelling unit affected by the Soundwall.
- The residences were developed prior to opening the freeway to traffic.

The Soundwall analysis enters into Phase 2 if the circumstances meet the criteria outlined above. It should be noted that there are appeal options set forth in the Phase 1 should a circumstances not meet all of the criteria. Details for which are included in Steps 7 through 18 of Attachment A.

Phase 2: Noise Barrier Scope Summary Report Process (NBSSRP)

This phase requires more detailed studies to determine the feasibility and eligibility of the Soundwall. The NBSSRP provides detailed information and designs for the following:

- Cost of the Soundwall not to exceed \$45,000 per dwelling unit, which may be adjusted periodically to reflect current construction costs;
- Absolute noise levels approaching 67 decibels or more;
- Reduction of a minimum of 5 decibels in noise levels expected from Soundwall construction;
- A detailed cost estimate;
- Life cycle of the Soundwall to exceed 15 years;
- Consideration of the environmental impacts of a freeway Soundwall, such as visually intruding on a scenic highway, blocking residents' views or scenic vistas, or causing adverse effects on historical sites or endangered species; and
- Engineering feasibility, including consideration of topography; access requirements for driveways, freeway ramps, and local streets; safety; and other noise sources in the area.

In addition to this analysis, the local jurisdiction is responsible for having an inclusive public forum to solicit input from residents affected by the new Soundwall facility. The local jurisdiction will then need to certify by resolution of support with specific language outlined for the STA to consider the Soundwall as part of future STIP allocation.

The STA TAC considered this item at their January 28, 2015 meeting and requested to delay action until their February 25th meeting to allow additional time to review the proposed draft soundwall policy.

Fiscal Impact:

None to the STA's current budget at this time. The action is to define a procedure to evaluate soundwalls as candidate projects for future STIP funding cycles.

Recommendation:

Forward a recommendation to the STA Board to approve the STA Soundwall Retrofit Policy as supported by the Solano Highway Partnership (SoHip) and as outlined in Attachment A.

Attachments:

- A. STA Draft Soundwall Retrofit Policy
- B. ACCMA Soundwall Retrofit Policy Flowchart

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*Solano Transportation Authority (STA) Freeway Sound Wall Policy - DRAFT***PHASE 1: INITIAL SCREENING PROCESS**

Approximately 6-12 months

Step 1: Request for Freeway Sound Wall is Initiated.

A request for a freeway sound wall has, historically, originated in a number of ways. A request may originate from residents to their jurisdiction, from residents to Caltrans, from residents to the STA, or from STA Board Members to the rest of the Board if the request is made to Caltrans, Caltrans will forward to the STA under this process.

Steps 2-4: Jurisdiction Sponsors Initial Screening.

A jurisdiction in this document is defined as the governmental entity of Solano County or an incorporated city within Solano County. STA staff will refer all requests for sound walls to the appropriate jurisdiction in order to ascertain whether it wishes to sponsor the sound wall request and take responsibility for coordinating the input from the public. Underlying this step is the policy that STA's responsibility is limited to funding and programming freeway sound walls. (Step 2)

If the jurisdiction wishes to sponsor the request for a freeway sound wall - whether it is a referral from the STA or a request from its residents directly to the jurisdiction- the jurisdiction should so indicate in writing. This can be in the form of a letter or by electronic mail, notifying the STA that it is aware of its role in the process and specifying the staff person assigned to head the project within the jurisdiction. The request should also indicate whether the jurisdiction is aware of or has available any previous noise studies conducted in the vicinity of the proposed sound wall. (Step 3) If the jurisdiction decides not to sponsor the request, the STA will refer all further inquiries about the sound wall project to the jurisdiction. (Step 4)

Step 5: STA Staff Sends Request to Caltrans.

STA staff will send the request for an initial screening to Caltrans, indicating the jurisdiction's support and its staff member assigned to the project. The STA will also forward information on whether or not a previous noise study exists.

Caltrans will review and previous noise studies it has conducted in the area or any the jurisdiction has conducted. If the study indicates a freeway sound wall is warranted and Caltrans staff concurs with the study, the sound wall request will move to Step 6. If the study needs updating or if no study exists, Caltrans will perform an initial screening to determine whether the sound wall is warranted. The screening will determine whether the following four criteria are met:

- The existing or future predicted exterior noise level is at least 65 decibels.
- A reduction of at least 5 decibels resulting from the installation of a sound wall can be achieved.
- The projected cost will not exceed \$45,000 per dwelling unit affected by the sound wall.
- The residences were developed prior to opening the freeway to traffic.

Caltrans will write up the results of its initial screening and forward them to the STA with the following components:

1. The existing noise levels expressed in decibels;
2. The estimated decibel reduction resulting from the installation of a freeway sound wall;
3. A description of the potential sound wall's length and height;
4. A diagram of the affected freeway section, its on-and-off ramps, and the sound wall locations;
5. The location and number of residences, schools, and commercial buildings affected by the proposed sound wall;
6. The estimated construction costs of the sound wall and the associated Caltrans' support costs; and
7. Special circumstances that could affect the costs, such as retaining walls, lane closures, right of way acquisitions, etc.

Step 6: STA Evaluates Compliance with Project Screening Criteria.

Projects that meet the four screening criteria will proceed to step 18. The four screening criteria are:

- an existing or future exterior noise level of at least 65 decibels;
- a reduction of at least 5 decibels resulting from the installation of a freeway sound wall;
- a cost of not more than \$45,000 per dwelling unit affected by the sound wall, which may be adjusted periodically; and
- a residence that existed before the opening of the freeway to traffic.

Some proposed sound walls may meet one or two of the criteria, but not all four. Freeway sound wall requests will first be presented to the Solano Transportation Authority's Technical Advisory Committee (STA TAC), which will make a recommendation to the STA Board. The STA TAC and the STA Board may deny further study and programming of sound walls that do not meet the screening criteria. Jurisdictions recommended for denial may appeal the decision by requesting that additional analysis be performed by Caltrans to more precisely determine the project's ability to meet the federal standard in question. These projects should proceed to step 7.

Steps 7-8: STA TAC and STA Board (A) Authorize Additional Analysis or (B) Consider Discretionary Funding or (C) Deny Project.

Screening Criteria Not Met

(A) Additional Analysis: In order to allow flexibility in its freeway sound wall policy, the STA Board, at its discretion, may permit jurisdictions that are recommended for denial to appeal the decision by requesting additional analysis. All sound wall projects must result in a 5 decibel reduction or face an outright denial. However, some projects may be borderline in meeting other criteria- several thousand dollars above the threshold or a few decibels below the 65 decibel criterion. The appeal will be considered only for jurisdictions that are borderline in meeting these criteria, as determined by STA TAC and the STA Board. Projects authorized for additional analysis will proceed to Step 9.

(B) Discretionary Funding: Projects that are not borderline in meeting the other three criteria, but nonetheless demonstrate that a 5 decibel reduction could be achieved from a sound wall, may be considered for non-federal, discretionary funding from the STA. The STA Board may allow the jurisdiction to submit a justification in writing of the compelling reasons a freeway sound wall would benefit its community. The jurisdiction might offer financial participation in the project. Or the jurisdiction might petition for other noise abatement measures, such as soundproofing windows. Projects considered for discretionary funding will proceed to Step 14.

(C) Step 8 - Deny: Sound wall projects that cannot achieve a 5 decibel reduction in noise will be ineffective and, therefore, will be denied.

Step 9: Caltrans Performs Additional Analysis on the Criteria in Question for Projects that Failed the Initial Screening.

Caltrans will perform more detailed study on projects that did not meet federal decibel or cost criteria and forward its results to the STA. Projects that meet all four of the federal requirements after the additional analysis will proceed to Step 18, other projects to Step 10.

Step 10: STA TAC and the STA Board (A) Consider Addition of Local Funds to the Project Budget or (B) Consider Request for Non-Federal Funds or (C) Deny Projects.

Screening Criteria Not Met

(A) Steps 11-13 - Jurisdiction Supplements Federal Funds:

Projects that meet the decibel requirements but exceed a cost of \$45,000 per dwelling unit will be given the option of paying for the additional costs through local resources. Some examples of payment options that could be offered by the jurisdiction include:

- Forming an assessment district with the affected property owners to pay the difference between the \$45,000 per dwelling unit and the higher cost estimated by Caltrans.
- Agreeing to fund the sound wall by forfeiting another of its Regional Transportation Improvement Program (RTIP) projects.
- Using the jurisdiction's local funds.

The jurisdiction may submit its offer to meet the higher costs in writing to STA TAC and the STA Board (Step 11). The STA Board will consider the proposed financing plan (Step 12). The freeway sound wall project will proceed to Step 18 if the plan is approved or will be denied (Step 13).

(B) Steps 14-16 - Jurisdiction Requests Non-Federal Funds and Prepares Justification:

Projects that do not meet the four federal criteria or are not accompanied by an agreement to pay for costs above \$45,000 per dwelling unit will be recommended for denial. However, the STA Board may permit jurisdictions that are recommended for denial to compete for non-federal, discretionary funds. It should be noted that the primary sources of funding available to the STA for programming contain federal funds and that the availability and frequency of the funding cycles for non-federal discretionary funding are limited. STA staff will inform jurisdictions of their project's failure to pass the additional analysis by Caltrans. Such jurisdictions may submit a justification in writing to STA TAC and STA Board describing the compelling reasons that a freeway sound wall would benefit their communities (step 14). The jurisdictions might offer financial participation in the project. Or the jurisdictions might petition for other noise abatement measures, such as soundproofing windows.

In these steps, all projects requesting discretionary funding for noise abatement will be considered---those borderline projects that did not pass the additional analysis and those projects from Step 7 that are accompanied by a justification from the jurisdiction (step 15). In addition, second priority applications from libraries, hospitals and schools will be considered at this time. The STA Board will consider the discretionary funds available which projects are approved. Approved projects will proceed to Step 18. If the STA Board determines that the justification for the project is not satisfactory, the project will be denied for non-federal funding and consideration of it will end. (step 16)

(C) Step 17 - Deny:

If no justification is proposed, the project will be denied for non-federal funding and consideration of it will end.

Step 18: Property Owners Petition

During the initial screening, Caltrans will define the specific location of the sound wall and identify the residences that will be adjacent to it and/or affected by it with a minimum 5 decibels noise reduction. The STA will notify the jurisdiction of Caltrans' findings from the initial screening and request that a petition from the property owners be circulated for those proposed sound walls which meet the requirements of the STA Freeway Sound Wall Policy. In order to evaluate support in the neighborhood, a petition favoring construction of a sound wall must be signed by a property owner from 100% of the households with a property line that immediately faces the proposed sound wall and 75% of the households with a property line not immediately facing the proposed sound wall, but experiencing a minimum 5 decibels in noise reduction, as defined by Caltrans (multi-unit structure petition requirements will be considered on a case by case basis). At this stage, the jurisdiction should encourage property owners with tenants to notify their tenants of the proposed sound wall. The notice can also alert tenants about their opportunity to participate in a future meeting (in step 26), describing Caltrans' findings from a scoping study of the proposed sound wall. The jurisdiction will collect the petition and forward it to the STA with the required signatures. If the petition requirements as detailed above are not met, the jurisdiction may submit an appeal with the petition. The appeal should address issues such as to why a sound wall should be pursued with less than the policy mandated supported levels and why a sound wall should be pursued if there is not unanimous support from the property owners with a property line that immediately faces the proposed sound wall. The goal of property owners with a property line that immediately faces that proposed sound wall. The goal of Step 18 is to assure the STA, the region, and the State that there is strong support for the sound wall before further efforts are made on the project to make it eligible for programming.

Step 19: STA Evaluates Completed Petition

Proposed freeway sound walls that meet the requirements of the STA Freeway Sound Wall Policy and that are accompanied by completed petition will be forwarded first to STA TAC and then to the STA Board with a staff recommendation that they be allowed to proceed to Phase 2, pending a Letter of Intent from the jurisdiction. In Phase 2, a detailed noise study, known as a Noise Barrier Scope Summary Report (NBSSR), will be conducted by Caltrans.

Step 20: STA TAC and the STA Board Consider Proceeding with a NBSSR, Pending a Letter of Intent from the Jurisdiction

Projects that meet the requirements of the STA Freeway Sound Wall Policy and that are accompanied by a completed petition will be presented to STA with a recommendation to proceed with the NBSSR. STA TAC will then forward its recommendations to the STA Board for approval. Projects that have an incomplete petition/appeal will be considered on a case-by-case basis. Projects, if approved, will proceed to Step 22, or will be denied (Step 21).

Stage 22: Jurisdiction Submits Letter of Intent to STA

The jurisdiction should submit a Letter of Intent to the STA, indicating its intention to support the freeway sound wall or alternative noise abatement project and take responsibility for a formal public process during Phase 2. If the jurisdiction agreed to pay costs exceeding the federal standard, it should outline in more detail how it intends to meet those obligations and under what time frame.

PHASE 2: NOISE BARRIER SCOPE SUMMARY REPORT (NBSSR) PROCESS

Approximately 2 years

Step 23: STA TAC and the STA Board Prioritize NBSSR Requests

Requests for all NBSSR studies are part of an annual process, which usually occurs in the Fall. In the event that there is neither the staff time nor the funds available to program all the requested studies, STA TAC will recommend which projects should receive the highest priority. Individual freeway sound wall studies may be judged against each other, with priorities based on:

- how much the existing or predicted future exterior noise exceeds 65 decibels;
- whether the project meets all four federal standards;
- cost-effectiveness;
- financial participation by the jurisdiction;
- considerations based on impact on minority and low income populations; and
- how long the request for a sound wall has been in the queue waiting for a study.

Noise abatement projects that do not involve a sound wall will also be considered in this process and prioritized.

STA TAC will then forward its priority lists to the STA Board for approval. Those sound wall studies and alternative noise abatement projects that do not make the cutoff list to have the necessary studies performed, due to limited staff time and funding, will return to Step 23 for consideration in the next fiscal cycle.

Step 24: Caltrans Prepares the NBSSR or Jurisdiction Prepares Noise Study

Caltrans will prepare the NBSSR and provide quarterly status reports on its progress. A NBSSR is a detailed noise study, which usually consists of an analysis of the following factors:

- Cost of the sound wall not to exceed \$45,000 per dwelling unit, which may be adjusted periodically to reflect current construction costs;
- Absolute noise levels approaching 67 decibels or more;
- Reduction of a minimum of 5 decibels in noise levels expected from sound wall construction;
- A detailed cost estimate;
- Life cycle of the sound wall to exceed 15 years;
- Consideration of the environmental impacts of a freeway sound wall, such as visually intruding on a scenic highway, blocking residents' views or scenic vistas, or causing adverse effects on historical sites or endangered species; and
- Engineering feasibility, including consideration of topography; access requirements for driveways, freeway ramps, and local streets; safety; and other noise sources in the area.

Jurisdictions approved for non-sound wall noise abatement projects will prepare a noise study with the detail necessary for final approval and construction or installation. The noise study will include, at a minimum:

- A detailed cost estimate;
- Cost of the noise abatement project per dwelling unit, classroom, hospital room, or library study area;
- Reduction in decibels expected from the project;
- Life cycle of the project; and

- Factors influencing feasibility.

Caltrans will not be involved in non-sound wall projects, unless the project requires use of its right-of-way, in which case Caltrans must approve the design. Jurisdictions that receive final STA approval to fund no-sound wall noise abatement projects will be expected to plan and administer the construction of the project themselves.

Step 25: STA TAC and the STA Board Accept the Freeway Sound Wall or Alternative Noise Abatement Project, Pending Receipt of a Resolution Adopted by Elected Officials of the Jurisdiction.

Projects with a completed NBSSR or noise study will be presented to STA TAC with a recommendation to accept the projects. STA TAC will then forward its recommendation to the STA Board for approval. STA TAC and the STA Board will take action at this stage, before the jurisdiction conducts a formal public process, to assure the jurisdiction of the STA's intent to fund the sound wall or alternative noise abatement project.

Step 26: Jurisdiction Conducts a Forum Public Process

The jurisdiction shall invite all those directly affected by a freeway sound wall to a meeting held within the vicinity of the proposed project. Notices of the meeting must be mailed to those property owners and tenants who will be able to see the sound wall from their residences. Notices of the meeting must be mailed or posted to alert other residents, schools, businesses, etc. in the immediate neighborhood. Notices must be written and distributed in the predominate languages of the impacted area. The jurisdiction is encouraged to notify as broadly as possible other parties who may be interested. This could be done through communication vehicles, such as newsletters, posters, newspaper articles, etc. The meeting should be open to the general public. The jurisdiction should arrange for a Caltrans representative to be present to act as a resource for questions about the findings of the NBSSR. Issues of design and landscaping should also be covered during this meeting. The STA will only fund sound walls with Caltrans' standard designs and landscaping. Jurisdictions desiring enhancement of the design and landscaping (such as 'living walls' or special facade treatments) must be prepared to make up the difference in cost. Therefore, whether property owners wish to form an assessment district to support such upgrades may be a topic covered in this meeting. Caltrans will also explain the conditions under which reflected noise may occur from a sound wall and how potential noise reflection of sound walls will be addressed during the detailed design of an approved sound wall. Depending on the level of public concern or interest, the jurisdiction may wish to hold additional meetings to be certain there is community consensus about supporting the sound wall.

For alternative noise abatement projects, the jurisdiction shall convene a meeting of all those who would directly receive a benefit, including property owners and tenants. The jurisdiction should explain the results of the noise study and address any issues raised by the property owners or residents. The jurisdiction must receive acquiescence in writing from each property owner who will receive an alternative noise abatement project. No further noise abatement in the form of sound walls will be considered, if alternative noise abatement is accepted.

Step 27: Jurisdiction Submits Resolution Adopted by Elected Officials

Elected officials of the jurisdiction must pass a resolution of support for the proposed freeway sound wall as an agenda item at one of their meetings. The resolution should state that significant support exists in the community for the proposed sound wall. If the jurisdiction has offered financial participation, the resolution should commit the resources or actions to ensure that these financial promises will be fulfilled.

The STA Board will not hear appeals of the jurisdiction's resolution of support. Any resident who objects to the STA about the jurisdiction's resolution will be referred to the jurisdiction's staff. The resolution adopted by the elected officials will stand through Step 28. The goal of Step 27 is to assure the STA, the region, and the State that there is strong support for the sound wall before further funds are programmed or expended. However, should the resolution be rescinded before construction, the sound wall will be deleted from the CMA's list of projects.

The jurisdiction must also pass a resolution of support as an agenda item at one of its meetings for alternative noise abatement projects. The resolution should be forwarded to the STA with the written signatures of the affected property owners acquiescing to the project.

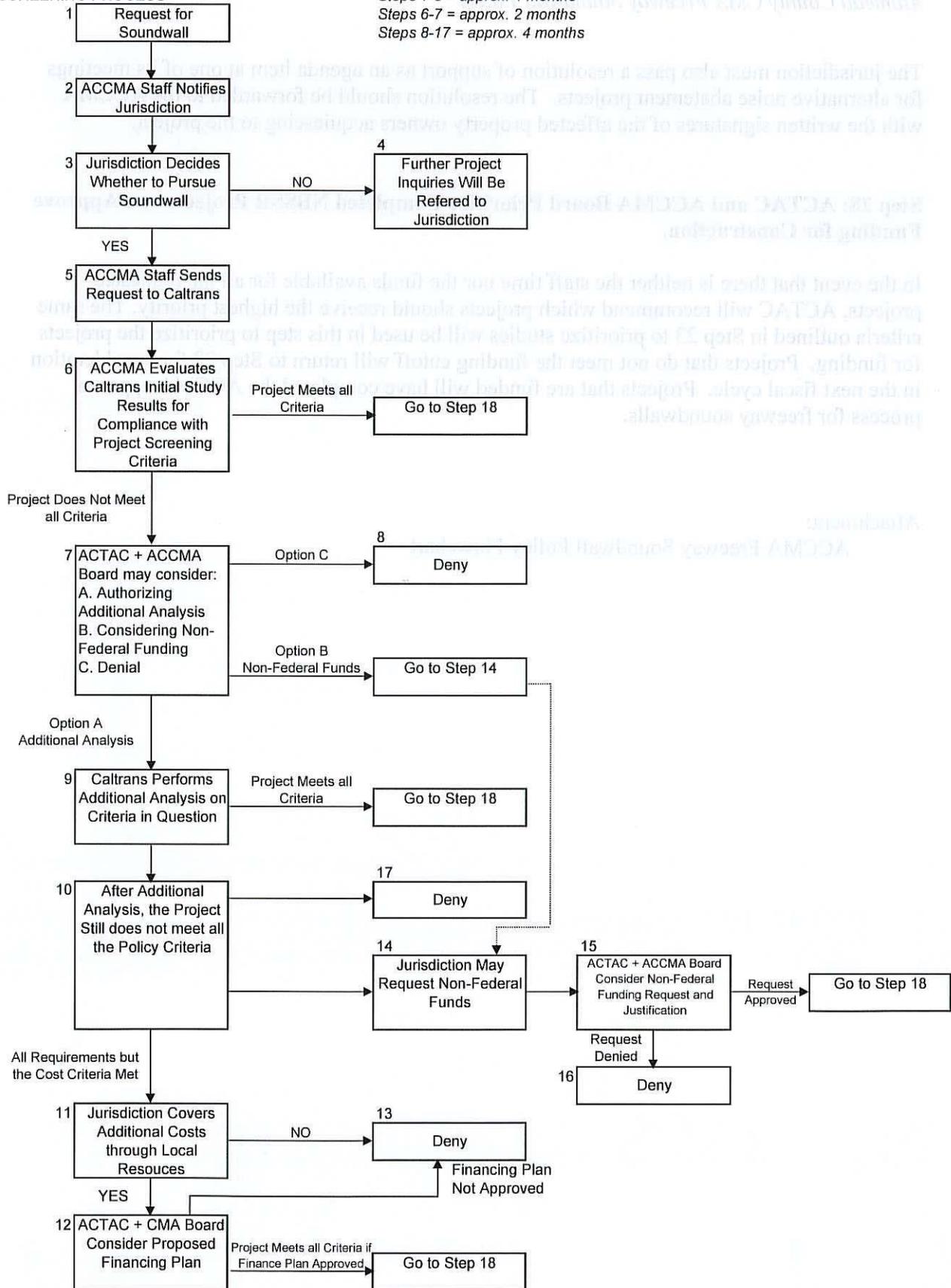
Step 28: STA TAC and STA Board Prioritize Completed NBSSR Projects and Approve Funding for Construction

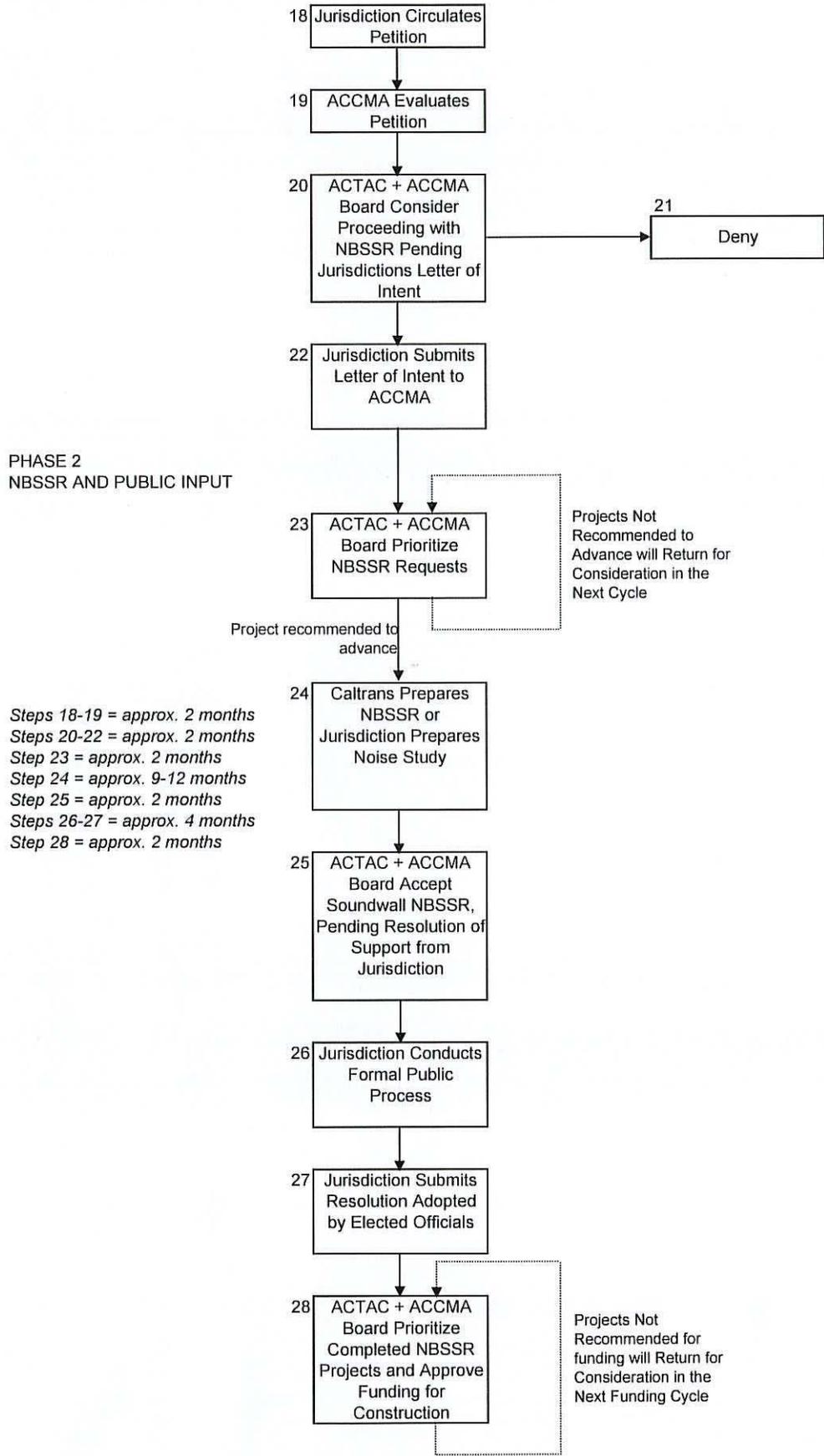
In the event that there is neither the staff time nor the funds available for all the requested projects, STA TAC will recommend which project should receive the highest priority. The criteria outlined in Step 23 to prioritize studies will be used in this step to prioritize the projects for funding. Projects that do not meet the funding cutoff will return to Step 28 for consideration in the next fiscal cycle. Projects that are funded will have completed the STA approval process for freeway sound walls.

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PHASE 1
 INITIAL SCREENING PROCESS

Steps 1-5 = approx. 4 months
 Steps 6-7 = approx. 2 months
 Steps 8-17 = approx. 4 months







DATE: February 18, 2015
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On December 10, 2014, the STA Board approved its 2015 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2015.

Monthly legislative updates are provided by STA's State and Federal lobbyists for your information (Attachments A and B). A Legislative Bill Matrix listing state bills of interest is available at <http://tiny.cc/staleg>.

Discussion:

Assembly Member Linder has introduced Assembly Bill [\(AB\) 4](#) (Attachment C), to prevent vehicle weight fee revenues from paying off transportation general obligation bonds. These funds would instead remain in the State Highway Account. Currently, the "swap-based" excise tax on gasoline is used to backfill the State Highway Account for the loss of these funds - approximately \$1 billion annually - which results in less excise tax funding available for local streets and roads and the State Transportation Improvement Program (STIP). This bill does not propose any specific uses for the funds other than staying in the State Highway Account through January 1, 2020. Staff recommends watching AB 4.

Assembly Member Frazier has introduced Assembly Bill [\(AB\) 194](#) (Attachment D), which would authorize a regional transportation agency to apply to the California Transportation Commission to operate a high-occupancy toll (HOT) lane. This bill further requires that a regional transportation agency "consult" with any local transportation authority such as STA prior to applying for a HOT lane if any portion of the lane exists in the local transportation authority's jurisdiction. This bill also specifically does not authorize the conversion of a mixed-flow lane into a HOT lane. Staff may bring a recommendation for this bill at the March Consortium/TAC meeting.

Assembly Member Alejo introduced Assembly Bill [\(AB\) 227](#) (Attachment E), which would also prohibit the use of vehicle weight fees to pay debt-service on transportation bonds. In addition to protecting the vehicle weight fees, this bill would extend the authorization for Public Private Partnerships (P3) beyond the current sunset date of 2017. As it is early in the legislative year and bills have not started going through committees, staff recommends watching AB 227.

The Governor has also introduced a managed lanes trailer bill (Attachment F). It is somewhat different than the Frazier bill (AB 194), but seems to do the same thing, essentially, allowing regional agencies to apply to establish toll facilities. It proposes to authorize toll roads (like Highway 37) and lets regional agencies apply. Staff will monitor the progress of this bill.

The Administration (CalSTA) has introduced a budget trailer bill (Attachment G) which revises the way highway segment relinquishments would occur. It only identifies segments that can be relinquishments to cities or counties. At the direction of STA staff, our state lobbyist is working with the Administration to include Joint Power Authorities as eligible relinquishment agencies. STA staff is also having initial discussions with Sonoma County, MTC and Caltrans regarding options for funding improvements to the SR 37 Corridor, including the potential for tolling. Staff will monitor the progress of this bill.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA TAC and Board to take the following positions:

- Assembly Bill (AB) 4 (Linder) - Prohibiting the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund; *Watch*
- Assembly Bill (AB) 227 (Alejo) – Prohibiting the transfer of weight fee revenues from the State Highway Account to the Transportation Deb Service Fund and extending P3 authorization; *Watch*

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. AB 4 (Linder)
- D. AB 194 (Frazier)
- E. AB 227 (Alejo)
- F. Administration Trailer Bill re Highway Tolling
- G. Administration Trailer Bill re Highway Relinquishment



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

February 11, 2015

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Partner
 Matt Robinson, Legislative Advocate
 Shaw / Yoder / Antwih, Inc.

RE: **STATE LEGISLATIVE UPDATE – February 2015**

Legislative Update

On January 9, Governor Brown released his 2015-16 Proposed Budget, which includes approximately \$17 billion in transportation spending across all programs under the umbrella of the California State Transportation Agency, with approximately \$1.4 billion going to cities and counties. As part of his budget, the Governor alluded to the need to find additional transportation funding, particularly to address the state's funding shortfall in the State Highway Operations and Protection Program (SHOPP), estimated to be around \$59 billion. The Governor also acknowledged the need to continue to explore new funding sources, including a road usage charge and tolling. The Governor's Budget also proposes to streamline the highway relinquishment process to allow roads that serve a local or regional purpose to more easily be transferred to local agencies. We submitted a detailed overview of the Governor's Budget to the Authority last month.

February 27 marks the final day to introduce bills for consideration in the first year of the 2015-16 Legislative Session. The Legislature will break for Spring Recess on March 26.

Cap and Trade

The Governor's Budget proposes \$1 billion in Cap and Trade spending in 2015-16, with 60 percent of that funding earmarked for transportation programs, including the high-speed rail project. The Legislative Analyst's Office, in its review of the Governor's Budget, argues that the above estimate is far too low and that Cap and Trade revenues will likely be in excess of \$2 billion.

The guidelines for the **Affordable Housing and Sustainable Communities (AHSC) Program** were adopted by the Strategic Growth Council (Council) on January 20. The Council received \$130 million for the AHSC Program in FY 2014-15 (20 percent of all Cap and Trade revenues beginning in FY 2015-16). The Program will fund two specific project-types – Transit Oriented Development (TOD) Projects and Integrated Connectivity Projects – with applicants applying for funding in either program based on the project's proximity to high-quality transit service. Public agencies, including joint powers authorities, may apply for funding under the Program. TOD Projects must include an affordable housing development. Eligible capital uses under the AHSC Program include: affordable housing development; housing-related infrastructure; and transportation-related infrastructure. The Program has a disadvantaged community

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benefit-target of 50 percent and no less than half of the funding in the Program must be spent on affordable housing.

The final guidelines for the **Transit and Intercity Rail Capital Program** were released on February 6 and CalSTA issued the call for projects shortly thereafter. This Program received \$20 million in 2014-15 (10 percent of all Cap and Trade revenues beginning in FY 2015-16) and will provide grants to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail system. Eligible projects under the TIRCP will be rail capital projects; intercity and commuter rail projects that increase service levels, improve reliability, and decrease travel times; rail integration implementation; and, bus rapid transit and other bus transit investments to increase ridership and reduce greenhouse gas emissions. The Program has a disadvantaged community benefit-target of 25 percent.

Road Usage Charge and Tolling

On January 23, the Road Charge Technical Advisory Committee held its first meeting since being formed by the CTC in December. The meeting consisted primarily of framing up roles and responsibilities moving forward. The Committee also heard program updates from Oregon and Washington. The next meeting will be held on February 26 in Sacramento.

As mentioned above, the Governor has included tolling as part of his budget, a proposal we expect will be modeled after the recommendations contained in the California Transportation Infrastructure Priorities report released by CalSTA last February. The Administration indicated the authorizing legislation, similar to last session's SB 983 (Hernandez), will be part of the budget process and included in a budget trailer bill. We anticipate that at least one member of the Legislature will introduce a separate bill on the subject.

Bills of Interest

AB 4 (Linder) Vehicle Weight Fees

This bill would prohibit vehicle weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund. This bill would sunset on January 1, 2020.

SB 32 (Pavley) Extension of Global Warming Solutions Act of 2006 (AB 32)

Under AB 32, ARB adopted a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and was authorized to adopt regulations to achieve the GHG reduction-target, including a market-based compliance mechanism (Cap and Trade). This bill would require ARB to approve a GHG limit equivalent to 80% below the 1990 level to be achieved by 2050 and would authorize the continued use of the regulatory process to ensure the target is met.

M E M O R A N D U M

January 29, 2015

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

On January 14, 2014 Susan Lent attended the meeting of the Solano Transportation Authority (STA) Board and made a presentation regarding the outlook for surface transportation legislation and funding. She also discussed approaches for STA to communicate its priorities in Washington. During January we also followed activities and actions surrounding the organization of the new Congress and brought developments to the attention of STA staff.

State of the Union

The President delivered his State of the Union speech on January 20. He highlighted infrastructure growth as a pathway to job creation and indicated that his fiscal year 2016 budget, scheduled for release on February 2, would propose a multi-year authorization of surface transportation programs. President Obama urged Congress to support a broad infrastructure plan to construct roads and transit systems, modernize ports, replace bridges, and build faster trains and build-out the infrastructure to support high speed internet services.

The Obama Administration will continue to advocate for passage of *The Grow America Act*, which would authorize \$302 billion over four years for highways, bridges, rail and transit. The Administration proposed the same legislation as part of last year's budget request. Congress took no action on the proposal and enacted a short-term extension of *MAP-21* that will expire on May 31, 2015. At a January 28 hearing before the Senate Environment and Public Works Committee, Department of Transportation Secretary Anthony Foxx stated that the Administration would submit an improved version of the bill in the 2016 budget that will include provisions to speed infrastructure permitting, including concurrent project review, and incentivize private investment in infrastructure.

The White House also has proposed the creation of Qualified Public Infrastructure Bonds (QPIB), which would be used to finance airports, port, mass transit, solid waste disposal, sewer and water and other infrastructure projects. The bonds would not be subject to state volume caps, which currently limit the use of PABs to finance mostly short-term construction projects. Interest on the bonds would be exempt from the alternative minimum tax. While the President

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did not discuss the new bond program in his address, additional information is expected to be released as part of the budget proposal.

Surface Transportation Reauthorization

Republicans and Democrats have coalesced around their support for identifying funding for multiyear surface transportation legislation. The May expiration of the current reauthorization, gives Congress only a few months to enact a multi-year bill or another short-term extension.

Identifying a stable funding source is the greater impediment to enacting a multi-year bill. In January, declining gas prices led many lawmakers to state that increasing the gasoline tax should be considered as a means of increasing revenue to the Highway Trust Fund, including a few Republican Senators -- Chairman Inhofe, Commerce Committee Chairman John Thune, (SD) and Finance Committee Chairman Orin Hatch (UT). However, House Transportation and Infrastructure Committee Chairman Bill Shuster (PA) and Speaker John Boehner (R-OH) have said that a gas tax increase will not pass the House.

The Administration has suggested that funding for surface transportation could come from corporate tax reform, particularly repatriation of overseas profits. However, there is opposition to the proposal as repatriation would create a temporary windfall and not provide sustainable funding. House Republicans also have discussed tax reform as a means to fund infrastructure in addition to direct revenue from royalties from increased domestic energy production.

While some Members of Congress and the Administration have expressed support for using revenues generated from tax reform to fund transportation, it is highly unlikely that comprehensive reform can be enacted before the May 31 deadline. It is more likely that Congress will be forced to pass another short term extension of MAP-21.

On January 28, the Senate Environment and Public Works Committee heard testimony from Secretary Anthony Foxx and the Governors of Alabama (Robert Bentley), Connecticut (Dannel Malloy), Vermont (Peter Shumlin), and South Dakota (Dennis Daugaard) regarding the need for a multi-year bill. On January 29, the Senate Commerce Committee heard testimony from stakeholders on improving the freight network, including former Pennsylvania Governor Ed Rendell, representing Building American's Future, Union Pacific President Lance Fritz, Werner Enterprises General Counsel Jim Mullen, and Cabela's Chief Supply Chain Officer Douglas Means. The House T&I Committee will hold a hearing on February 3 on *How the Changing Energy Markets Will Affect U.S. Transportation*.

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Regulatory Streamlining

Bills have been introduced in both the House and Senate that are designed to speed the permitting for infrastructure projects. Representatives Tom Marino (D-PA) and Collin Peterson (D-MN) introduced *The Responsibly and Professionally Invigorating Development (“RAPID”) Act*, H.R. 348. The bill would expedite project approval by requiring federal agencies to work concurrently in evaluating environmental impacts of a project. The lead agency would be required to set deadlines and if an agency failed to act within the deadline, the permit, license or application would be deemed approved. Similar legislation passed the House in the 113th Congress. The House Judiciary Committee is planning to act on the bill early this year.

On February 28, Senators Rob Portman (R-OH) and Claire McCaskill (D-MO) introduced the *Federal Permitting Improvement Act*. The bill contains provisions similar to the RAPID Act to improve agency coordination and establish deadlines for permitting decisions. It also contains provisions to enhance transparency and encourage early public participation, and limit construction delays caused by litigation. The bill is limited to economically significant capital projects, defined as those with an initial investment of more than \$25 million. Senators Angus King (I-ME), Joe Manchin (D-WV), Roy Blunt (R-MO), Ron Johnson (R-WI) and Rand Paul (R-KY) cosponsored the bill.

DOT Safer People, Safer Streets Initiative

On January 22, Secretary Foxx announced the *Mayor’s Challenge for Safer People and Safer Streets*, as part of DOT’s Safer People, Safer Streets initiative. As part of the program, a Mayor’s summit will be held on March 12 in Washington D.C. to discuss how to build upon or implement the challenge’s seven activity areas: 1) adopting a Complete Streets approach; 2) identifying and addressing barriers improve safety and convenience for all users; 3) gathering and tracking biking and pedestrian data; 4) adopting designs that are appropriate to the context of the street and its uses; 5) capturing opportunities to build on-road bike networks during routine resurfacing; 6) improving walking and biking safety laws and regulations; and 7) education and enforcement of proper road use behavior. DOT staff will assist attendees to identify new departmental resource that they can use to meet the goals of the challenge. DOT will hold a webinar on February 10.

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Legislation Introduced

Many bills have been introduced that are likely to be considered as part of consideration of the surface transportation reauthorization:

- *The Rebuild America Act, S. 268* (Sanders, I-VT) -- Authorizes \$1 trillion through fiscal year 2020 in funding for infrastructure projects, including targeted investments in roads, bridges, transit, passenger and freight rail, water infrastructure, marine ports and inland waterways, national parks, broadband and the electric grid. The proposed funding includes \$735 billion to repair roads, bridges and transit systems, \$75 billion for inter-city passenger and freight rail, \$145 billion for water infrastructure, and \$15 billion to improve inland waterways and coastal harbors and shipping channels to improve goods movement. The legislation does not specify a funding source for the spending.
- *The Local Transportation Infrastructure Act, S. 206* (Ayotte, R-NH) -- Reauthorizes the State infrastructure bank program.
- *The Partnership to Build America Act, H.R. 413* (Delaney, D-MD and Fitzpatrick, R-PA) -- Establishes the American Infrastructure Fund (AIF) as a wholly-owned government corporation to provide bond guarantees and make loans to state and local governments and non-profit infrastructure providers for transportation, energy, water, communications, or educational facility infrastructure projects. The fund would be capitalized through the sale of \$50 billion in qualified infrastructure bonds (QIBs) to U.S. corporations repatriating foreign assets. Senators Michael Bennet (D-CO) and Roy Blunt (R-MO) are expected to introduce a companion bill.
- *The Gas Tax Replacement Act, H.R. 309* (Huffman, D-CA) – Repeals the gas tax and establishes a carbon tax on highway fuels.
- *The 44 to 69 Act, H.R. 301* (Farenthold, R-TX) -- Amends the Intermodal Surface Transportation Efficiency Act of 1991 to include Texas State Highway 44 from United States Route 59 at Freer, Texas, to Texas State Highway 358 as part of the high priority Lower Rio Grande Valley Corridor of the National Highway System in Texas.
- *The Transportation Investment Generating Economic Recovery for Cities Underfunded Because of Size (TIGER CUBs) Act, H.R. 278* (Larsen, D-WA) – Creates a 20-percent setaside in the TIGER grants program for cities with populations with populations between 10,000 and 50,000. The bill was referred to the House Appropriations Committee.

Solano Transportation Authority

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- *The Commute Less Act*, H.R. 200 (Sires, D-NJ) -- Requires metropolitan planning organizations (MPOs) to engage in programs to expand employer-based commuter programs and requires MPO transportation improvement programs to include a list of projects identified in a commuter trip reduction plan to help achieve reduction goals.
- *The Bicycle and Pedestrian Infrastructure Improvement Act*, H.R. 199 (Sires, D-NJ) – Establishes a pilot program to make loans and loan guarantees to carry out bicycle and pedestrian infrastructure projects. Corporations, public-private partnerships, joint ventures, trusts and state infrastructure financing authorities are eligible to receive the financing. The bill has 12 Democratic cosponsors.
- *The Multimodal Opportunities Via Enhanced (“MOVE”) Freight Act*, H.R. 198 (Sires, D-NJ) -- Redefines the "national freight network" as a network composed of highways, railways, navigable waterways, seaports, airports, freight intermodal connectors, and aerotropolis transportation systems most critical to the multimodal movement of freight and creates a competitive grant program for capital investment projects that improve the efficiency of the national transportation system to move freight. There are two Democratic cosponsors of the bill.
- *The Transportation for Heroes Act*, H.R. 127 (Green, D-TX) - Requires transit agencies to provide veterans with discounted fares limited to no more than 50% of the peak hour fare during non-peak hours for transportation using or involving a facility or equipment of a project financed by urbanized formula grants.

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ASSEMBLY BILL**No. 4****Introduced by Assembly Member Linder**

December 1, 2014

An act to add and repeal Section 9400.5 of the Vehicle Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 4, as introduced, Linder. Vehicle weight fees: transportation bond debt service.

Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.

This bill, notwithstanding these provisions or any other law, until January 1, 2020, would prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or

any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.

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 9400.5 is added to the Vehicle Code, to
2 read:

3 9400.5. (a) Notwithstanding Sections 9400.1, 9400.4, and
4 42205 of this code, Sections 16773 and 16965 of the Government
5 Code, Section 2103 of the Streets and Highways Code, or any
6 other law, weight fee revenues shall not be transferred from the
7 State Highway Account to the Transportation Debt Service Fund,
8 the Transportation Bond Direct Payment Account, or any other
9 fund or account for the purpose of payment of the debt service on
10 transportation general obligation bonds, and shall not be loaned
11 to the General Fund.

12 (b) This section shall remain in effect only until January 1, 2020,
13 and as of that date is repealed, unless a later enacted statute, that
14 is enacted before January 1, 2020, deletes or extends that date.

O

ASSEMBLY BILL**No. 194****Introduced by Assembly Member Frazier**

January 28, 2015

An act to amend Section 149.7 of, and to add Section 149.2 to, the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 194, as introduced, Frazier. High-occupancy toll lanes.

Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles.

Existing law authorizes a regional transportation agency, as defined, in cooperation with the department to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value-pricing program and exclusive or preferential lane facilities for public transit, consistent with established standards, requirements, and limitations that apply to specified facilities. Existing law limits the number of approved facilities to not more than 4, 2 in northern California and 2 in southern California, and provides that no applications may be approved on or after January 1, 2012.

This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill

would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission and would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission’s cost and expense incurred in processing the application. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions.

This bill would additionally authorize the department to apply to the commission to develop and operate HOT lanes and associated facilities pursuant to similar provisions.

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 149.2 is added to the Streets and
- 2 Highways Code, to read:
- 3 149.2. (a) The department may apply to the commission to
- 4 develop and operate high-occupancy toll lanes, including the
- 5 administration and operation of a value pricing program and
- 6 exclusive or preferential lane facilities for public transit.
- 7 (b) Each application for the development and operation of the
- 8 facilities described in subdivision (a) shall be subject to review
- 9 and approval by the commission pursuant to eligibility criteria
- 10 established by the commission. For each eligible application, the
- 11 commission shall conduct at least one public hearing in northern
- 12 California and one in southern California.

1 (c) The commission shall establish guidelines for the
2 development and operation of facilities described in subdivision
3 (a) and approved by the commission pursuant to this section,
4 subject to the following minimum requirements:

5 (1) The department shall develop and operate the facilities in
6 cooperation with regional transportation agencies, as applicable,
7 and with the active participation of the Department of the California
8 Highway Patrol.

9 (2) The department shall be responsible for establishing,
10 collecting, and administering tolls.

11 (3) The department shall be responsible for paying for the
12 maintenance of the facilities from net toll revenue.

13 (4) The revenue generated from the operation of the facilities
14 shall be available to the department for the direct expenses related
15 to the maintenance, administration, and operation of the facilities,
16 including toll collection and enforcement.

17 (5) All remaining revenue generated by the facilities shall be
18 used in the corridor from which the revenue was generated pursuant
19 to an expenditure plan developed by the department and approved
20 by the commission.

21 (6) This section shall not prevent any regional transportation
22 agency or local agency from constructing facilities that compete
23 with the facilities approved by the commission and the department
24 shall not be entitled to compensation for the adverse effects on toll
25 revenue due to those competing facilities.

26 (d) The department shall provide any information or data
27 requested by the commission or the Legislative Analyst relating
28 to a facility that the department develops or operates pursuant to
29 this section. The commission, in cooperation with the Legislative
30 Analyst, shall annually prepare a report on the progress of the
31 development and operation of a facility authorized under this
32 section. The commission may submit this report as a section in its
33 annual report to the Legislature required pursuant to Section 14535
34 of the Government Code.

35 (e) Nothing in this section shall authorize the conversion of any
36 existing nontoll or nonuser-fee lanes into tolled or user-fee lanes,
37 except that a high-occupancy vehicle lane may be converted into
38 a high-occupancy toll lane.

39 SEC. 2. Section 149.7 of the Streets and Highways Code is
40 amended to read:

1 149.7. (a) A regional transportation agency, as defined in
 2 ~~Section 143, subdivision (h)~~, in cooperation with the department,
 3 may apply to the commission to develop and operate
 4 high-occupancy toll lanes, including the administration and
 5 operation of a value pricing program and exclusive or preferential
 6 lane facilities for public transit, ~~consistent with the established~~
 7 ~~standards, requirements, and limitations that apply to those facilities~~
 8 ~~in Sections 149, 149.1, 149.3, 149.4, 149.5, and 149.6: transit.~~

9 (b) ~~The commission shall review each~~ *Each* application for the
 10 development and operation of the facilities described in subdivision
 11 ~~(a) according shall be subject to review and approval by the~~
 12 ~~commission pursuant to~~ eligibility criteria established by the
 13 commission. For each eligible application, the commission shall
 14 conduct at least one public hearing in northern California and one
 15 in southern California.

16 (c) *A regional transportation agency that applies to the*
 17 *commission to develop and operate facilities described in*
 18 *subdivision (a) shall reimburse the commission for all of the*
 19 *commission’s costs and expenses incurred in processing the*
 20 *application.*

21 (e)
 22 (d) ~~The number~~ *commission shall establish guidelines for the*
 23 *development and operation of facilities described in subdivision*
 24 *(a) and approved under by the commission on or after January 1,*
 25 *2016, pursuant to this section shall not exceed four, two in northern*
 26 ~~California and two in southern California: section, subject to the~~
 27 *following minimum requirements:*

28 (1) *The regional transportation agency shall develop and*
 29 *operate the facilities in cooperation with the department, and the*
 30 *active participation of the Department of the California Highway*
 31 *Patrol, pursuant to an agreement that addresses all matters related*
 32 *to design, construction, maintenance, and operation of state*
 33 *highway system facilities in connection with the facilities.*

34 (2) *The regional transportation agency shall be responsible for*
 35 *establishing, collecting, and administering tolls.*

36 (3) *The regional transportation agency shall be responsible for*
 37 *paying for the maintenance of the facilities from net toll revenue,*
 38 *pursuant to an agreement between the department and the regional*
 39 *transportation agency.*

1 (4) *The revenue generated from the operation of the facilities*
2 *shall be available to the regional transportation agency for the*
3 *direct expenses related to the maintenance, administration, and*
4 *operation of the facilities, including toll collection and*
5 *enforcement.*

6 (5) *All remaining revenue generated by the facilities shall be*
7 *used in the corridor from which the revenue was generated*
8 *pursuant to an expenditure plan adopted by the regional*
9 *transportation agency.*

10 (6) *This section shall not prevent the department or any local*
11 *agency from constructing facilities that compete with the facilities*
12 *approved by the commission and the regional transportation*
13 *agency shall not be entitled to compensation for the adverse effects*
14 *on toll revenue due to those competing facilities.*

15 ~~(d)~~

16 (e) *A regional transportation agency that develops or operates*
17 *a facility, or facilities, described in subdivision (a) shall provide*
18 *any information or data requested by the commission or the*
19 *Legislative Analyst. The commission, in cooperation with the*
20 *Legislative Analyst, shall annually prepare a report on the progress*
21 *of the development and operation of a facility authorized under*
22 *this section. The commission may submit this report as a section*
23 *in its annual report to the Legislature required pursuant to Section*
24 *14535 of the Government Code.*

25 (f) (1) *A regional transportation agency may issue bonds,*
26 *refunding bonds, or bond anticipation notes, at any time, to finance*
27 *construction of, and construction-related expenditures for, facilities*
28 *approved pursuant to this section, and construction and*
29 *construction-related expenditures that are included in the*
30 *expenditure plan adopted pursuant to paragraph (5) of subdivision*
31 *(d), payable solely from the revenues generated from the respective*
32 *facilities.*

33 (2) *Any bond issued pursuant to this subdivision shall contain*
34 *on its face a statement to the following effect:*

35
36 *“Neither the full faith and credit nor the taxing power of the*
37 *State of California is pledged to the payment of principal of, or*
38 *the interest on, this bond.”*
39

- 1 (g) Before submitting an application pursuant to subdivision
- 2 (a), a regional transportation agency shall consult with any local
- 3 transportation authority designated pursuant to Division 12.5
- 4 (commencing with Section 131000) or Division 19 (commencing
- 5 with Section 180000) of the Public Utilities Code whose
- 6 jurisdiction includes the facility that the regional transportation
- 7 agency proposes to develop and operate.
- 8 (h) Notwithstanding Section 143, for purposes of this section,
- 9 “regional transportation agency” means any of the following:
- 10 (1) A transportation planning agency described in Section 29532
- 11 or 29532.1 of the Government Code.
- 12 (2) A county transportation commission established under
- 13 Section 130050, 130050.1, or 130050.2 of the Public Utilities
- 14 Code.
- 15 (3) Any other local or regional transportation entity that is
- 16 designated by statute as a regional transportation agency.
- 17 (4) A joint exercise of powers authority established pursuant to
- 18 Chapter 5 (commencing with Section 6500) of Division 7 of Title
- 19 1 of the Government Code, with the consent of a transportation
- 20 planning agency or a county transportation commission for the
- 21 jurisdiction in which the transportation project will be developed.
- 22 (5) The Santa Clara Valley Transportation Authority established
- 23 pursuant to Part 12 (commencing with Section 100000) of Division
- 24 10 of the Public Utilities Code.
- 25 ~~(e) No applications may be approved under~~
- 26 (i) ~~Nothing in this section on shall authorize the conversion of~~
- 27 ~~any existing nontoll or after January 1, 2012, nonuser-fee lanes~~
- 28 ~~into tolled or user-fee lanes, except that a high-occupancy vehicle~~
- 29 ~~lane may be converted into a high-occupancy toll lane.~~

O

ASSEMBLY BILL**No. 227****Introduced by Assembly Member Alejo**

February 3, 2015

An act to amend Sections 16773, 16965.1, and 63048.67 of, to add Section 16321 to, and to repeal Section 16965 of, the Government Code, to amend Sections 143, 183.1, and 2103 of the Streets and Highways Code, and to amend Sections 9400.1 and 42205 of, and to repeal Section 9400.4 of, the Vehicle Code, relating to transportation, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

AB 227, as introduced, Alejo. Transportation funding.

(1) Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified.

This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018.

(2) Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the transportation Bond Direct Payment Account for direct payment of debt service on designated

bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.

This bill would repeal these provisions, thereby retaining the weight fee revenues in the State Highway Account. The bill would make other conforming changes in that regard.

(3) Existing law provides for the deposit of fuel excise tax revenues imposed by the state on fuels used in motor vehicles upon public streets and highways in the Highway Users Tax Account, and appropriates those revenues to various purposes. Existing law, with respect to the portion of these revenues that is derived from increases in the motor vehicle fuel excise tax in 2010, requires an allocation of revenues to reimburse the State Highway Account for the amount of weight fee revenues that the State Highway Account is not receiving due to use of weight fee revenues to pay debt service on transportation general obligation bonds and to make certain loans to the General Fund, with the remaining amount of this portion of revenues allocated 44% to the State Transportation Improvement Program, 12% to the State Highway Operation and Protection Program, and 44% to city and county streets and roads.

This bill would delete the provisions relating to the reimbursement of the State Highway Account for weight fee revenues and relating to the making of loans to the General Fund, thereby providing for the portion of fuel excise tax revenues that is derived from increases in the motor vehicle fuel excise tax in 2010 to be allocated 44% to the State Transportation Improvement Program, 12% to the State Highway Operation and Protection Program, and 44% to city and county streets and roads. The bill would thereby make an appropriation.

(4) Existing law requires certain revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and continuously appropriates these funds for payment of current year debt service on certain mass transportation bonds.

This bill would delete the requirement to transfer these revenues to the Transportation Debt Service Fund, thereby providing for these

revenues to be used for any transportation purpose authorized by statute, upon appropriation by the Legislature.

(5) Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.

This bill would delete that date, thereby providing for no lease agreements to be entered into under these provisions after an unspecified date.

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

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

1 SECTION 1. Section 16321 is added to the Government Code,
2 to read:

3 16321. Notwithstanding any other provision of law, loans of
4 revenues to the General Fund from the State Highway Account,
5 the Public Transportation Account, the Bicycle Transportation
6 Account, the Motor Vehicle Fuel Account, the Highway Users
7 Tax Account, the Pedestrian Safety Account, the Transportation
8 Investment Fund, the Traffic Congestion Relief Fund, the Motor
9 Vehicle Account, and the Local Airport Loan Account shall be
10 repaid, on or before December 31, 2018, to the account or fund
11 from which the loan was made. This section shall apply to all loans
12 that otherwise have a repayment date of January 1, 2019, or later.

13 SEC. 2. Section 16773 of the Government Code is amended
14 to read:

15 16773. (a) Whenever any payment of principal of any bonds
16 shall become due, either upon the maturity of any of the bonds or
17 upon the redemption thereof prior to maturity, and whenever any
18 interest on any of the bonds shall fall due, warrants shall be drawn
19 against the appropriation made by the bond act from the General
20 Fund by the Controller in favor of the Treasurer, or state fiscal

1 agents, or other duly authorized agents, pursuant to claims filed
 2 with the Controller by the Treasurer, in the amounts so falling due.

3 (b) For any payments of debt service, as defined in subdivision
 4 (c) of Section 998.404 of the Military and Veterans Code, with
 5 respect to any bonds issued pursuant to a veterans’ farm and home
 6 purchase bond act adopted pursuant to Chapter 6 (commencing
 7 with Section 980) of Division 4 of the Military and Veterans Code,
 8 the Controller shall first draw warrants against the appropriation
 9 from the Veterans’ Bonds Payment Fund in Section 988.6 of the
 10 Military and Veterans Code, and, to the extent moneys in that fund
 11 are insufficient to pay the amount of debt service then due, shall
 12 draw warrants against the appropriation made by the bond act from
 13 the General Fund for payment of any remaining amount then due.

14 ~~(e) (1) For any payments of debt service, as defined in~~
 15 ~~paragraph (4) of subdivision (a) of Section 16965, with respect to~~
 16 ~~any designated bonds issued pursuant to Proposition 1B, the~~
 17 ~~Controller shall first draw warrants against the appropriation from~~
 18 ~~the Transportation Bond Direct Payment Account of the~~
 19 ~~Transportation Debt Service Fund created by subdivision (a) of~~
 20 ~~Section 16965, and, to the extent moneys in that account are~~
 21 ~~insufficient to pay the amount of debt service then due, shall draw~~
 22 ~~warrants from the General Fund for payment of any remaining~~
 23 ~~amount then due against such appropriation as may be available~~
 24 ~~therefor, including the appropriation made by Proposition 1B.~~

25 ~~(2) (A) For purposes of this subdivision and Section 16965,~~
 26 ~~“Proposition 1B” means the Highway Safety, Traffic Reduction,~~
 27 ~~Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49~~
 28 ~~(commencing with Section 8879.20) of Division 1).~~

29 ~~(B) For purposes of this subdivision, Section 16965, and Section~~
 30 ~~9400.4 of the Vehicle Code, the term “designated bond” means~~
 31 ~~any designated bond under Proposition 1B, and the term~~
 32 ~~“nondesignated bond” means any bond issued under Proposition~~
 33 ~~1B, whether issued before or after the enactment of the act adding~~
 34 ~~this subdivision, that is not a designated bond. For purposes of this~~
 35 ~~subdivision, a “designated bond” is an issue of bonds (including~~
 36 ~~refunding bonds) under Proposition 1B that has been designated~~
 37 ~~by the Treasurer upon or prior to its issuance, with the approval~~
 38 ~~of the related finance committee, to be paid pursuant to paragraph~~
 39 ~~(1).~~

40 SEC. 3. Section 16965 of the Government Code is repealed.

1 16965. (a) (1) The Transportation Debt Service Fund is hereby
2 created in the State Treasury. Moneys in the fund shall be dedicated
3 to all of the following purposes:

4 (A) Payment of debt service with respect to designated bonds,
5 as defined in subdivision (e) of Section 16773, and as further
6 provided in paragraph (3) and subdivision (b).

7 (B) To reimburse the General Fund for debt service with respect
8 to bonds:

9 (C) To redeem or retire bonds, pursuant to Section 16774,
10 maturing in a subsequent fiscal year.

11 (2) The bonds eligible under subparagraph (B) or (C) of
12 paragraph (1) include issued pursuant to the Clean Air and
13 Transportation Improvement Act of 1990 (Part 11.5 (commencing
14 with Section 99600) of Division 10 of the Public Utilities Code),
15 the Passenger Rail and Clean Air Bond Act of 1990 (Chapter 17
16 (commencing with Section 2701) of Division 3 of the Streets and
17 Highways Code), the Seismic Retrofit Bond Act of 1996 (Chapter
18 12.48 (commencing with Section 8879) of Division 1 of Title 2),
19 and the Safe, Reliable High-Speed Passenger Train Bond Act for
20 the 21st Century (Chapter 20 (commencing with Section 2704) of
21 Division 3 of the Streets and Highways Code), and nondesignated
22 bonds under Proposition 1B, as defined in subdivision (e) of
23 Section 16773.

24 (3) (A) The Transportation Bond Direct Payment Account is
25 hereby created in the State Treasury, as a subaccount within the
26 Transportation Debt Service Fund, for the purpose of directly
27 paying the debt service, as defined in paragraph (4), of designated
28 bonds of Proposition 1B, as defined in subdivision (e) of Section
29 16773. Notwithstanding Section 13340, moneys in the
30 Transportation Bond Direct Payment Account are continuously
31 appropriated for payment of debt service with respect to designated
32 bonds as provided in subdivision (e) of Section 16773. So long as
33 any designated bonds remain outstanding, the moneys in the
34 Transportation Bond Direct Payment Account may not be used
35 for any other purpose, and may not be borrowed by or available
36 for transfer to the General Fund pursuant to Section 16310 or any
37 similar law, or to the General Cash Revolving Fund pursuant to
38 Section 16381 or any similar law.

39 (B) Once the Treasurer makes a certification that payment of
40 debt service with respect to all designated bonds has been paid or

1 provided for, any remaining moneys in the Transportation Bond
 2 Direct Payment Account shall be transferred back to the
 3 Transportation Debt Service Fund.

4 (C) The moneys in the Transportation Bond Direct Payment
 5 Account shall be invested in the Surplus Money Investment Fund,
 6 and all investment earnings shall accrue to the account.

7 (D) The Controller may establish subaccounts within the
 8 Transportation Bond Direct Payment Account as may be required
 9 by the resolution, indenture, or other documents governing any
 10 designated bonds.

11 (4) For purposes of this subdivision and subdivision (b), and
 12 subdivision (c) of Section 16773, “debt service” means payment
 13 of all of the following costs and expenses with respect to any
 14 designated bond:

15 (A) The principal of and interest on the bonds.

16 (B) Amounts payable as the result of tender on any bonds, as
 17 described in clause (iv) of subparagraph (B) of paragraph (1) of
 18 subdivision (d) of Section 16731.

19 (C) Amounts payable under any contractual obligation of the
 20 state to repay advances and pay interest thereon under a credit
 21 enhancement or liquidity agreement as described in clause (iv) of
 22 subparagraph (B) of paragraph (1) of subdivision (d) of Section
 23 16731.

24 (D) Any amount owed by the state to a counterparty after any
 25 offset for payments owed to the state on any hedging contract as
 26 described in subparagraph (A) of paragraph (2) of subdivision (d)
 27 of Section 16731.

28 (b) From the moneys transferred to the fund pursuant to
 29 paragraph (2) or (3) of subdivision (c) of Section 9400.4 of the
 30 Vehicle Code, there shall first be deposited into the Transportation
 31 Bond Direct Payment Account in each month sufficient funds to
 32 equal the amount designated in a certificate submitted by the
 33 Treasurer to the Controller and the Director of Finance at the start
 34 of each fiscal year, and as may be modified by the Treasurer
 35 thereafter upon issuance of any new issue of designated bonds or
 36 upon change in circumstances that requires such a modification.
 37 This certificate shall be calculated by the Treasurer to identify, for
 38 each month, the amount necessary to fund all of the debt service
 39 with respect to all designated bonds. This calculation shall be done
 40 in a manner provided in the resolution, indenture, or other

1 documents governing the designated bonds. In the event that
2 transfers to the Transportation Bond Direct Payment Account in
3 any month are less than the amounts required in the Treasurer's
4 certificate, the shortfall shall carry over to be part of the required
5 payment in the succeeding month or months.

6 ~~(e) The state hereby covenants with the holders from time to~~
7 ~~time of any designated bonds that it will not alter, amend, or restrict~~
8 ~~the provisions of subdivision (e) of Section 16773 of the~~
9 ~~Government Code, or Sections 9400, 9400.1, 9400.4, and 42205~~
10 ~~of the Vehicle Code, which provide directly or indirectly for the~~
11 ~~transfer of weight fees to the Transportation Debt Service Fund~~
12 ~~or the Transportation Bond Direct Payment Account, or~~
13 ~~subdivisions (a) and (b) of this section, or reduce the rate of~~
14 ~~imposition of vehicle weight fees under Sections 9400 and 9400.1~~
15 ~~of the Vehicle Code as they existed on the date of the first issuance~~
16 ~~of any designated bonds, if that alteration, amendment, restriction,~~
17 ~~or reduction would result in projected weight fees for the next~~
18 ~~fiscal year determined by the Director of Finance being less than~~
19 ~~two times the maximum annual debt service with respect to all~~
20 ~~outstanding designated bonds, as such calculation is determined~~
21 ~~pursuant to the resolution, indenture, or other documents governing~~
22 ~~the designated bonds. The state may include this covenant in the~~
23 ~~resolution, indenture, or other documents governing the designated~~
24 ~~bonds.~~

25 ~~(d) Once the required monthly deposit, including makeup of~~
26 ~~any shortfalls from any prior month, has been made pursuant to~~
27 ~~subdivision (b), from moneys transferred to the fund pursuant to~~
28 ~~paragraph (2) or (3) of subdivision (e) of Section 9400.4 of the~~
29 ~~Vehicle Code, or pursuant to Section 16965.1 or 63048.67, the~~
30 ~~Controller shall transfer as an expenditure reduction to the General~~
31 ~~Fund any amount necessary to offset the cost of current year debt~~
32 ~~service payments made from the General Fund with respect to any~~
33 ~~bonds issued pursuant to Proposition 192 (1996) and three-quarters~~
34 ~~of the amount of current year debt service payments made from~~
35 ~~the General Fund with respect to any nondesignated bonds, as~~
36 ~~defined in subdivision (e) of Section 16773, issued pursuant to~~
37 ~~Proposition 1B (2006). In the alternative, these funds may also be~~
38 ~~used to redeem or retire the applicable bonds, pursuant to Section~~
39 ~~16774, maturing in a subsequent fiscal year as directed by the~~
40 ~~Director of Finance.~~

1 ~~(e) From moneys transferred to the fund pursuant to Section~~
2 ~~183.1 of the Streets and Highways Code, the Controller shall~~
3 ~~transfer as an expenditure reduction to the General Fund any~~
4 ~~amount necessary to offset the cost of current year debt service~~
5 ~~payments made from the General Fund with respect to any bonds~~
6 ~~issued pursuant to Proposition 116 (1990). In the alternative, these~~
7 ~~funds may also be used to redeem or retire the applicable bonds,~~
8 ~~pursuant to Section 16774, maturing in a subsequent fiscal year~~
9 ~~as directed by the Director of Finance.~~

10 ~~(f) Once the required monthly deposit, including makeup of any~~
11 ~~shortfalls from any prior month, has been made pursuant to~~
12 ~~subdivision (b), from moneysmoneys transferred to the fund~~
13 ~~pursuant to paragraph (2) or (3) of subdivision (c) of Section 9400.4~~
14 ~~of the Vehicle Code, or pursuant to Section 16965.1 or 63048.67,~~
15 ~~the Controller shall transfer as an expenditure reduction to the~~
16 ~~General Fund any amount necessary to offset the eligible cost of~~
17 ~~current year debt service payments made from the General Fund~~
18 ~~with respect to any bonds issued pursuant to Proposition 108 (1990)~~
19 ~~and Proposition 1A (2008), and one-quarter of the amount of~~
20 ~~current year debt service payments made from the General Fund~~
21 ~~with respect to any nondesignated bonds, as defined in subdivision~~
22 ~~(e) of Section 16773, issued pursuant to Proposition 1B (2006).~~
23 ~~The Department of Finance shall notify the Controller by July 30~~
24 ~~of every year of the percentage of debt service that is expected to~~
25 ~~be paid in that fiscal year with respect to bond-funded projects that~~
26 ~~qualify as eligible guideway projects consistent with the~~
27 ~~requirements applicable to the expenditure of revenues under~~
28 ~~Article XIX of the California Constitution, and the Controller shall~~
29 ~~make payments only for those eligible projects. In the alternative,~~
30 ~~these funds may also be used to redeem or retire the applicable~~
31 ~~bonds, pursuant to Section 16774, maturing in a subsequent fiscal~~
32 ~~year as directed by the Director of Finance.~~

33 ~~(g) On or before the second business day following the date on~~
34 ~~which transfers are made to the Transportation Debt Service Fund,~~
35 ~~and after the required monthly deposits for that month, including~~
36 ~~makeup of any shortfalls from any prior month, have been made~~
37 ~~to the Transportation Bond Direct Payment Account, the Controller~~
38 ~~shall transfer the funds designated for reimbursement of bond debt~~
39 ~~service with respect to nondesignated bonds, as defined in~~
40 ~~subdivision (e) of Section 16773, and other bonds identified in~~

1 subdivisions (d), (e), and (f) in that month from the fund to the
2 General Fund pursuant to this section:

3 SEC. 4. Section 16965.1 of the Government Code is amended
4 to read:

5 16965.1. (a) (1) The loan repayment dates relative to State
6 Highway Account loans to the General Fund that are specified in
7 the provisional language of the following Budget Act items are
8 hereby eliminated, and the Director of Finance may repay any
9 remaining portion of the outstanding balance of these loans in any
10 year in which the director determines the funds are needed to
11 reimburse the General Fund for debt service or to redeem or defease
12 bonds maturing in a subsequent fiscal year, provided that the loans
13 shall be repaid no later than ~~June 30, 2024~~: *December 31, 2018*:

14 (A) Item 2660-011-0042 of Section 2.00 of the Budget Act of
15 2010 (SB 870, Chapter 712 of the Statutes of 2010).

16 (B) Item 2660-013-0042 of Section 2.00 of the Budget Act of
17 2010, as added by Section 6 of SB 84 (Chapter 13 of the Statutes
18 of 2011).

19 (C) Item 2660-013-0042 of Section 2.00 of the Budget Act of
20 2011, as contained in SB 69 of the 2011–12 Regular Session, if
21 that provision is enacted.

22 (2) All funds loaned pursuant to the provisions referenced in
23 subparagraphs (A), (B), and (C) of paragraph (1) are hereby
24 determined to have been from weight fee revenues in the State
25 Highway Account fund balance. ~~Upon repayment of those loans
26 to the State Highway Account, those funds shall be immediately
27 transferred by the Controller to the Transportation Debt Service
28 Fund for use pursuant to Section 16965.~~

29 (b) The loan repayment date relative to the Public Transportation
30 Account that is specified in the provisional language in Item
31 2660-011-0046 of Section 2.00 of the Budget Act of 2010 (SB
32 870, Chapter 712 of the Statutes of 2010), is hereby eliminated,
33 and the loan pursuant to this item shall instead be repaid by ~~June
34 30, 2024~~: *December 31, 2018*.

35 SEC. 5. Section 63048.67 of the Government Code is amended
36 to read:

37 63048.67. The loans made from the State Highway Account
38 through the Traffic Congestion Relief Fund to the General Fund
39 that are referenced in clause (i) of subparagraph (A) of paragraph
40 (1) of subdivision (c) of Section 63048.65 are hereby determined

1 to have been from weight fee revenues in the State Highway
 2 Account fund balance. ~~Any repayments made to the State Highway~~
 3 ~~Account pursuant to subdivision (c) of Section 63048.65, upon~~
 4 ~~transfer of those funds to the State Highway Account, shall be~~
 5 ~~immediately transferred by the Controller from the State Highway~~
 6 ~~Account to the Transportation Debt Service Fund for use pursuant~~
 7 ~~to Section 16965.~~

8 SEC. 6. Section 143 of the Streets and Highways Code is
 9 amended to read:

10 143. (a) (1) “Best value” means a value determined by
 11 objective criteria, including, but not limited to, price, features,
 12 functions, life-cycle costs, and other criteria deemed appropriate
 13 by the department or the regional transportation agency.

14 (2) “Contracting entity or lessee” means a public or private
 15 entity, or consortia thereof, that has entered into a comprehensive
 16 development lease agreement with the department or a regional
 17 transportation agency for a transportation project pursuant to this
 18 section.

19 (3) “Design-build” means a procurement process in which both
 20 the design and construction of a project are procured from a single
 21 entity.

22 (4) “Regional transportation agency” means any of the
 23 following:

24 (A) A transportation planning agency as defined in Section
 25 29532 or 29532.1 of the Government Code.

26 (B) A county transportation commission as defined in Section
 27 130050, 130050.1, or 130050.2 of the Public Utilities Code.

28 (C) Any other local or regional transportation entity that is
 29 designated by statute as a regional transportation agency.

30 (D) A joint exercise of powers authority as defined in Chapter
 31 5 (commencing with Section 6500) of Division 7 of Title 1 of the
 32 Government Code, with the consent of a transportation planning
 33 agency or a county transportation commission for the jurisdiction
 34 in which the transportation project will be developed.

35 (5) “Public Infrastructure Advisory Commission” means a unit
 36 or auxiliary organization established by the ~~Business,~~
 37 ~~Transportation and Housing~~ Agency that advises the department
 38 and regional transportation agencies in developing transportation
 39 projects through performance-based infrastructure partnerships.

1 (6) “Transportation project” means one or more of the following:
2 planning, design, development, finance, construction,
3 reconstruction, rehabilitation, improvement, acquisition, lease,
4 operation, or maintenance of highway, public street, rail, or related
5 facilities supplemental to existing facilities currently owned and
6 operated by the department or regional transportation agencies
7 that is consistent with the requirements of subdivision (c).

8 (b) (1) The Public Infrastructure Advisory Commission shall
9 do all of the following:

10 (A) Identify transportation project opportunities throughout the
11 state.

12 (B) Research and document similar transportation projects
13 throughout the state, nationally, and internationally, and further
14 identify and evaluate lessons learned from these projects.

15 (C) Assemble and make available to the department or regional
16 transportation agencies a library of information, precedent,
17 research, and analysis concerning infrastructure partnerships and
18 related types of public-private transactions for public infrastructure.

19 (D) Advise the department and regional transportation agencies,
20 upon request, regarding infrastructure partnership suitability and
21 best practices.

22 (E) Provide, upon request, procurement-related services to the
23 department and regional transportation agencies for infrastructure
24 partnership.

25 (2) The Public Infrastructure Advisory Commission may charge
26 a fee to the department and regional transportation agencies for
27 the services described in subparagraphs (D) and (E) of paragraph
28 (1), the details of which shall be articulated in an agreement entered
29 into between the Public Infrastructure Advisory Commission and
30 the department or the regional transportation agency.

31 (c) (1) Notwithstanding any other provision of law, only the
32 department, in cooperation with regional transportation agencies,
33 and regional transportation agencies, may solicit proposals, accept
34 unsolicited proposals, negotiate, and enter into comprehensive
35 development lease agreements with public or private entities, or
36 consortia thereof, for transportation projects.

37 (2) Projects proposed pursuant to this section and associated
38 lease agreements shall be submitted to the California Transportation
39 Commission. The commission, at a regularly scheduled public
40 hearing, shall select the candidate projects from projects nominated

1 by the department or a regional transportation agency after
2 reviewing the nominations for consistency with paragraphs (3)
3 and (4). Approved projects may proceed with the process described
4 in paragraph (5).

5 (3) The projects authorized pursuant to this section shall be
6 primarily designed to achieve the following performance
7 objectives:

8 (A) Improve mobility by improving travel times or reducing
9 the number of vehicle hours of delay in the affected corridor.

10 (B) Improve the operation or safety of the affected corridor.

11 (C) Provide quantifiable air quality benefits for the region in
12 which the project is located.

13 (4) In addition to meeting the requirements of paragraph (3),
14 the projects authorized pursuant to this section shall address a
15 known forecast demand, as determined by the department or
16 regional transportation agency.

17 (5) At least 60 days prior to executing a final lease agreement
18 authorized pursuant to this section, the department or regional
19 transportation agency shall submit the agreement to the Legislature
20 and the Public Infrastructure Advisory Commission for review.
21 Prior to submitting a lease agreement to the Legislature and the
22 Public Infrastructure Advisory Commission, the department or
23 regional transportation agency shall conduct at least one public
24 hearing at a location at or near the proposed facility for purposes
25 of receiving public comment on the lease agreement. Public
26 comments made during this hearing shall be submitted to the
27 Legislature and the Public Infrastructure Advisory Commission
28 with the lease agreement. The Secretary of ~~Business, Transportation~~
29 ~~and Housing~~ *Transportation* or the chairperson of the Senate or
30 Assembly fiscal committees or policy committees with jurisdiction
31 over transportation matters may, by written notification to the
32 department or regional transportation agency, provide any
33 comments about the proposed agreement within the 60-day period
34 prior to the execution of the final agreement. The department or
35 regional transportation agency shall consider those comments prior
36 to executing a final agreement and shall retain the discretion for
37 executing the final lease agreement.

38 (d) For the purpose of facilitating those projects, the agreements
39 between the parties may include provisions for the lease of
40 rights-of-way in, and airspace over or under, highways, public

1 streets, rail, or related facilities for the granting of necessary
2 easements, and for the issuance of permits or other authorizations
3 to enable the construction of transportation projects. Facilities
4 subject to an agreement under this section shall, at all times, be
5 owned by the department or the regional transportation agency,
6 as appropriate. For department projects, the commission shall
7 certify the department's determination of the useful life of the
8 project in establishing the lease agreement terms. In consideration
9 thereof, the agreement shall provide for complete reversion of the
10 leased facility, together with the right to collect tolls and user fees,
11 to the department or regional transportation agency, at the
12 expiration of the lease at no charge to the department or regional
13 transportation agency. At the time of the reversion, the facility
14 shall be delivered to the department or regional transportation
15 agency, as applicable, in a condition that meets the performance
16 and maintenance standards established by the department or
17 regional transportation agency and that is free of any encumbrance,
18 lien, or other claims.

19 (e) Agreements between the department or regional
20 transportation agency and the contracting entity or lessee shall
21 authorize the contracting entity or lessee to use a design-build
22 method of procurement for transportation projects, subject to the
23 requirements for utilizing such a method contained in Chapter 6.5
24 (commencing with Section ~~6800~~ 6820) of Part 1 of Division 2 of
25 the Public Contract Code, other than Sections ~~6802, 6803, 6821~~
26 and ~~6813~~ 6822 of that code, if those provisions are enacted by the
27 Legislature during the 2009-10 Regular Session, or a 2009-10
28 extraordinary session. *code.*

29 (f) (1) (A) Notwithstanding any other provision of this chapter,
30 for projects on the state highway system, the department is the
31 responsible agency for the performance of project development
32 services, including performance specifications, preliminary
33 engineering, prebid services, the preparation of project reports and
34 environmental documents, and construction inspection services.
35 The department is also the responsible agency for the preparation
36 of documents that may include, but need not be limited to, the size,
37 type, and desired design character of the project, performance
38 specifications covering the quality of materials, equipment, and
39 workmanship, preliminary plans, and any other information deemed

1 necessary to describe adequately the needs of the department or
2 regional transportation agency.

3 (B) The department may use department employees or
4 consultants to perform the services described in subparagraph (A),
5 consistent with Article XXII of the California Constitution.
6 Department resources, including personnel requirements, necessary
7 for the performance of those services shall be included in the
8 department’s capital outlay support program for workload purposes
9 in the annual Budget Act.

10 (2) The department or a regional transportation agency may
11 exercise any power possessed by it with respect to transportation
12 projects to facilitate the transportation projects pursuant to this
13 section. The department, regional transportation agency, and other
14 state or local agencies may provide services to the contracting
15 entity or lessee for which the public entity is reimbursed, including,
16 but not limited to, planning, environmental planning, environmental
17 certification, environmental review, preliminary design, design,
18 right-of-way acquisition, construction, maintenance, and policing
19 of these transportation projects. The department or regional
20 transportation agency, as applicable, shall regularly inspect the
21 facility and require the contracting entity or lessee to maintain and
22 operate the facility according to adopted standards. Except as may
23 otherwise be set forth in the lease agreement, the contracting entity
24 or lessee shall be responsible for all costs due to development,
25 maintenance, repair, rehabilitation, and reconstruction, and
26 operating costs.

27 (g) (1) In selecting private entities with which to enter into
28 these agreements, notwithstanding any other provision of law, the
29 department and regional transportation agencies may utilize, but
30 are not limited to utilizing, one or more of the following
31 procurement approaches:

32 (A) Solicitations of proposals for defined projects and calls for
33 project proposals within defined parameters.

34 (B) Prequalification and short-listing of proposers prior to final
35 evaluation of proposals.

36 (C) Final evaluation of proposals based on qualifications and
37 best value. The California Transportation Commission shall
38 develop and adopt criteria for making that evaluation prior to
39 evaluation of a proposal.

40 (D) Negotiations with proposers prior to award.

1 (E) Acceptance of unsolicited proposals, with issuance of
2 requests for competing proposals. Neither the department nor a
3 regional transportation agency may award a contract to an
4 unsolicited bidder without receiving at least one other responsible
5 bid.

6 (2) When evaluating a proposal submitted by the contracting
7 entity or lessee, the department or the regional transportation
8 agency may award a contract on the basis of the lowest bid or best
9 value.

10 (h) The contracting entity or lessee shall have the following
11 qualifications:

12 (1) Evidence that the members of the contracting entity or lessee
13 have completed, or have demonstrated the experience, competency,
14 capability, and capacity to complete, a project of similar size,
15 scope, or complexity, and that proposed key personnel have
16 sufficient experience and training to competently manage and
17 complete the design and construction of the project, and a financial
18 statement that ensures that the contracting entity or lessee has the
19 capacity to complete the project.

20 (2) The licenses, registration, and credentials required to design
21 and construct the project, including, but not limited to, information
22 on the revocation or suspension of any license, credential, or
23 registration.

24 (3) Evidence that establishes that members of the contracting
25 entity or lessee have the capacity to obtain all required payment
26 and performance bonding, liability insurance, and errors and
27 omissions insurance.

28 (4) Evidence that the contracting entity or lessee has workers'
29 compensation experience, history, and a worker safety program
30 of members of the contracting entity or lessee that is acceptable
31 to the department or regional transportation agency.

32 (5) A full disclosure regarding all of the following with respect
33 to each member of the contracting entity or lessee during the past
34 five years:

35 (A) Any serious or willful violation of Part 1 (commencing with
36 Section 6300) of Division 5 of the Labor Code or the federal
37 Occupational Safety and Health Act of 1970 (~~P.L.~~ *Public Law*
38 91-596).

1 (B) Any instance where members of the contracting entity or
2 lessee were debarred, disqualified, or removed from a federal,
3 state, or local government public works project.

4 (C) Any instance where members of the contracting entity or
5 lessee, or its owners, officers, or managing employees submitted
6 a bid on a public works project and were found to be nonresponsive
7 or were found by an awarding body not to be a responsible bidder.

8 (D) Any instance where members of the contracting entity or
9 lessee, or its owners, officers, or managing employees defaulted
10 on a construction contract.

11 (E) Any violations of the Contractors’ State License Law
12 (Chapter 9 (commencing with Section 7000) of Division 3 of the
13 Business and Professions Code), including, but not limited to,
14 alleged violations of federal or state law regarding the payment of
15 wages, benefits, apprenticeship requirements, or personal income
16 tax withholding, or Federal Insurance Contributions Act (FICA)
17 withholding requirements.

18 (F) Any bankruptcy or receivership of any member of the
19 contracting entity or lessee, including, but not limited to,
20 information concerning any work completed by a surety.

21 (G) Any settled adverse claims, disputes, or lawsuits between
22 the owner of a public works project and any member of the
23 contracting entity or lessee during the five years preceding
24 submission of a bid under this article, in which the claim,
25 settlement, or judgment exceeds fifty thousand dollars (\$50,000).
26 Information shall also be provided concerning any work completed
27 by a surety during this five-year period.

28 (H) If the contracting entity or lessee is a partnership, joint
29 venture, or an association that is not a legal entity, a copy of the
30 agreement creating the partnership or association that specifies
31 that all general partners, joint venturers, or association members
32 agree to be fully liable for the performance under the agreement.

33 (i) No agreement entered into pursuant to this section shall
34 infringe on the authority of the department or a regional
35 transportation agency to develop, maintain, repair, rehabilitate,
36 operate, or lease any transportation project. Lease agreements may
37 provide for reasonable compensation to the contracting entity or
38 lessee for the adverse effects on toll revenue or user fee revenue
39 due to the development, operation, or lease of supplemental
40 transportation projects with the exception of any of the following:

1 (1) Projects identified in regional transportation plans prepared
2 pursuant to Section 65080 of the Government Code.

3 (2) Safety projects.

4 (3) Improvement projects that will result in incidental capacity
5 increases.

6 (4) Additional high-occupancy vehicle lanes or the conversion
7 of existing lanes to high-occupancy vehicle lanes.

8 (5) Projects located outside the boundaries of a public-private
9 partnership project, to be defined by the lease agreement.

10 However, compensation to a contracting entity or lessee shall
11 only be made after a demonstrable reduction in use of the facility
12 resulting in reduced toll or user fee revenues, and may not exceed
13 the difference between the reduction in those revenues and the
14 amount necessary to cover the costs of debt service, including
15 principal and interest on any debt incurred for the development,
16 operation, maintenance, or rehabilitation of the facility.

17 (j) (1) Agreements entered into pursuant to this section shall
18 authorize the contracting entity or lessee to impose tolls and user
19 fees for use of a facility constructed by it, and shall require that
20 over the term of the lease the toll revenues and user fees be applied
21 to payment of the capital outlay costs for the project, the costs
22 associated with operations, toll and user fee collection,
23 administration of the facility, reimbursement to the department or
24 other governmental entity for the costs of services to develop and
25 maintain the project, police services, and a reasonable return on
26 investment. The agreement shall require that, notwithstanding
27 Sections 164, 188, and 188.1, any excess toll or user fee revenue
28 either be applied to any indebtedness incurred by the contracting
29 entity or lessee with respect to the project, improvements to the
30 project, or be paid into the State Highway Account, or for all three
31 purposes, except that any excess toll revenue under a lease
32 agreement with a regional transportation agency may be paid to
33 the regional transportation agency for use in improving public
34 transportation in and near the project boundaries.

35 (2) Lease agreements shall establish specific toll or user fee
36 rates. Any proposed increase in those rates not otherwise
37 established or identified in the lease agreement during the term of
38 the agreement shall first be approved by the department or regional
39 transportation agency, as appropriate, after at least one public

1 hearing conducted at a location near the proposed or existing
2 facility.

3 (3) The collection of tolls and user fees for the use of these
4 facilities may be extended by the commission or regional
5 transportation agency at the expiration of the lease agreement.
6 However, those tolls or user fees shall not be used for any purpose
7 other than for the improvement, continued operation, or
8 maintenance of the facility.

9 (k) Agreements entered into pursuant to this section shall include
10 indemnity, defense, and hold harmless provisions agreed to by the
11 department or regional transportation agency and the contracting
12 entity or lessee, including provisions for indemnifying the State
13 of California or the regional transportation agency against any
14 claims or losses resulting or accruing from the performance of the
15 contracting entity or lessee.

16 (l) The plans and specifications for each transportation project
17 on the state highway system developed, maintained, repaired,
18 rehabilitated, reconstructed, or operated pursuant to this section
19 shall comply with the department’s standards for state
20 transportation projects. The lease agreement shall include
21 performance standards, including, but not limited to, levels of
22 service. The agreement shall require facilities on the state highway
23 system to meet all requirements for noise mitigation, landscaping,
24 pollution control, and safety that otherwise would apply if the
25 department were designing, building, and operating the facility.
26 If a facility is on the state highway system, the facility leased
27 pursuant to this section shall, during the term of the lease, be
28 deemed to be a part of the state highway system for purposes of
29 identification, maintenance, enforcement of traffic laws, and for
30 the purposes of Division 3.6 (commencing with Section 810) of
31 Title 1 of the Government Code.

32 (m) Failure to comply with the lease agreement in any significant
33 manner shall constitute a default under the agreement and the
34 department or the regional transportation agency, as appropriate,
35 shall have the option to initiate processes to revert the facility to
36 the public agency.

37 (n) The assignment authorized by subdivision (c) of Section
38 130240 of the Public Utilities Code is consistent with this section.

39 (o) A lease to a private entity pursuant to this section is deemed
40 to be public property for a public purpose and exempt from

1 leasehold, real property, and ad valorem taxation, except for the
2 use, if any, of that property for ancillary commercial purposes.

3 (p) Nothing in this section is intended to infringe on the authority
4 to develop high-occupancy toll lanes pursuant to Section 149.4,
5 149.5, or 149.6.

6 (q) Nothing in this section shall be construed to allow the
7 conversion of any existing nontoll or nonuser-fee lanes into tolled
8 or user fee lanes with the exception of a high-occupancy vehicle
9 lane that may be operated as a high-occupancy toll lane for vehicles
10 not otherwise meeting the requirements for use of that lane.

11 (r) The lease agreement shall require the contracting entity or
12 lessee to provide any information or data requested by the
13 California Transportation Commission or the Legislative Analyst.
14 The commission, in cooperation with the Legislative Analyst, shall
15 annually prepare a report on the progress of each project and
16 ultimately on the operation of the resulting facility. The report
17 shall include, but not be limited to, a review of the performance
18 standards, a financial analysis, and any concerns or
19 recommendations for changes in the program authorized by this
20 section.

21 (s) Notwithstanding any other provision of this section, no lease
22 agreement may be entered into pursuant to the section that affects,
23 alters, or supersedes the Memorandum of Understanding (MOU),
24 dated November 26, 2008, entered into by the Golden Gate Bridge
25 Highway and Transportation District, the Metropolitan
26 Transportation Commission, and the San Francisco County
27 Transportation Authority, relating to the financing of the U.S.
28 Highway 101/Doyle Drive reconstruction project located in the
29 City and County of San Francisco.

30 (t) No lease agreements may be entered into under this section
31 on or after January 1, 2017 ____.

32 SEC. 7. Section 183.1 of the Streets and Highways Code is
33 amended to read:

34 183.1. ~~(a)~~Notwithstanding subdivision (a) of Section 182 or
35 any other provision of law, money deposited into the account that
36 is not subject to Article XIX of the California Constitution,
37 including, but not limited to, money that is derived from the sale
38 of documents, charges for miscellaneous services to the public,
39 condemnation deposits fund investments, rental of state property,
40 or any other miscellaneous uses of property or money, may be

1 used for any transportation purpose authorized by statute, upon
 2 appropriation by the Legislature or, after transfer to another fund,
 3 upon appropriation by the Legislature from that fund.

4 ~~(b) Commencing with the 2013-14 fiscal year, and not later~~
 5 ~~than November 1 of each fiscal year thereafter, based on prior year~~
 6 ~~financial statements, the Controller shall transfer the funds~~
 7 ~~identified in subdivision (a) for the prior fiscal year from the State~~
 8 ~~Highway Account to the Transportation Debt Service Fund in the~~
 9 ~~State Transportation Fund, and those funds are continuously~~
 10 ~~appropriated for the purposes specified for the Transportation Debt~~
 11 ~~Service Fund.~~

12 SEC. 8. Section 2103 of the Streets and Highways Code is
 13 amended to read:

14 2103. (a) Notwithstanding Section 13340 of the Government
 15 Code, of the net revenues deposited to the credit of the Highway
 16 Users Tax Account that are derived from the increases in the rates
 17 of taxes that are imposed pursuant to subdivision (b) of Section
 18 7360 and Section 7361.1 of the Revenue and Taxation Code, all
 19 of the following shall occur on a monthly basis:

20 ~~(1) (A) By the 15th day of every month, the Treasurer's office,~~
 21 ~~in consultation with the Department of Finance, shall notify the~~
 22 ~~Controller of the amount of debt service that will be paid on each~~
 23 ~~transportation bond during that month.~~

24 ~~(B) Within two business days following the 28th day of each~~
 25 ~~month, the Controller shall transfer to the Transportation Debt~~
 26 ~~Service Fund an amount equal to the amount of monthly debt~~
 27 ~~service paid by the General Fund on any bonds issued pursuant to~~
 28 ~~the Seismic Retrofit Bond Act of 1996 (Chapter 12.48~~
 29 ~~(commencing with Section 8879) of Division 1 of Title 2 of the~~
 30 ~~Government Code) or any other bonds issued for highway or~~
 31 ~~eligible guideway projects consistent with the requirements~~
 32 ~~applicable to the expenditure of revenues under Article XIX of the~~
 33 ~~California Constitution as identified by the Department of Finance~~
 34 ~~pursuant to Section 16965 of the Government Code, and~~
 35 ~~three-quarters of the amount of monthly debt service paid on any~~
 36 ~~bonds issued pursuant to the Highway Safety, Traffic Reduction,~~
 37 ~~Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49~~
 38 ~~(commencing with Section 8879.20) of Division 1 of Title 2) for~~
 39 ~~reimbursement of the General Fund for these costs. If revenues~~
 40 ~~available pursuant to this subdivision in any given month are~~

1 insufficient to fully reimburse the General Fund for the debt service
2 payments made, the first revenues available pursuant to this
3 subdivision in the following month or months shall be transferred
4 to the Transportation Debt Service Fund so that all debt service
5 payments made on these bonds from the General Fund in a given
6 fiscal year are fully reimbursed. However, no further transfers
7 shall be made pursuant to this subparagraph once the transfers for
8 the months of July to October, inclusive, in 2010 have been made.
9 Any transfers made from the net revenues identified in this
10 paragraph for highway and eligible guideway bond debt service
11 for months after October 2010 shall be reversed and shall instead
12 be made from weight fee revenues in the State Highway Account,
13 as described in subparagraph (F).

14 (C) Beginning November 2, 2010, the Controller shall transfer
15 to the State Highway Account within two business days following
16 the 28th day of each month all of the monthly net revenues
17 identified in subparagraph (B) that were designated for highway
18 and eligible guideway bond debt service reimbursement but that
19 have not been transferred, or that were transferred by means of a
20 transfer that was reversed, pursuant to that subparagraph. To the
21 extent the Controller has distributed any of those net revenues to
22 cities and counties pursuant to subparagraph (C) of paragraph (3)
23 between November 2, 2010, and March 24, 2011, the Controller
24 shall subsequently reduce the amount transferred to cities and
25 counties on a monthly basis pursuant to subparagraph (C) of
26 paragraph (3) and shall instead transfer these funds to the State
27 Highway Account until all of the revenues that would otherwise
28 have been transferred to the State Highway Account on and after
29 November 2, 2010, pursuant to this subparagraph have been so
30 transferred. For the 2011-12 fiscal year, the Controller shall
31 transfer to the State Highway Account within two business days
32 following the 28th day of each month an amount equal to the
33 weight fee revenues transferred to the Transportation Debt Service
34 Fund pursuant to subdivision (b) of Section 9400.4 of the Vehicle
35 Code, including forty-three million seven hundred thousand dollars
36 (\$43,700,000) authorized pursuant to Item 2660-013-0042 of
37 Section 2.00 of the Budget Act of 2011 and an amount equal to
38 weight fee revenues transferred to the General Fund as a loan
39 pursuant to subdivision (b) of Section 9400.4 of the Vehicle Code.
40 To the extent the Controller has distributed any of those revenues

1 to cities and counties pursuant to subparagraph (C) of paragraph
2 (3), the Controller shall subsequently reduce the amount transferred
3 to cities and counties on a monthly basis pursuant to subparagraph
4 (C) of paragraph (3) and instead transfer these funds to the State
5 Highway Account until all of the revenues that would otherwise
6 have been transferred to the State Highway Account in the 2011–12
7 fiscal year pursuant to this subparagraph have been so transferred.

8 (D) Notwithstanding subparagraph (C), commencing with the
9 2012–13 fiscal year and every fiscal year thereafter, the Controller
10 shall transfer to the State Highway Account within two business
11 days following the 28th day of each month an amount equal to the
12 amount of weight fee revenues transferred to the Transportation
13 Debt Service Fund for highway and eligible guideway bond debt
14 service and to the General Fund as a loan pursuant to subdivision
15 (e) of Section 9400.4 of the Vehicle Code.

16 (E) Beginning July 1, 2011, transfers made under subparagraphs
17 (C) and (D) during a fiscal year shall not exceed the annual revenue
18 generated from weight fees, as determined by Sections 9400.4 and
19 42205 of the Vehicle Code, at the rates in effect as of March 24,
20 2011, as determined by the Department of Finance.

21 (F) Any remaining amount of the highway or eligible guideway
22 bond debt service reimbursement authorized by this paragraph that
23 has not been made pursuant to subparagraph (B) on and after
24 November 2, 2010, shall instead be made pursuant to subdivisions
25 (a), (b), and (c) of Section 9400.4 of the Vehicle Code from
26 revenues in the State Highway Account derived from weight fees
27 deposited in the account pursuant to subdivision (e) of Section
28 9400.1 and Section 42205 of the Vehicle Code.

29 (2) (A) In the 2010–11 fiscal year, after the monthly transfer
30 made pursuant to paragraph (1), the sum of fifty-four million one
31 hundred sixty-seven thousand dollars (\$54,167,000) per month
32 shall be held in the account for future appropriation by the
33 Legislature.

34 (B) Notwithstanding any other provision of law, with respect
35 to the monthly net revenues described in subparagraph (A), no
36 further transfers of these revenues for the purpose of loans to the
37 General Fund shall be made pursuant to Item 2660-011-0062 of
38 Section 2.00 of the Budget Act of 2010 once the loan transfers for
39 the months of July to October, inclusive, in 2010 have been made.
40 Notwithstanding the loan repayment date specified in the

1 provisional language for that item, the funds loaned shall be repaid
 2 by June 30, 2021. Any transfers made from the monthly net
 3 revenues in subparagraph (A) for months after October 2010 shall
 4 be reversed and shall instead be made from weight fee revenues
 5 in the State Highway Account, as described in subparagraph (D).
 6 The revenues from loan repayments shall be held in the Highway
 7 Users Tax Account for future appropriation by the Legislature.

8 (C) Beginning November 2, 2010, all of the monthly net
 9 revenues described in subparagraph (A) shall instead be transferred
 10 by the Controller to the State Highway Account within two
 11 business days following the 28th day of each month. To the extent
 12 that the Controller has distributed any of the revenues identified
 13 in this paragraph to cities and counties pursuant to subparagraph
 14 (C) of paragraph (3) between October 14, 2010, and March 24,
 15 2011, the Controller shall subsequently reduce the amount
 16 transferred to cities and counties on a monthly basis pursuant to
 17 subparagraph (C) of paragraph (3) and shall instead transfer these
 18 funds to the State Highway Account until all of the revenues that
 19 would have been transferred to the General Fund as a loan pursuant
 20 to Item 2660-011-0062 of Section 2.00 of the Budget Act of 2010
 21 on and after November 2, 2010, have instead been transferred to
 22 the State Highway Account.

23 (D) Any remaining amount of the loans to the General Fund
 24 authorized pursuant to Item 2660-011-0062 of Section 2.00 of the
 25 Budget Act of 2010 that has not been made pursuant to
 26 subparagraph (B) on and after November 2, 2010, shall instead be
 27 made pursuant to subdivisions (a), (b), and (c) of Section 9400.4
 28 of the Vehicle Code from revenues in the State Highway Account
 29 derived from weight fees deposited in the account pursuant to
 30 subdivision (c) of Section 9400.1 and Section 42205 of the Vehicle
 31 Code.

32 (3) The Controller shall transfer any remaining net revenues
 33 subject to this subdivision as follows:

34 (A)

35 (1) Forty-four percent shall be transferred by the Controller to
 36 the State Highway Account to fund projects in the State
 37 Transportation Improvement Program that are consistent with
 38 Section 12 of Article XIX of the California Constitution, except
 39 in the 2010-11 fiscal year, 50 percent shall be transferred for
 40 purposes of this subparagraph. *Constitution.*

1 ~~(B)~~
 2 (2) Twelve percent shall be transferred to the State Highway
 3 Account to fund projects in the State Highway Operation and
 4 Protection Program, ~~except in the 2010–11 fiscal year, no revenues~~
 5 ~~shall be transferred for purposes of this subparagraph. Program.~~

6 ~~(C)~~
 7 (3) Forty-four percent shall be apportioned by the Controller
 8 for local street and road purposes, ~~except in the 2010–11 fiscal~~
 9 ~~year, 50 percent shall be transferred for purposes of this~~
 10 ~~subparagraph as follows:~~

11 ~~(i)~~
 12 (A) Fifty percent shall be apportioned by the Controller to cities,
 13 including a city and county, in the proportion that the total
 14 population of the city bears to the total population of all the cities
 15 in the state.

16 ~~(ii)~~
 17 (B) Fifty percent shall be apportioned by the Controller to
 18 counties, including a city and county, in accordance with the
 19 following formulas:

20 ~~(i)~~
 21 (i) Seventy-five percent shall be apportioned among the counties
 22 in the proportion that the number of fee-paid and exempt vehicles
 23 that are registered in the county bear to the number of fee-paid and
 24 exempt vehicles registered in the state.

25 ~~(ii)~~
 26 (ii) Twenty-five percent shall be apportioned among the counties
 27 in the proportion that the number of miles of maintained county
 28 roads in each county bear to the total number of miles of
 29 maintained county roads in the state. For the purposes of
 30 apportioning funds under this subparagraph, any roads within the
 31 boundaries of a city and county that are not state highways shall
 32 be deemed to be county roads.

33 (b) After the transfers or other actions pursuant to subdivision
 34 (a), at least 90 percent of the balance deposited to the credit of the
 35 Highway Users Tax Account in the Transportation Tax Fund by
 36 the 28th day of each month shall be apportioned or transferred, as
 37 applicable, by the Controller by the second working day thereafter,
 38 except for June, in which case the apportionment or transfer shall
 39 be made the same day. These apportionments or transfers shall be
 40 made as provided for in Sections 2104 to 2122, inclusive. If

1 information is not available to make the apportionment or transfer
2 as required, the apportionment or transfer shall be made on the
3 basis of the information of the previous month. Amounts not
4 apportioned or transferred shall be included in the apportionment
5 or transfer of the subsequent month.

6 (c) Notwithstanding any other law, the funds apportioned by
7 the Controller to cities and counties pursuant to ~~subparagraph (C)~~
8 of paragraph (3) of subdivision (a) are not subject to Section 7104
9 or 7104.2 of the Revenue and Taxation Code. These funds may
10 be expended for any street and road purpose consistent with the
11 requirements of this chapter.

12 SEC. 9. Section 9400.1 of the Vehicle Code is amended to
13 read:

14 9400.1. (a) (1) In addition to any other required fee, there
15 shall be paid the fees set forth in this section for the registration
16 of commercial motor vehicles operated either singly or in
17 combination with a declared gross vehicle weight of 10,001 pounds
18 or more. Pickup truck and electric vehicle weight fees are not
19 calculated under this section.

20 (2) The weight of a vehicle issued an identification plate
21 pursuant to an application under Section 5014, and the weight of
22 an implement of husbandry as defined in Section 36000, shall not
23 be considered when calculating, pursuant to this section, the
24 declared gross vehicle weight of a towing commercial motor
25 vehicle that is owned and operated exclusively by a farmer or an
26 employee of a farmer in the conduct of agricultural operations.

27 (3) Tow trucks that are utilized to render assistance to the
28 motoring public or to tow or carry impounded vehicles shall pay
29 fees in accordance with this section, except that the fee calculation
30 shall be based only on the gross vehicle weight rating of the towing
31 or carrying vehicle. Upon each initial or transfer application for
32 registration of a tow truck described in this paragraph, the
33 registered owner or lessee or that owner's or lessee's designee,
34 shall certify to the department the gross vehicle weight rating of
35 the tow truck:

Gross Vehicle Weight Range	Fee
10,001–15,000	\$ 257
15,001–20,000	353
20,001–26,000	435

1	26,001–30,000	552
2	30,001–35,000	648
3	35,001–40,000	761
4	40,001–45,000	837
5	45,001–50,000	948
6	50,001–54,999	1,039
7	55,000–60,000	1,173
8	60,001–65,000	1,282
9	65,001–70,000	1,398
10	70,001–75,000	1,650
11	75,001–80,000	1,700

12

13 (b) The fees specified in subdivision (a) apply to both of the
14 following:

15 (1) An initial or original registration occurring on or after
16 December 31, 2001, to December 30, 2003, inclusive, of a
17 commercial motor vehicle operated either singly or in combination
18 with a declared gross vehicle weight of 10,001 pounds or more.

19 (2) The renewal of registration of a commercial motor vehicle
20 operated either singly or in combination, with a declared gross
21 vehicle weight of 10,001 pounds or more for which registration
22 expires on or after December 31, 2001, to December 30, 2003,
23 inclusive.

24 (c) (1) For both an initial or original registration occurring on
25 or after December 31, 2003, of a commercial motor vehicle
26 operated either singly or in combination with a declared gross
27 vehicle weight of 10,001 pounds or more, and the renewal of
28 registration of a commercial motor vehicle operated either singly
29 or in combination, with a declared gross vehicle weight of 10,001
30 pounds or more for which registration expires on or after December
31 31, 2003, there shall be paid fees as follows:

32

33	Gross Vehicle Weight Range	Weight Code	Fee
34	10,001–15,000	A	\$ 332
35	15,001–20,000	B	447
36	20,001–26,000	C	546
37	26,001–30,000	D	586
38	30,001–35,000	E	801
39	35,001–40,000	F	937
40	40,001–45,000	G	1,028

1	45,001–50,000	H	1,161
2	50,001–54,999	I	1,270
3	55,000–60,000	J	1,431
4	60,001–65,000	K	1,562
5	65,001–70,000	L	1,701
6	70,001–75,000	M	2,004
7	75,001–80,000	N	2,064

8

9 (2) For the purpose of obtaining “revenue neutrality” as
10 described in Sections 1 and 59 of Senate Bill 2084 of the
11 1999–2000 Regular Session (Chapter 861 of the Statutes of 2000),
12 the Director of Finance shall review the final 2003–04 Statement
13 of Transactions of the State Highway Account. If that review
14 indicates that the actual truck weight fee revenues deposited in the
15 State Highway Account do not total at least seven hundred
16 eighty-nine million dollars (\$789,000,000), the Director of Finance
17 shall instruct the department to adjust the schedule set forth in
18 paragraph (1), but not to exceed the following fee amounts:

19

20	Gross Vehicle Weight Range	Weight Code	Fee
21	10,001–15,000	A	\$ 354
22	15,001–20,000	B	482
23	20,001–26,000	C	591
24	26,001–30,000	D	746
25	30,001–35,000	E	874
26	35,001–40,000	F	1,024
27	40,001–45,000	G	1,125
28	45,001–50,000	H	1,272
29	50,001–54,999	I	1,393
30	55,000–60,000	J	1,571
31	60,001–65,000	K	1,716
32	65,001–70,000	L	1,870
33	70,001–75,000	M	2,204
34	75,001–80,000	N	2,271

35

36 (d) (1) In addition to the fees set forth in subdivision (a), a
37 Cargo Theft Interdiction Program fee of three dollars (\$3) shall
38 be paid at the time of initial or original registration or renewal of
39 registration of each motor vehicle subject to weight fees under this
40 section.

1 (2) This subdivision does not apply to vehicles used or
2 maintained for the transportation of persons for hire, compensation
3 or profit, and tow trucks.

4 (3) For vehicles registered under Article 4 (commencing with
5 Section 8050) of Chapter 4, the fee imposed under this subdivision
6 shall be apportioned as required for registration fees under that
7 article.

8 (4) Funds collected pursuant to the Cargo Theft Interdiction
9 Program shall not be proportionately reduced for each month and
10 shall be transferred to the Motor Carriers Safety Improvement
11 Fund.

12 (e) Notwithstanding Section 42270 or any other provision of
13 law, of the moneys collected by the department under this section,
14 one hundred twenty-two dollars (\$122) for each initial, original,
15 and renewal registration shall be reported monthly to the Controller,
16 and at the same time, deposited in the State Treasury to the credit
17 of the Motor Vehicle Account in the State Transportation Fund.
18 All other moneys collected by the department under this section
19 shall be deposited to the credit of the State Highway Account in
20 the State Transportation Fund, or directly to the credit of the
21 Transportation Debt Service Fund as provided in paragraph (2) of
22 subdivision (e) of Section 9400.4, as applicable *Fund*. One hundred
23 twenty-two dollars (\$122) of the fee imposed under this section
24 shall not be proportionately reduced for each month. For vehicles
25 registered under Article 4 (commencing with Section 8050) of
26 Chapter 4, the fee shall be apportioned as required for registration
27 under that article.

28 (f) (1) The department, in consultation with the Department of
29 the California Highway Patrol, shall design and make available a
30 set of distinctive weight decals that reflect the declared gross
31 combined weight or gross operating weight reported to the
32 department at the time of initial registration, registration renewal,
33 or when a weight change is reported to the department pursuant
34 to Section 9406.1. A new decal shall be issued on each renewal
35 or when the weight is changed pursuant to Section 9406.1. The
36 decal for a tow truck that is subject to this section shall reflect the
37 gross vehicle weight rating or weight code.

38 (2) The department may charge a fee, not to exceed ten dollars
39 (\$10), for the department's actual cost of producing and issuing
40 each set of decals issued under paragraph (1).

1 (3) The weight decal shall be in sharp contrast to the background
2 and shall be of a size, shape, and color that is readily legible during
3 daylight hours from a distance of 50 feet.

4 (4) Each vehicle subject to this section shall display the weight
5 decal on both the right and left sides of the vehicle.

6 (5) A person may not display upon a vehicle a decal issued
7 pursuant to this subdivision that does not reflect the declared weight
8 reported to the department.

9 (6) Notwithstanding subdivision (e) or any other provision of
10 law, the moneys collected by the department under this subdivision
11 shall be deposited in the State Treasury to the credit of the Motor
12 Vehicle Account in the State Transportation Fund.

13 (7) This subdivision shall apply to vehicles subject to this section
14 at the time of an initial registration, registration renewal, or reported
15 weight change that occurs on or after July 1, 2004.

16 (8) The following shall apply to vehicles registered under the
17 permanent fleet registration program pursuant to Article 9.5
18 (commencing with Section 5301) of Chapter 1:

19 (A) The department, in consultation with the Department of the
20 California Highway Patrol, shall distinguish the weight decals
21 issued to permanent fleet registration vehicles from those issued
22 to other vehicles.

23 (B) The department shall issue the distinguishable weight decals
24 only to the following:

25 (i) A permanent fleet registration vehicle that is registered with
26 the department on January 1, 2005.

27 (ii) On and after January 1, 2005, a vehicle for which the
28 department has an application for initial registration as a permanent
29 fleet registration vehicle.

30 (iii) On and after January 1, 2005, a permanent fleet registration
31 vehicle that has a weight change pursuant to Section 9406.1.

32 (C) The weight decal issued under this paragraph shall comply
33 with the applicable provisions of paragraphs (1) to (6), inclusive.

34 SEC. 10. Section 9400.4 of the Vehicle Code is repealed.

35 ~~9400.4. Weight fee revenue deposited into the State Highway~~
36 ~~Account pursuant to subdivision (e) of Section 9400.1 and~~
37 ~~subdivision (a) of Section 42205 net of amounts appropriated for~~
38 ~~other purposes pursuant to subdivision (b) of Section 42205, and~~
39 ~~weight fee revenues deposited directly into the Transportation~~
40 ~~Debt Service Fund pursuant to subdivision (e) of Section 9400.1~~

1 and subdivision (a) of Section 42205, as applicable, shall be used
2 as follows:

3 (a) ~~For the 2010–11 fiscal year, seven hundred fifty-six million~~
4 ~~three hundred ninety-six thousand dollars (\$756,396,000) is hereby~~
5 ~~appropriated from weight fee revenues in the State Highway~~
6 ~~Account for transfer to the General Fund as transportation bond~~
7 ~~debt service reimbursement and loans as follows:~~

8 (1) ~~The Controller shall transfer all weight fee revenues~~
9 ~~deposited into the State Highway Account in any month to the~~
10 ~~Transportation Debt Service Fund for transfer to the General Fund~~
11 ~~as reimbursement for debt service costs until all of the debt service~~
12 ~~paid on transportation bonds for projects that the Director of~~
13 ~~Finance indicates qualify for reimbursement as provided for in~~
14 ~~Section 16965 of the Government Code have been reimbursed.~~

15 (2) ~~After the Director of Finance has notified the Controller that~~
16 ~~all debt service costs for the 2010–11 fiscal year have been~~
17 ~~reimbursed, the Controller shall transfer any remaining monthly~~
18 ~~weight fee revenues in the State Highway Account to the General~~
19 ~~Fund as a loan until the full amount appropriated in this subdivision~~
20 ~~has been transferred to the General Fund. The Director of Finance~~
21 ~~may repay any remaining portion of the outstanding balance of~~
22 ~~this loan in any year in which the Director of Finance determines~~
23 ~~the funds are needed to reimburse the General Fund for current~~
24 ~~year transportation bond debt service or to redeem or retire those~~
25 ~~bonds, pursuant to Section 16774 of the Government Code,~~
26 ~~maturing in a subsequent fiscal year, provided that the loans shall~~
27 ~~be repaid no later than June 30, 2021. All funds loaned pursuant~~
28 ~~to this section, upon repayment to the State Highway Account,~~
29 ~~shall be immediately transferred by the Controller to the~~
30 ~~Transportation Debt Service Fund for use pursuant to Section~~
31 ~~16965 of the Government Code.~~

32 (3) ~~By June 15, 2011, the Director of Finance in consultation~~
33 ~~with the Treasurer shall notify the Controller regarding the final~~
34 ~~amount of debt service paid from the General Fund during the~~
35 ~~2010–11 fiscal year pursuant to Section 16965 of the Government~~
36 ~~Code and shall direct the Controller to reverse and adjust any~~
37 ~~transfers made as debt service reimbursements or loans so that a~~
38 ~~maximum amount of transfers are made for debt service~~
39 ~~reimbursements and with any loan amounts limited to the~~
40 ~~difference between this amount and the total amount appropriated~~

1 in this subdivision. The total amount of weight fee revenues
2 transferred from the State Highway Account for the 2010–11 fiscal
3 year shall not be greater than the total amount of weight fee
4 revenues deposited into the State Highway Account for that year.

5 (4) With respect to transfers or portions of transfers that cannot
6 be made in any given month if weight fee revenues are insufficient,
7 the first weight fee revenues available in the following month or
8 months shall be used to complete the transfers for the previous
9 month or months prior to making additional transfers for later
10 months.

11 (b) For the 2011–12 fiscal year, all revenue generated from
12 weight fees in the State Highway Account, as determined by
13 Sections 9400.1 and 42205, excluding an amount equal to the loan
14 of forty-three million seven hundred thousand dollars
15 (\$43,700,000) authorized pursuant to Item 2660-013-0042 of
16 Section 2.00 of the Budget Act of 2011, is hereby appropriated for
17 transfer to the General Fund as debt service reimbursement and
18 loans as follows:

19 (1) The Controller shall transfer all weight fee revenues
20 deposited into the State Highway Account in any month to the
21 Transportation Debt Service Fund for transfer to the General Fund
22 as reimbursement for debt service costs until all of the debt service
23 paid on transportation bonds for projects that the Director of
24 Finance indicates qualify for reimbursement as provided for in
25 Section 16965 of the Government Code have been reimbursed.

26 (2) After the Director of Finance has notified the Controller that
27 all debt service costs for the 2011–12 fiscal year have been
28 reimbursed, the Controller shall transfer any remaining weight fee
29 revenues for that fiscal year in the State Highway Account to the
30 General Fund as a loan until all weight fee revenues for that fiscal
31 year appropriated in this subdivision have been transferred to the
32 General Fund, excluding forty-two million dollars (\$42,000,000),
33 which shall be transferred to the General Fund as a loan on July
34 1, 2012. The Director of Finance may repay any portion of the
35 balance of this loan in any year in which the Director of Finance
36 determines the funds are needed to reimburse the General Fund
37 for current year transportation bond debt service or to redeem or
38 retire those bonds, pursuant to Section 16774 of the Government
39 Code, maturing in a subsequent year, provided that the loans shall
40 be repaid no later than June 30, 2021. All funds loaned pursuant

1 to this section, upon repayment to the State Highway Account,
2 shall be immediately transferred by the Controller to the
3 Transportation Debt Service Fund for use pursuant to Section
4 16965 of the Government Code.

5 (3) By June 15, 2012, the Director of Finance in consultation
6 with the Treasurer shall notify the Controller regarding the final
7 amount of debt service paid from the General Fund during the
8 2011-12 fiscal year pursuant to Section 16965 of the Government
9 Code and shall direct the Controller to reverse and adjust any
10 transfers made as debt service reimbursements or loans so that a
11 maximum amount of transfers are made for debt service
12 reimbursements and with any loan amounts limited to the
13 difference between this amount and the total amount appropriated
14 in this subdivision. The total amount of weight fee revenues
15 transferred from the State Highway Account for the 2011-12 fiscal
16 year shall not be greater than the total amount of weight fee
17 revenues deposited into the State Highway Account in that year.

18 (4) With respect to transfers or portions of transfers that cannot
19 be made in any given month if weight fee revenues are insufficient,
20 the first weight fee revenues available in the following month or
21 months shall be used to complete the transfers for the previous
22 month or months prior to making additional transfers for later
23 months.

24 (e) (1) (A) Until the month of first issuance of designated bonds
25 as defined in subdivision (e) of Section 16773 of the Government
26 Code, and at any time thereafter that a Treasurer's certification
27 pursuant to subparagraph (B) of paragraph (3) of subdivision (a)
28 of Section 16965 of the Government Code applies, all weight fee
29 revenues subject to this section in any month shall be transferred
30 from the State Highway Account to the Transportation Debt
31 Service Fund.

32 (B) Except as provided in paragraph (3), or when subparagraph
33 (A) applies pursuant to a Treasurer's certification, upon the first
34 issuance of designated bonds, as defined in subdivision (e) of
35 Section 16773 of the Government Code, starting in the month
36 following that first issuance, all weight fee revenues received by
37 the Controller from the first day through the 14th day of every
38 month shall be transferred from the State Highway Account to the
39 Transportation Debt Service Fund.

1 ~~(C) All funds transferred pursuant to subparagraphs (A) and (B)~~
2 ~~are hereby appropriated for transfer to the General Fund by the~~
3 ~~Controller as reimbursement for debt service costs paid with respect~~
4 ~~to eligible bonds described in subparagraph (A) of paragraph (2)~~
5 ~~of subdivision (a) of Section 16965 of the Government Code, until~~
6 ~~all debt service that the Director of Finance indicates qualifies for~~
7 ~~reimbursement as provided for in subdivision (d), (e), or (f) of~~
8 ~~Section 16965 of the Government Code has been reimbursed, or~~
9 ~~to redeem or retire bonds, pursuant to Section 16774 of the~~
10 ~~Government Code, as referenced in subdivision (d), (e), or (f) of~~
11 ~~Section 16965 of the Government Code, that are maturing in a~~
12 ~~subsequent year. After the Director of Finance has notified the~~
13 ~~Controller that all debt service costs for the fiscal year have been~~
14 ~~reimbursed, the Controller shall transfer any remaining revenue~~
15 ~~generated from weight fees subject to this section for that fiscal~~
16 ~~year in the State Highway Account to the General Fund as a loan.~~
17 ~~The Director of Finance may repay any portion of the balance of~~
18 ~~this loan in any year in which the Director of Finance determines~~
19 ~~that the funds are needed to reimburse the General Fund for current~~
20 ~~year transportation bond debt service or to redeem or retire those~~
21 ~~bonds pursuant to Section 16774 of the Government Code,~~
22 ~~maturing in a future fiscal year, provided that the loans shall be~~
23 ~~repaid no later than June 30, 2021. All funds loaned pursuant to~~
24 ~~this section, upon repayment to the State Highway Account, shall~~
25 ~~be immediately transferred by the Controller to the Transportation~~
26 ~~Debt Service Fund for use pursuant to Section 16965 of the~~
27 ~~Government Code. By June 15 of each year, the Director of~~
28 ~~Finance, in consultation with the Treasurer, shall notify the~~
29 ~~Controller regarding the final amount of debt service paid from~~
30 ~~the General Fund during that fiscal year pursuant to subdivision~~
31 ~~(d), (e), or (f) of Section 16965 of the Government Code and shall~~
32 ~~direct the Controller to reverse or adjust any transfers made as debt~~
33 ~~service reimbursements or loans so that a maximum amount of~~
34 ~~transfers are made for debt service reimbursements and with any~~
35 ~~loan amounts limited to the difference between this amount and~~
36 ~~the total amount of revenue for that fiscal year generated from~~
37 ~~weight fees, as determined by Sections 9400.1 and 42205. The~~
38 ~~total amount of weight fee revenues transferred from the State~~
39 ~~Highway Account in any fiscal year shall not be greater than the~~

1 total amount of weight fee revenues deposited into the State
 2 Highway Account in that year.

3 (2) Starting in the month following the first issuance of any
 4 designated bonds, unless a Treasurer's certification pursuant to
 5 subparagraph (B) of paragraph (3) of subdivision (a) of Section
 6 16965 of the Government Code applies, all weight fee revenues
 7 subject to this section that are received by the Controller from the
 8 15th day of every month, or the first business day thereafter if not
 9 a business day, through the last day of the month shall be deposited
 10 directly in the Transportation Debt Service Fund and are hereby
 11 appropriated for transfer as follows:

12 (A) First, to the Transportation Bond Direct Payment Account
 13 as set forth in subdivision (b) of Section 16965 of the Government
 14 Code, to provide for payment of debt service with respect to
 15 designated bonds.

16 (B) Thereafter, as provided in subparagraph (C) of paragraph
 17 (1).

18 (3) Notwithstanding paragraphs (1) and (2), if by the last day
 19 of a month the transfer for that month relating to designated bonds
 20 required by the Treasurer's certificate described in subdivision (b)
 21 of Section 16965 of the Government Code has not been made due
 22 to insufficient weight fee revenue, weight fee revenue shall
 23 continue to be transferred pursuant to paragraph (2) beginning
 24 with the first day of the subsequent month and continuing every
 25 day until such time as sufficient revenue for full compliance with
 26 the certificate has been transferred.

27 (4) Except as otherwise provided in paragraph (1), (2), or (3),
 28 with respect to any transfers or portions of transfers that cannot
 29 be made in any given month if weight fee revenues are insufficient,
 30 the first weight fee revenues available in the following month or
 31 months shall be used to complete the transfers for the previous
 32 month or months prior to making additional transfers for later
 33 months.

34 SEC. 11. Section 42205 of the Vehicle Code is amended to
 35 read:

36 42205. (a) Notwithstanding Chapter 3 (commencing with
 37 Section 42270), the department shall file, at least monthly with
 38 the Controller, a report of money received by the department
 39 pursuant to Section 9400 for the previous month and shall, at the
 40 same time, remit all money so reported to the Treasurer. On order

1 of the Controller, the Treasurer shall deposit all money so remitted
2 into the State Highway Account in the State Transportation Fund;
3 ~~or directly into the Transportation Debt Service Fund as provided~~
4 ~~in paragraph (2) of subdivision (c) of Section 9400.4, as applicable~~
5 *Fund.*

6 (b) The Legislature shall appropriate from the State Highway
7 Account in the State Transportation Fund to the department and
8 the Franchise Tax Board amounts equal to the costs incurred by
9 each in performing their duties pursuant to Article 3 (commencing
10 with Section 9400) of Chapter 6 of Division 3. The applicable
11 amounts shall be determined so that the appropriate costs for
12 registration and weight fee collection activities are appropriated
13 between the recipients of revenues in proportion to the revenues
14 that would have been received individually by those recipients if
15 the total fee imposed under the Vehicle License Fee Law (Part 5
16 (commencing with Section 10701) of Division 2 of the Revenue
17 and Taxation Code) was 2 percent of the market value of a vehicle.
18 The remainder of the funds collected under Section 9400 and
19 deposited in the account, ~~other than the direct deposits to the~~
20 ~~Transportation Debt Service Fund referenced in subdivision (a);~~
21 may be appropriated to the Department of Transportation, the
22 Department of the California Highway Patrol, and the Department
23 of Motor Vehicles for the purposes authorized under Section 3 of
24 Article XIX of the California Constitution.

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Trailer Bill Language – Highway Tolling

SECTION 1. Section 14106 in the Government Code is amended to read:

14106. (a) Any toll revenues generated from a priced managed lane on the state highway system ~~that is administered by a local agency~~ shall be expended only within the respective corridor in which the managed lane is located.

(b) “Priced Managed ~~managed~~ lane” means either of the following:

(1) A high-occupancy toll lane, which is a dedicated lane that is free for vehicles carrying a minimum number of occupants, but which allows vehicles containing less than the minimum number of occupants to use the lane upon payment of a toll.

(2) An express toll lane, which is a dedicated lane that requires all vehicles to pay a toll in order to use the lane, but may provide for vehicles carrying a minimum number of occupants to pay a discounted toll.

(c) “Corridor” has the meaning provided in Section 30905.1 of the Streets and Highways Code.

SECTION 2. Article 5 is added to Chapter 3 of Division 17 of the Streets and Highways Code, to read:

30905. (a) The Legislature finds and declares that:

(1) The development, improvement, expansion, and maintenance of an efficient, safe, and well-maintained system of roads, highways, and other transportation facilities is essential to the economic well-being and high quality of life of the people of this state.

(2) The state’s transportation system has not kept pace with the state’s growing population.

(3) High-occupancy toll lanes, express toll lanes, and toll roads provide an opportunity to more effectively manage the state’s highways in order to increase passenger throughput and to reduce delays for freight shipments and travelers, especially those traveling by carpool, vanpool, and bus.

(b) The Legislature intends for public sources of revenue, including federal funding, to be leveraged to meet growing transportation needs.

(c) The Legislature intends for highway tolling to be employed when it can be demonstrated to optimize the performance of the transportation system, contribute a significant portion of the cost of a project that cannot be funded solely with existing sources, provide additional funding for ongoing maintenance and repairs, or improve travel reliability on a transportation corridor.

(d) The Legislature intends for highway tolling, in all cases, to be fairly and equitably applied in the context of the statewide transportation system and not have significant adverse impacts through the diversion of traffic to other routes that cannot otherwise be reasonably mitigated.

30905.1. Unless the provision or context otherwise requires, these definitions shall govern the construction of this article:

(a) “Toll facility” includes high occupancy toll lanes, express toll lanes, and toll roads.

(b) “High occupancy toll lane” has the meaning provided in Section 14106 of the Government Code.

(c) “Express toll lane” has the meaning provided in Section 14106 of the Government Code.

(d) “Toll road” means a highway for which a toll is charged for its use.

(e) Notwithstanding Section 143, “regional transportation agency” means any of the following:

(1) A transportation planning agency described in Section 29532 or 29532.1 of the Government Code.

(2) A county transportation commission established under Section 130050, 130050.1, or 130050.2 of the Public Utilities Code.

(3) Any other local or regional transportation entity that is designated by statute as a regional transportation agency.

(4) A joint exercise of powers authority established pursuant to Chapter 5 (commencing with Section 6500) of Division 7 of Title 1 of the Government Code, with the consent of a transportation planning agency or a county transportation commission for the jurisdiction in which the transportation project will be developed.

(f) "Toll facility operator" means the public entity authorized to collect tolls by the commission pursuant to Section 30905.2.

(g) "Corridor" means the state highway or highways, where tolls could be collected, that serve motorists or freight movement and includes other transportation systems and facilities that affect the travel performance of, reliability of, or access to those highways or provide another mode of transportation on or within the vicinity of those highways.

30905.2. (a) (1) Notwithstanding Sections 149 and 30800, the commission may authorize the department or a regional transportation agency in cooperation with the department to develop and operate toll facilities on the state highway system and establish and collect the tolls on those facilities.

(2) The department may enter into agreements with regional transportation agencies for the purposes of developing, maintaining, repairing, rehabilitating, improving, reconstructing, and operating toll facilities on the state highway system. Any such agreement shall identify the respective obligations and liabilities, including legal liability related to the construction and operation of the toll facility, of the department and the regional transportation agency, and shall, at a minimum, define the initial term, options for extension of the term, assign responsibilities relating to the development, maintenance, repair, improvement, construction, reconstruction and operation of the facility; and the condition of the facility at the end of the term.

(b) A toll facility operator may contract with another entity for the collection of tolls.

(c) A toll facility operator shall enter into an agreement with the California Highway Patrol regarding the enforcement of those toll facilities.

(d) Agreements developed pursuant to this section shall provide for reimbursement of state agencies for all costs incurred in connection with the development, maintenance, repair, rehabilitation, and operation of a toll facility.

(f) A toll facility operator may include discounts and premiums to encourage efficient use of toll facilities and reduction of congestion and emission of greenhouse gases and criteria pollutants.

(g) A toll facility operator may require any vehicle to have an electronic toll collection transponder or other electronic device for enforcement or tolling purposes.

30905.3. (a) Projects proposed pursuant to this article are subject to review and approval by the commission. For each eligible project, the commission shall conduct at least one public hearing before approving the project.

(b) The commission shall develop eligibility criteria for projects to be approved pursuant to this article. These eligibility criteria must include, at a minimum, the following:

(1) The project is contained in the constrained portion of a conforming regional transportation plan prepared pursuant to Section 65080 of the Government Code. For purposes of this section, a regional transportation plan must be consistent with greenhouse gas reduction targets assigned by the State Air Resources Board, pursuant to Division 25.5 (commencing with Section 35800) of the Health and Safety Code.

(2) The project is technically feasible.

(3) The project is financially feasible and the project's initial expenditure plan pursuant to Section 30905.4 fully funds all expenses specified in paragraphs (1) through (3) of subdivision (b) of Section 30905.4.

(4) Performance measures have been developed for the project.

(5) The proposed toll facility operator demonstrates how it has considered social equity, transit and active modes of transportation in the corridor. This section may not be construed to require that toll revenues be used to finance the enhancement of transit or active modes of transportation in the project corridor.

30905.4. The department and the appropriate regional transportation agency shall develop a multiyear expenditure plan for the use of toll revenue within each tolled corridor. This expenditure plan shall cover a period of either ten years or the full term of any and all financing used to construct or repair any portion of the project, whichever is longer. This plan shall be updated annually.

(a) (1) For a toll facility operated by a regional transportation agency, the governing board of the regional transportation agency shall review and adopt the expenditure plan and each update.

(2) For a toll facility operated by the department, the commission shall review and adopt the expenditure plan and each update.

(3) An expenditure plan and each update must be made available for public review and comment for not less than 30 days prior to adoption.

(4) The expenditure plan must include a funding plan for all expenses specified in paragraphs (1) through (3) of subdivision (b).

(b) Toll revenues collected pursuant to this article must be used for:

(1) Where debt is issued to construct or repair any portion of the facility, payment of debt service, and satisfaction of other covenants and obligations related to indebtedness of the toll facility.

(2) Subject to any project financing obligations, direct expenses related to the development, maintenance, administration, repair, rehabilitation, improvement, reconstruction and operation, including collection and enforcement of the toll facility, and reserves for these purposes. These include reimbursements required under any agreements entered into pursuant to Section 30905.2.

(3) Reserves for the purposes specified in paragraphs (1) and (2).

(c) Subject to any project financing obligations, any revenue remaining after fulfilling the obligations specified in subdivision (b) must be used for projects that maintain or improve the safety, operation, or travel reliability of any transportation mode in the corridor in which the tolls were collected, or provide or improve travel options in the corridor in which the tolls were collected.

(d) (1) For any project under this article involving the conversion of an existing high-occupancy vehicle lane to a high-occupancy toll lane, the project must at a minimum result in a net benefit to the system including:

(A) Expanded efficiency of the corridor in terms of travel time reliability, person throughput, or other efficiency benefit. .

(B) Payments toward the operations and maintenance of the toll facility.

(C) If excess revenue exists, consideration of payments toward maintenance of the existing roadway.

(2) For any construction of a new toll lane or toll road undertaken by the department, tolls must be sufficient to pay all operations and maintenance costs of the new toll lanes. The department shall demonstrate in its first expenditure plan for the toll facility that tolls are sufficient to pay for all operations and maintenance costs over the first 10 years of the operations, and for the life of the expenditure plan, if it exceeds 10 years.

(3) For any project operated by a regional transportation agency, the toll facility operator, in its annual expenditure plan for the facility, shall demonstrate there are sufficient funds to pay for operations and maintenance costs.

30905.5. The Highway Toll Account is hereby created in the State Transportation Fund for the management of funds received by the department for toll facilities operated by the department and authorized pursuant to this article. Notwithstanding Section 13340 of the Government Code, moneys in the Highway Toll Account designated and necessary for the payment of any debt service associated with the project shall be continuously appropriated without regard to fiscal year to the department for the purposes described in paragraph (1) of subdivision (b) of Section 30905.4. All other moneys deposited in the fund that are derived from premium and accrued interest on bonds sold pursuant to this division shall be reserved in the fund and shall be available as specified in Section 30905.4. Pursuant to Chapter 4 (commencing with Section 16720) of Part 3 of Division 4 of Title 2 of the Government Code, the cost of bond issuance shall be paid out of the bond proceeds, including premium, if any.

30905.6. Nothing in this article prevents the department or any transportation agency from constructing a facility that competes with a toll facility approved by the commission pursuant to this article, and a toll facility operator is not entitled to compensation for adverse effects on toll revenue due to a competing facility.

30905.7. (a) A regional transportation agency sponsoring a toll facility, the California Infrastructure and Economic Development Bank, or for toll facilities operated by the department, the State Treasurer, may issue bonds, refunding bonds, or bond anticipation notes, at any time, to finance development, construction or reconstruction, expenditures related to construction or reconstruction, or market-required reserves for toll facility projects approved pursuant to this article, and for the development, construction or reconstruction, and related expenditures that are included in the expenditure plan adopted pursuant to Section 30905.5, payable solely from toll revenue and ancillary revenue generated by the respective facilities.

(b) Any bond issued pursuant to this subdivision shall contain on its face a statement to the following effect:

“Neither the full faith and credit nor the taxing power of the State of California is pledged to the payment of principal of, or the interest on, this bond.”

(c) This section 30905.7(c) shall be deemed to provide all necessary state law authority for purposes of Government Code section 63024.5

Highway Relinquishments

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

73. (a) The Legislature finds and declares that:

(1) Ownership and management of transportation infrastructure should be placed at the most appropriate level of government. Transportation infrastructure primarily serving regional travel and not primarily facilitating interregional movement of people and goods is typically best managed by local and regional government entities. Transportation infrastructure, including interstate highways, that is needed to facilitate interregional movement of people and goods is typically best managed at the state government level.

(2) The Legislature intends for the department to identify routes, and segments of routes, which may be appropriate candidates for relinquishment and to streamline the process of approving relinquishments where the department and the city or county have entered into an agreement providing for the relinquishment.

(b) The commission ~~may shall~~ relinquish to any county or city any portion of any state highway within the county or city ~~that has been deleted from the state highway system by legislative enactment, and the relinquishment shall become effective upon the first day of the next calendar or fiscal year, whichever first occurs after the effective date of the legislative enactment. It may likewise relinquish any portion of any state highway~~ that has been superseded by relocation.

(1) The commission shall not relinquish to any county or city any portion of any state highway that has been superseded by relocation until the department has entered into an agreement with the city or county providing for the relinquishment or the department has placed the highway, as defined in Section 23, in a state of good repair. This requirement shall not obligate the department for widening, new construction, or major reconstruction.

(c) Whenever the department and the county or city concerned have entered into an agreement providing therefor, or the legislative body of the county or city has adopted a resolution consenting thereto, the commission may relinquish, to that county or city, frontage or service road or outer highway, within the territorial limits of the county or city, which has been constructed as a part of a state highway project, but does not constitute a part of the main traveled roadway thereof.

(d) The commission may also relinquish to a county or city within whose territorial limits it is located any nonmotorized transportation facility, as defined in Section 887, constructed as part

of a state highway project if the county or city, as the case may be, has entered into an agreement providing therefor or its legislative body has adopted a resolution consenting thereto.

(e) (1) Whenever the department and a city or county concerned have entered into an agreement providing for the relinquishment of any portion of a state highway that is not an interstate highway and does not primarily facilitate interregional movement of people and goods, the commission shall relinquish that portion of the state highway to the city or county within whose territorial limits it is located. The department and that city or county shall agree upon the condition or state of the relinquished portion of state highway at the time of its transfer from the department to the city or county. The agreement shall specify any financial terms upon which the department and city or county have agreed. The agreement shall transfer all legal liability for the relinquished portion of state highway at the time of its transfer from the department to the city or county.

(2) No such relinquishments may occur unless all of the following conditions are met:

(A) The commission has determined the relinquishment is in the best interest of the state.

(B) The department completes a cost-benefit analysis on behalf of the state, which may include a review of route continuity, market value assessments of the proposed relinquishment and associated parcels, a review of historical and estimated future maintenance costs of the proposed relinquishment, or any other quantifiable economic impacts.

(C) The commission holds a public hearing on the proposed relinquishment.

(3) Upon relinquishment of a portion of a state highway under this subdivision, the city or county accepting the relinquished former portion of state highway shall maintain within its jurisdictions signs directing motorists to the continuation of the remaining portions of the state highway, if any, to the extent deemed necessary by the department

(f) Relinquishment shall be by resolution. A certified copy of the resolution shall be filed with the board of supervisors or the city clerk, as the case may be. A certified copy of the resolution shall also be recorded in the office of the recorder of the county where the land is located and, upon its recordation, all right, title, and interest of the state in and to that portion of any state highway shall vest in the county or city, as the case may be, and that highway or portion thereof shall thereupon constitute a county road or city street, as the case may be.

(g) The vesting of all right, title, and interest of the state in and to portions of any state highways heretofore relinquished by the commission, in the county or city to which it was relinquished, is hereby confirmed.

(h) Not later than October 1, 2015, and biannually thereafter, the department shall report to the commission on which state highway routes primarily serve regional travel and do

not primarily facilitate interregional movement of people and goods. The department may segment these routes by one or more categories and shall indicate which of these routes are the best candidates for relinquishment. The report shall include an aggregate estimate of future maintenance and preservation costs of the routes included. The department, in consultation with the commission, shall develop guidelines for this report.

(i) Prior to relinquishing any portion of a state highway to a county or a city, ~~except where required by legislative enactment,~~ **pursuant to subdivisions (b) through (d),** the department shall give 90 days' notice in writing of intention to relinquish to the board of supervisors, or the city council, as the case may be. Where the resolution of relinquishment contains a recital as to the giving of the notice, adoption of the resolution of relinquishment shall be conclusive evidence that the notice has been given.

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

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

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DATE: February 17, 2015
TO: STA TAC
FROM: Andrew Hart, Associate Planner
RE: State Active Transportation Program (ATP) Update - Discussion of Potential Candidate Projects

Background:

In September 2013, Governor Jerry Brown signed legislation creating the State Active Transportation Program (ATP). The ATP consolidates multiple state and federal funding programs into one program, and aims to promote the following objectives:

- Increase the proportion of biking and walking trips
- Increase safety and mobility for non-motorized users
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding
- Ensure disadvantaged communities fully share in program benefits (25% of program)
- Provide a broad spectrum of projects to benefit many types of active transportation users

Cycle 1 of ATP saw over 750 applications statewide with over \$1 billion of funding requested. The state funded 126 projects, totaling over \$350 million. Eighty-nine percent (89%) of these projects benefited disadvantaged communities. STA's Safe Routes to School application (\$388,000) was the only project from Solano County to receive statewide funding.

Cycle 1 also saw 127 applications submitted to Metropolitan Transportation Commission (MTC) for the regional pot of funds. This total includes projects that received statewide funding. MTC funded 10 projects, totaling \$30.7 million. STA's SR2S application was also scored to receive Regional ATP funds, but was already funded through the State ATP program. None of the MTC-funded projects were in Solano County.

It is anticipated that \$360M will be available for Cycle 2. Applicants from Solano County will compete at two levels:

- Statewide competition: 50% (\$180M)
- Metropolitan Planning Organizations (MPOs): 40% (\$144M, of which \$30M will be available to MTC)

The MTC has chosen to make the regional Call for Projects concurrent with the statewide Call for Projects which is March 26, 2015. The deadline for both regional and statewide applications will be May 29, 2015.

Cycle 2 of ATP will differ in some minor ways from Cycle 1, including:

- The funding is eligible for all phases (environmental, design, and construction)
- No local match is required for any projects, though extra points may be awarded if match is available

- Disadvantaged Communities criteria are likely to change. A possible result is to stay consistent with the Disadvantaged Communities threshold used by Cap and Trade.

Discussion:

STA began to work with potential local project sponsors to identify those projects that appear to have the best possibility of qualifying for ATP funds, and supporting those agencies in their development of ATP applications. On January 16th, Solano County agencies met to discuss a project list based on the Safe Routes to School Plan (2013), Safe Routes to Transit Plan (2011) and the Solano Countywide Bicycle and Pedestrian Transportation Plans (2012).

The same group reconvened on February 4th, where the projects were further discussed. The 30+ projects were narrowed down to 6 likely applications coming out of Solano County. Some of these applications contain multiple projects bundled together to strengthen competitiveness. The list of applications include Safe Routes to School, Safe Routes to Transit, Active Transportation Plan development, and San Francisco Bay Trail and Napa Valley Vine Trail gap fills. The list of potential applications follows:

Safe Routes to School

Benicia, Rio Vista, Suisun City, and Vallejo	Bundle of various projects
Fairfield	East Tabor Avenue
Vallejo	Wardlaw Elementary School

Safe Routes to Transit

Suisun City	Lotz Way
Fairfield	Fairfield Transportation Center
Vallejo	Vallejo Transit Center

Other

Rio Vista	Bicycle & Pedestrian Master Plan
Vallejo	Bay Trail – Vine Trail

Attachment A contains a complete list of projects and descriptions.

Fiscal Impact:

No impact to the STA Budget at this time.

Recommendation:

Informational.

Attachment:

- A. Draft ATP Cycle 2 Potential Project List

DRAFT ATP Cycle 2 Potential Project List - Safe Routes to Transit

Agency	Project Location	Project Description	Project type	DAC?	Estimated Fiscal Year			Estimated Cost of Each Phase			Est. Total Project Cost	Notes	Proposed By	Staff Recommendation
					ENV	PE	CON	ENV	PE	CON				
Suisun City	Suisun City Train Station	Class I Shared Use Path on Lotz Way (Marina Blvd to Train Depot)	SR2T	Yes	16/17	17/18	18/19	\$100,000	\$326,000	\$1,304,000	\$1,730,000	Project is phased	STA	Project Recommended for ATP.
Fairfield	Fairfield Transportation Center	Class I Bike Path/sidewalk on south side of West Texas St. (I-80 EB to Beck Ave); Intersection Crossing Enhancements (Linear Bike Trail and Beck Ave); Modify traffic signal intersection geometry to square off radii to reduce speed and improve pedestrian/bike access, direct bus ramp to platform. Project addresses 4 critical strategies in STA's 2011 Safe Routes to Transit Plan. Requires Caltrans coordination. ENV and PE phases are complete. Project falls under the special PEER (Preliminary Engineering Evaluation Report) criterion of greater than \$1 million and less than \$3 million if funded by others.	SR2T	Yes	complete	complete	17/18	complete	complete	\$2.9 million	\$2.9 million		STA	Recommended as a stand-alone SR2T project. N.Texas Gateway project.
Vallejo	Vallejo Transit Center	Georgia St Road Diet from 4 to 3 lanes with bike lanes (from downtown Vallejo - Sonoma Blvd to Columbus Parkway): include traffic signal modifications at several intersections	SR2T	Yes	16/17	17/18	18/19	\$20,000	\$80,000	\$1,228,000	\$1,328,000	Georgia St is crossed by students from 4 school located within one to two blocks from the street. . This project will have some element of SR2S.	STA	Georgia St Road Diet - for \$1.328M, we can install the road diet from downtown all the way to Columbus Parkway. If only from downtown to Hwy 80, the total cost is only about \$550K. I'd like STA to consider the bigger project, especially that it may not be under an umbrella project with Suisun.

DRAFT ATP Cycle 2 Potential Project List - "Other" Category												
Agency	Project Name & Location	Project Description	Project Type	Class	Total Project Cost	Estimated Cost of Special Projects			Total Project Cost	Notes	Proposed By	Next Recommendation
						ENV	HS	CON				
San Mateo	City Works	Review & Develop Master Plan	Other	Other	\$100,000					Separate funding category in ATP. Read Special Master Plan to see Special Funding and search for transportation activities.	San Mateo	Not Recommended as Alternative ATP Project
San Mateo	Port/Trestle/Trestle	Construct Class 1 and some Class 2 pathways from the northern end of Millage down to the ferry landing. Some facilities already exist and will be built on future expansion.	Other/Other	Other	\$5,000,000					These alignments are consistent with the San Mateo Trestle expansion. See Bay Trail and Trestle Master Plan.	San Mateo	Not Recommended as Alternative ATP Project

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DATE : February 12, 2014
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Transit and Ridesharing Element of the Comprehensive Transportation Plan (CTP)

Background:

The Solano Comprehensive Transportation Plan (CTP) is one of the foundational documents for STA and provides the basis for STA's projects and programs priorities and for input to the Metropolitan Transportation Commission (MTC) /Association of Bay Area Government's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) for the 9-county Bay Area). The current SCS was adopted in 2013, and is known as Plan Bay Area. The current Solano CTP was adopted in 2005 and needs to be updated prior to the next RTP/SCS being developed in 2017.

The Solano CTP consists of three primary elements: Active Transportation; Arterials Highways and Freeways; and, Transit and Ridesharing. There are additional supporting chapters, such as the Introduction, Past Achievements and Land Use.

Elizabeth Richards has been retained to author the Transit and Rideshare Element of the CTP.

Discussion:

The first tasks will be to review the element's Purpose and Goals, adopted in 2009, and to recommend any changes to the Goals. Her next tasks will be to co update the State of the System Report and the Goal Gap Analysis, which evaluates the difference between where the system is (State of the System) and where it is desired to be (Goals). These tasks will be completed by the end of March 2015. During April, she will develop a history of inter-city transit expenditures by STA since 2005, and a revenue projection out to 2025.

During March and April of 2015, STA staff will be conducting its first round of public outreach meetings on the CTP, covering both the Transit and Rideshare Element and the Arterials, Highways and Freeways Element. In May, work will focus on incorporating the various components of the Transit and Rideshare Element including the updated Solano Rail Plan, the Transit Corridor Study, the Mobility Management Plan, the Seniors and People with Disabilities Plan, Ridesharing and Ferry Services.

All draft documents developed will be reviewed and discussed by the Intercity Transit Consortium and the Transit and Rideshare Committee (made up of STA Board members and alternates) prior to consideration by the STA Board.

Recommendation:

Informational.

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DATE: February 13, 2015
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan Update - Call for Projects

Background:

The Metropolitan Transportation Commission (MTC) prepares the Regional Transportation Plan (RTP) every four years. With the approval of SB 375, the RTP now acts as a Sustainable Communities Strategy (SCS) with strong emphasis on reduction of greenhouse gas emissions and construction of housing. The housing component of the SCS is updated every eight years.

The current RTP/SCS, known as Plan Bay Area, was adopted in 2013. MTC has started on the process of updating the RTP. One of the early steps in that process is to identify projects for analysis and potential funding by issuing a Call for Projects.

Discussion:

MTS's draft guidelines for the RTP Call for Projects anticipate formal guidance documents being released in April 2015. At the same time, MTC will be conducting an update of the status of major projects in Plan Bay Area (such as the BART extension to Silicon Valley). The Call for Projects for regional projects will be issued in May, and for local projects in July of 2015. MTC will provide each Congestion Management Agencies (CMAs) a fund estimate; the total value of projects submitted to MTC cannot exceed the CMA's fund estimate.

MTC will ask each CMA to act as the local administrator of the Call for Projects for their respective County. This means that all projects proposed by local jurisdictions will be submitted to the CMA, and the CMA will then submit a final project list to MTC. STA will work with the 7 cities and the county to identify projects that fit within the fund estimate and most effectively advance the county's transportation priorities.

STA is currently meeting with the 7 cities and the county to reviews priority projects identified as a part of the Solano Comprehensive Transportation Plan (CTP) update. To be considered for inclusion in the RTP, projects must be included in the STA's CTP. Agencies will have some time to update their CTP project list and priorities before the July 2015 Call for Projects.

Fiscal Impact:

None at this time.

Recommendation:

Informational.

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DATE: February 13, 2014
TO: STA TAC
FROM: Anthony Adams, Project Assistant
RE: Federal Procurement Process - Contract Provisions

This report will be provided at the meeting.

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DATE: February 13, 2014
TO: STA TAC
FROM: Anthony Adams, Assistant Project Manager
RE: Quarterly Project Delivery Update

Background:

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, a Solano Project Delivery Working Group was formed, which assists in updating the STA's Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and updates the TAC about project delivery deadlines.

The STA recently changed its project delivery policies to include a quarterly project delivery update. This update is intended to be a more comprehensive update including a breakdown of current projects by member agency and the current project status. This report marks the second quarterly progress report from STA staff to the TAC and Board. The Solano Project Delivery Working Group (PDWG) is scheduled to review the 2nd Quarter of Fiscal Year (FY) 2014-15 Project Delivery Report at their February 19, 2015 meeting.

Discussion:

A summary of the projects that will be obligated in Fiscal Year (FY) 2014-15 is available in Attachment A. This list provides comprehensive information including project description and follows the TAC approved color-coding status format:

- Green is on track;
- Yellow indicates project is missing information or estimated deadline;
- Red indicates a project has missed a major milestone and is endanger of losing funding.
-

At the time of this report, the City of Dixon has not provided an update for this quarter on the status of their West A Street Paving Project and is therefore highlighted in yellow. The Project also missed a project delivery milestone (Field Review) during this last quarter. The project manager for Dixon is aware of this milestone passing and has been working with Caltrans to move the project forward and stay on track. Another change during this quarter includes the City of Vallejo's Wardlaw Elementary SR2S project moving its construction phase from FY 2014-15 to FY 2016-17. This delay was due to project scope revisions and design complications. STA has been in contact with the Vallejo project manager to keep the project on track.

With Vallejo's project schedule change, the total projects that are scheduled for obligation in FY 2014-15 drops from fourteen (14) to thirteen (13). These include projects in the following Preliminary Engineering (PE), Right of Way (ROW), or Construction (CON) phases:

- Seven (6) One Bay Area Grant (OBAG) projects, including:
 - Three (3) Local Streets & Roads (LS&R) projects
 - One (1) Safe Routes to School Projects (SR2S)
- Three (3) Highway Safety Improvement Program (HSIP) funded projects
- One (1) Active Transportation Program (ATP)
- One (1) RM2 funded project
- One (1) TDA funded project
- One (1) Caltrans funded project (Ramp Meters)

Inactive Obligations Monthly Update

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months. If a project has not been invoiced during the previous 6 months, it is placed on the Caltrans Inactive List. The inactive projects list previously had six (6) listings countywide, currently there are eight (8) inactive projects in the County of Solano on the Caltrans list. Of the 8 inactive projects in Solano County this month, four (4) of them are from the STA, two (2) from Suisun City, one (1) from Benicia, and one (1) from Caltrans. The STA was on the list for the SR2S Program, Transit Ambassador Program, Priority Development Area (PDA) planning grants and Priority Conservation Area (PCA) grants. The STA has been making progress on all four programs, but financial reimbursement has not been claimed. STA staff will make a request for reimbursement before the next monthly reporting cycle.

It is important to close out projects whenever they are done, so that any remaining funds can be programmed to other projects in need of further funding. Please see Attachment B for Inactive Project list.

More information regarding Inactive Obligations and its repercussions can be found on Caltrans Local Assistance website:

<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Projects Obligated in Fiscal Year 2014-15
- B. Inactive Projects List

Color Key Code

	= Project is On-Track
	= Project Info Needs Updating/Missed Project Delivery Milestone
	= Project Missed Delivery Deadline

Project Name	Sponsor	Project Type	Project Description	Current Phase	FY Programmed	Percent Complete (Current Phase)	Phase Completion Expected	Total Project Cost Estimate	Notes
Benicia Industrial Pk Multi-Modal Trans	Benicia	Transit	Plan and construct a bus hub station in the Benicia Industrial Park for the I-680 corridor and northern Benicia for transit service across the Benicia-Martinez Bridge into	CON	14/15	0%	11/15/2015	\$2,110,000	Project progressing on schedule. Final design due by 4/1/2015.
Ramp Metering Phase II	Caltrans	ITS	East and Westbound I-80 between Redwood St in Vallejo and I-505 in Vacaville	CON	14/15	0%	3/1/2015	?	No project delivery info given by Caltrans
West A Street Paving Project	Dixon	Street Repair	West A Street from Pitt School Road to I-80: repave and install fabric, minor concrete repairs, and utility cover adjustments.	CON	14/15	0%	9/13/2015	\$659,663	Project has not received updates since July 2014. Missed Field Review in July 2014. Status unknown.
Beck Avenue Pavement Rehabilitation	Fairfield	Street Repair	"Pavement rehabilitation of Beck Avenue, from Highway 12 to West Texas Street, including ADA improvements."	CON	14/15	0%	2/1/2016	\$1,980,000	Caltrans Field Review and NEPA clearance Complete, ROW clearance by January 2015
Waterfront Promenade Phase 2	Rio Vista	Bike/Ped	Pedestrian, bicycle, and ADA access improvements connecting immediately to the south of Phase I improvements and connecting to Front Street at Logan St.	CON	14/15	0%	9/2/2015	\$511,000	Ground breaking occurred on October 10th.

Color Key Code

	= Project is On-Track
	= Project Info Needs Updating/Missed Project Delivery Milestone
	= Project Missed Delivery Deadline

Vacaville-Dixon Bicycle Route (Phase 5)	Solano County	Bike/Ped	Class II Bike Route on Hawkins Road from Fox Road to Leisure Town Road	CON	14/15	0%	6/15/2015	\$2,033,435	In design with CON scheduled for spring 2015
Travis AFB: South Gate Improvement Project	Solano County	Street Improvements	Fairfield: Petersen Road by Travis Air Force Base; Between Walters Road to Travis AFB. Widen roadway to standard lane width, including shoulder and other safety improvements	CON	14/15	0%	5/1/2015	\$2,547,000	Construction E76 submitted, waiting for CT approval. Mitigation purchase will occur Fall 2014 and Con in the spring of 2015
Roadway Preservation in Solano County	Solano County	Street Improvements	Solano County: Various streets: Pavement resurfacing and/or rehabilitation including: Overlay, widen pavement surface with no added capacity, stripe and add signs. Project is phased	CON	14/15	0%	8/5/2015	\$1,692,600	Completed Field Review. No NES required. Project has no PE or ROW funds. CON scheduled for spring 2015
Solano County Guardrail Project 2013	Solano County	Safety Improvement	Repair and install guardrail	CON	14/15	0%	1/26/2016	\$220,000	NES MI being revised to full NES per CT comments
Suisun-Fairfield Intercity Rail Station	Suisun City	Transit	The Project, which is within an approved PDA, will improve pedestrian and bicycle access along the routes to and from the Suisun Train Station in the Historic Waterfront District by removing obstacles, upgrading pedestrian facilities to current ADA standards, installing additional bicycle facilities, providing better lighting, adding signage, pavement markings, installing fencing to discourage/prevent jaywalking across Main Street,	CON	14/15	0%	5/1/2015	\$700,100	95% PS&E are anticipated to be received by the City before the end of December 2014. The City will then submit to Caltrans its E-76 Request for Approval (RFA for CON) around the first week of January 2015. Caltrans will take anywhere from 4 week to 6 weeks to approve the RFA, so anytime between late January to mid-February 2015 we should receive our approval. Also, City approval of the PS&E is anticipated before the end of January 2015. We will advertise the construction

Color Key Code

- = Project is On-Track
- = Project Info Needs Updating/Missed Project Delivery Milestone
- = Project Missed Delivery Deadline

			installing countdown pedestrian heads at traffic signals. Improvements to the trash enclosure to discourage use by the homeless are potentially planned.						documents as soon as the RFA is approved or when the construction documents are approved by the City, whichever date is latest.
HSIP5-04-031 Sonoma Boulevard Improvements	Vallejo	Street Improvements	Vallejo: Sonoma Blvd between York St and Kentucky St: Implement road diet - reduce travel lanes from 4 to 3, including a two-way left-turn lane or median, and add bike lanes	CON	14/15	0%	11/1/2016	\$351,633	
Vallejo Downtown Streetscape - Phase 3	Vallejo	Pedestrian Safety	Improvements on Georgia Street, between Santa Clara and Sacramento Street and Sacramento Street between Virginia Street and Georgia Street. Downtown Vallejo: Pedestrian and bicycle-friendly enhancements including traffic calming, diagonal street parking, decorative lighting, decorative pavers, street furniture, art, improved signage.	CON	14/15	0%	11/20/2015	\$3,894,000	Funding issue (additional \$400,00) has been resolved.
Vallejo SRTS Infrastructure Improvements	Vallejo	SR2S - Capitol	Road Diet in vicinity of Wardlaw Elementary School	PE	14/15	0%	2/1/2016	\$280,428	Project CON obligation moved to FY 2016/17, due to delays in the design. Project scope reduced, due to funding constraints, to just include Wardlaw Elementary. Cooper Elementary is not included in this project any longer.

Inactive Obligations
Local, State Administered/Locally Funded and Rail Projects

Updated on
02/11/2015

Project No (newly added projects highlighted in GREEN)	Status	Agency/District Action Required	Agency	Description	Authorization Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
6249035	Inactive	Submit invoice to District by 02/20/2015	Solano Transportation Authority	WITHIN SOLANO COUNTY, PUBLIC TRANSPORTATION SYSTEM, SOLANO TRANSIT AMBASSADOR PROGRAM	3/14/2014	3/14/2014	\$282,391.00	\$250,000.00	\$0.00	\$250,000.00
5003027	Future	Invoice under review by Caltrans. Monitor for progress.	Benicia	EAST SECOND STREET, BETWEEN LAKE HERMAN AND MILITARY., PAVEMENT REHABILITATION	4/14/2014	10/24/2014	\$582,217.00	\$495,000.00	\$0.00	\$495,000.00
5032027	Future	Submit invoice to District by 05/20/2015	Suisun City	WALTERS RD. AND PINTAIL DRIVE INTERSECTION, NEW TRAFFIC SIGNAL, ADA RAMPS, PAVEMENT MARKINGS,	4/27/2014	4/27/2014	\$79,900.00	\$71,900.00	\$0.00	\$71,900.00
5032028	Future	Submit invoice to District by 05/20/2015	Suisun City	WALTERS RD: BETWEEN PETERSEN RD AND BELLA VISTA.; ROAD REHABILITATION	5/1/2014	5/1/2014	\$408,874.00	\$356,000.00	\$0.00	\$356,000.00
6204117	Future	Submit invoice to District by 05/20/2015	Caltrans	WB I-80 TO SR12 CONNECTOR, INTERCHANGE RECONSTRUCTION (TC)	4/27/2014	4/27/2014	\$52,215,503.00	\$999,962.00	\$0.00	\$999,962.00
6249034	Future	Submit invoice to District by 05/20/2015	Solano Transportation Authority	VARIOUS CITIES WITHIN SOLANO COUNTY, PLANNING ASSISTANCE - PDAS & PCAS	4/1/2014	4/1/2014	\$1,781,318.00	\$1,577,000.00	\$0.00	\$1,577,000.00
6249036	Future	Invoice under review by Caltrans. Monitor for progress.	Solano Transportation Authority	VARIOUS LOCATIONS WITHIN SOLANO COUNTY, SAFE RTE TO SCHOOL PLANNING AND EDUCATION (TC)	4/1/2014	4/1/2014	\$1,256,000.00	\$1,256,000.00	\$0.00	\$1,256,000.00
6249037	Future	Submit invoice to District by 05/20/2015	Solano Transportation Authority	VARIOUS LOCAL AGENCIES WITHIN SOLANO COUNTY (NON- INFRASTRUCTURE), PRIORITY CONSERVATION AREAS PROGRAM	5/28/2014	5/28/2014	\$84,995.00	\$75,000.00	\$0.00	\$75,000.00



DATE: February 18, 2014
TO: STA TAC
FROM: Drew Hart, Associate Planner
RE: Yolo Solano Air Quality Management District (YSAQMD) Call for Projects

Background:

The Yolo Solano Air Quality Management District (YSAQMD) Clean Air Program provides funding for motor vehicle air pollution reduction projects in the Yolo Solano Air Basin through the annual YSAQMD Clean Air Funds Program. Funding for this program is provided by a \$4 Department of Motor Vehicle (DMV) registration fee established under Assembly Bill (AB) 2766, and a special property tax (AB 8) generated from Solano County properties located in the YSAQMD.

The cities of Dixon, Rio Vista, Vacaville and eastern Solano County are located in the Yolo Solano Air Basin. STA, along with other public or private agencies, groups and individuals located in the Yolo Solano Air Basin can apply for the Clean Air Fund program. While YSAQMD administers the grant programming and monitoring of approved projects, the STA assists in programming YSAQMD Clean Air Funds by having STA Board members participate in the Clean Air Funds Application Review Committee. The Committee makes Clean Air Funds programming recommendations to the YSAQMD Board for projects located in Solano County.

Clean Air Funds provides funding for four (4) air pollution reduction project types:

- 1) Clean Technologies / Low Emission Vehicles
- 2) Alternative Transportation Programs
- 3) Transit Services
- 4) Public Education / Information

Discussion:

In prior years, STA has applied for and received Clean Air funding to support Solano Napa Commuter Information (SNCI) and Safe Routes to School (SR2S) programs. Other agencies have projects that are high on the STA priority list such as the State Route (SR) 12 crossing in Rio Vista which is a Safe Routes to School priority.

In 2014, the YSAQMD Clean Air Funds program provided \$442,080 available for projects in Solano County. This year, \$340,000 is available for Solano County applicants. A call for applications was released by the YSAQMD Air District at the end of January 2015. The deadline for submittals is March 27, 2015 at 4:00 p.m. – More detailed information is available at the following link: <http://www.ysaqmd.org/clean-air-funds.php>

Recommendation:

Informational.

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DATE: February 17, 2014
TO: STA TAC
FROM: Anthony Adams, Assistant Project Manager
RE: Solano County Pothole Report Update (Focus on State Gas Tax Funding)

Background:

The 2014 Solano County Pothole Report (Report) was approved by the STA Board at their October 8th meeting. The Solano Report was different from MTC 2011 Pothole Report, in that it focused on Solano County jurisdiction's roadway maintenance needs and funding outlook. The Report provides information on each jurisdiction's current Pavement Condition Index score (PCI), current roadway budget, projected funding needs, projected PCI based on current budget, and long-term projected funding shortfalls to attain "state of good repair" (i.e. between PCI 60 and PCI 75).

The Report found that Solano County, as a whole, is spending approximately \$20M annually, less than half of the approximately \$44M required to keep our local roads maintained at an average PCI of 60. The report showed that each jurisdiction had the following PCI scores for 2013:

- Benicia - 58
- Dixon – 76
- Fairfield – 68
- Rio Vista – 58
- Solano County – 77
- Suisun City – 56
- Vacaville – 69
- Vallejo – 47

The Pothole Report highlights that the PCI for each jurisdiction is projected to decrease in the next 15 years with existing levels of funding, based on FY 2013-14 budgets. Overall, the PCI average for Solano County would drop from PCI 64 in 2013 to PCI 49 by 2028.

Discussion:

Draft 2014 PCI Scores Released (Projected 2014 PCI vs. actual 2014 PCI)

MTC's draft 2014 actual PCI scores were released to local jurisdictions for review at the February 12th MTC Local Streets & Roads Working Group meeting (Attachment A). The updated PCI scores were calculated as part of MTC's streetsaver software from which samples of local road conditions are surveyed each year. Some jurisdiction's scores went up and others went down. Countywide, Solano County maintained an overall PCI score of 64.

The following list is to compare what the 2014 Solano Pothole Report *projected the 2014 PCI score* to be versus MTC's new draft 2014 actual PCI score:

- Benicia - 59 vs. 57 (Lower than projected)
- Dixon – 75 vs. 71 (Lower than projected)
- Fairfield – 68 vs. 74 (Higher than projected)
- Rio Vista – 58 vs. 56 (Lower than projected)
- Solano County – 79 vs. 79 (Same as projected)
- Suisun City – 56 vs. 53 (Lower than projected)
- Vacaville – 65 vs. 69 (Higher than projected)
- Vallejo – 48 vs. 45 (Lower than projected)

On average, the projected PCI Scores Outlined in the 2014 Solano Pothole Report were within 4 points of MTC's draft 2014 actual PCI Scores are.

These scores, and their street-level scores, will be made available to the public on the Vital Signs website that MTC has recently developed; found here: <http://www.vitalsigns.mtc.ca.gov/> It should be stressed that these numbers are draft and jurisdictions that have questions regarding these scores should contact MTC prior to their public release.

Projected State Gas Tax Revenue for Local Streets & Roads Update

The Governor of California recently released his proposed budget which includes a significant decrease in local streets & roads funding. There are two types of gas taxes that the State of California collects; the State Base Gas Tax and the State Price-Based Gas Tax. The State Base Gas Tax is set at \$.18 per gallon and has not changed since 1994. The State Price-Based Gas Tax is adjusted annually, by the State Board of Equalization (BOE), based on the price of a gallon of gasoline. State Price-Based Gas Tax replaced the previous sales tax of 5% for the purposes of being "revenue neutral". The BOE's FY 2015-16 estimate on the State Price-Based Tax rate is still in development and will not be finalized until March 2015.

The State Price-Based Gas Tax revenue is disbursed as follows. The state transportation debt (approx. \$1B annually) is paid first, and then the remainder is divided into 3 categories. See below:

1. Local Streets & Roads (LS&R) – 44%
 - Half to Cities
 - Half to Counties
2. Surface Transportation Improvement Program (STIP) – 44%
3. State Highway Operation and Protection Program (SHOPP) – 12%

For Fiscal Year 2014-15 the State Price-Based Gas Tax was based on \$4 a gallon, which provided revenue of \$.184 per gallon. With the price of gas declining, the BOE has estimated a price of gas at \$2.50 a gallon, which would provide revenue of \$.125 per gallon; this is a decrease of approximately \$700M in revenue. Because the state transportation debt is subtracted from the State Price-Based Gas Tax revenue prior to being dispersed to the other funding categories, this revenue decrease disproportionately affects LS&R, STIP, and SHOPP programs. See attachment B for a comparison pie chart between FY 2014-15 and Governor's FY 2015-16 budget proposal.

Projected Decrease to Solano County Member Agency LS&R Funding (Attachment C)

Along with the overall decrease of State Price-Based Tax revenue, Solano County's local jurisdictions will also see a decrease in state dispersed funds available for LS&R if the Governor's proposal is approved. Based on the February 5th, 2015 edition of the California Local Government Finance Almanac, Solano local jurisdictions are estimated to receive an approximate 24% decrease in state LS&R funding in FY 2015-16, from FY 2014-15 numbers. Based on the most recent projected numbers available, it is projected that a \$5.2M decrease in LS&R funding will be available countywide.

Recommendation:

Informational.

Attachments:

- A. Draft 2014 PCI Scores
- B. FY Comparison of State Gas Tax Revenues
- C. Estimate of Reduction in LS&R Revenues for Solano County



Attachment A

METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Local Streets & Roads Working Group DATE: February 12th, 2015
FR: Sui Tan
RE: Draft 2014 Regional Pavement Condition Summary Report

MTC’s Regional Streets & Roads Program staff has completed the draft 2014 regional pavement condition summary report, presented here to the LSRWG for review. **Please complete your review and submit comments by February 26th, 2015.** A revised 2014 Regional Pavement Condition Summary Report will be presented at the March 15th LSRWG for consideration and approval. A Bay Area Jurisdiction Ranking Summary will be provided at that time. Comments may be submitted to stan@mtc.ca.gov, 510-817-5844.

Please be aware that all PCI numbers display condition as of December 31st, 2014. Reports generated for a different date, such as earlier in the year, may vary from what is shown in the LSRWG report.

2014 Regional Pavement Condition Summary

In 2014, there were 42,922 lane-miles of local streets and roads with a pavement replacement value of \$39 billion. Approximately one percent of the asset value was invested in maintaining the region’s streets and roads in 2014.

The Bay Area’s average pavement condition index (PCI) in 2014 held steady at 66, out of a maximum possible of 100. Similarly, the three-year moving average PCI from 2011 through 2014 has remained at 66. The break-down of Bay Area roadways by condition category, and the year-over-year comparison of pavement conditions are shown in the figures below.

MTC’s goal is to provide information that accurately reflects current pavement conditions in the region. All Bay Area jurisdictions are now using the online version of MTC’s StreetSaver[®] pavement management system to update their street and road network data. The Regional and Jurisdiction PCI reflects the information entered into the StreetSaver[®] system by the local jurisdiction. StreetSaver[®] data as of December 31st, 2014 formed the baseline of this report.

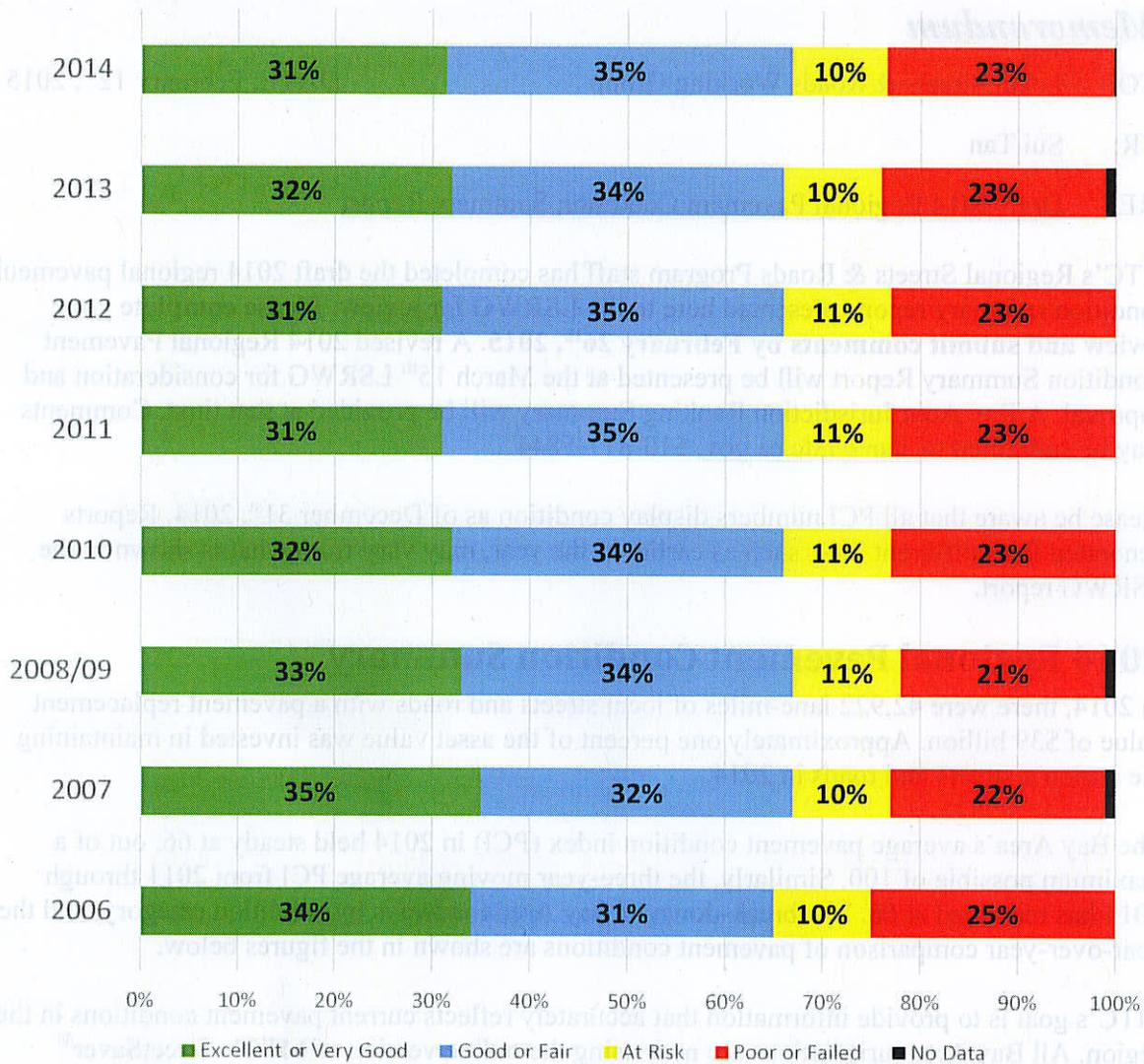
Figure 1: Bay Area Local Roadways by Condition Category

Lane Miles of Local Street & Road Pavement										
	Excellent	Very Good	Good	Fair	At-Risk	Poor	Failed	No Data	Totals	Annual Weighted Avg PCI
	PCI=90-100	PCI=80-89	PCI=70-79	PCI=60-69	PCI=50-59	PCI=25-49	PCI=0-24			
Bay Area	3,157	10,345	9,364	5,829	4,171	6,727	3,257	71	42,922	66
Percent	7%	24%	22%	14%	10%	16%	8%	0%	100%	

Figure 2: Year-to-Year Comparison of Local Roadway Conditions

Draft, 2015-02-12

Pavement Conditions for Local Roadways,
2006-2014 (Lane Miles)



Regional Weighted PCI (Network)								
Year	2006	2007	2008/09	2010	2011	2012	2013	2014
Weighted PCI	64	65	66	66	66	66	66	66

Attachment 1 lists jurisdictions with the best and worst 2014 annual PCI Scores. Attachment 2 provides detailed information on individual jurisdiction PCI scores.

For more information, please contact Sui Tan at stan@mtc.ca.gov , 510-817-5844.

Attachments

-2014 Bay Area Jurisdiction Ranking Summary (Draft)

- Bay Area Jurisdiction Pavement Condition Summary 2014 (Draft)

Attachment 1: DRAFT 2014 Jurisdiction Summary

Highest PCIs, 2014

Jurisdiction	WeightedPCI
Brentwood	85
Dublin	85
Colma	84
El Cerrito	84
Union City	83
Clayton	82
Foster City	81
Emeryville	80
San Ramon	79
Belvedere	79

Lowest PCIs, 2013

Jurisdiction	PCI
Larkspur	42
Vallejo	45
Petaluma	46
Unincorporated Sonoma County	46
Orinda	48
Martinez	50
Calistoga	52
Unincorporated Napa County	53
Cotati	53
Suisun City	53

Greatest Increases, Decreases, and Three Year Averages will be included in next revision

Attachment 2: DRAFT 2015-02-12

		Current Level of Service by County and Jurisdiction										Change			3YR Moving Average								
		2014 Annual PCI Score					2013 Network PCI					Change, 2013 to 2014			2012			2013			2014		
	Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	Arterial	Collector	Residential	Network	Network	Network	Network	PCI	PCI	2012	2013	2014	2012	2013	2014				
Alameda	7,944	3,517	21%	35%	71	68	65	67	67	67	67	67	67	68	67	67	68	67	67	67			
Alameda	276	125	22%	35%	74	72	61	67	67	67	67	68	-1	68	67	67	68	67	67	67			
Alameda County	990	472	12%	28%	71	73	68	70	70	71	71	71	-1	72	71	71	72	71	71	71			
Albany	58	29	40%	25%	63	57	53	56	56	55	55	55	1	57	56	57	57	56	56	57			
Berkeley	453	217	40%	31%	69	56	56	58	58	58	58	58	0	59	58	58	59	58	58	58			
Dublin	252	115	0%	83%	83	85	86	85	85	85	85	85	0	86	85	85	86	85	85	86			
Emeryville	47	20	4%	64%	84	78	78	80	80	73	73	73	7	78	76	76	78	76	76	76			
Fremont	1,073	499	17%	37%	76	69	65	69	69	67	67	67	2	63	64	66	63	64	64	66			
Hayward	655	282	27%	39%	74	64	61	65	65	67	67	67	-2	69	68	67	69	68	68	67			
Livermore	680	306	6%	50%	73	75	77	76	76	77	77	77	-1	78	77	76	78	77	77	76			
Newark	250	105	4%	44%	77	74	76	76	76	76	76	76	0	73	76	76	73	76	76	76			
Oakland	1,923	795	39%	13%	62	51	54	56	56	58	58	58	-2	58	60	58	58	60	60	58			
Piedmont	78	39	17%	20%	72	67	65	67	67	67	67	67	0	71	69	67	71	69	69	67			
Pleasanton	499	206	8%	55%	76	75	78	76	76	78	78	78	-2	77	77	77	77	77	77	77			
San Leandro	381	173	42%	20%	68	60	49	56	56	57	57	57	-1	56	57	56	56	57	57	56			
Union City	329	137	1%	69%	78	82	84	83	83	79	79	79	4	79	79	81	79	79	79	81			
Contra Costa	7,072	3,381	16%	41%	75	69	68	70	70	68	68	68	2	70	69	69	70	69	69	69			
Antioch	673	315	20%	34%	72	62	65	66	66	67	67	67	-1	69	69	67	69	69	69	67			
Brentwood	420	190	0%	89%	84	85	86	85	85	86	86	86	-1	87	86	86	87	86	86	86			
Clayton	94	42	0%	71%	85	77	82	82	82	78	78	78	4	75	76	80	75	76	76	80			
Concord	716	310	21%	11%	66	67	60	62	62	61	61	61	1	67	63	62	67	63	63	62			
Contra Costa County	1,324	645	8%	36%	78	71	70	73	73	68	68	68	5	72	69	70	72	69	69	70			
Danville	323	158	14%	39%	77	69	71	72	72	73	73	73	-1	72	72	72	72	72	72	72			
El Cerrito	138	68	1%	76%	81	85	85	84	84	83	83	83	1	84	84	84	84	84	84	84			
Hercules	128	61	20%	57%	81	72	71	73	73	70	70	70	3	74	74	71	74	72	72	71			
Lafayette	199	92	8%	62%	83	82	70	76	76	76	76	76	0	74	75	76	74	75	75	76			
Martinez	233	122	50%	20%	61	45	49	50	50	58	58	58	-8	60	60	57	60	60	60	57			
Moraga	110	56	28%	34%	68	64	63	65	65	58	58	58	7	53	53	58	53	53	53	58			
Oakley	277	131	11%	59%	73	73	76	75	75	74	74	74	1	74	74	75	74	74	74	75			
Orinda	193	93	56%	27%	78	66	36	48	48	48	48	48	0	48	48	49	48	48	48	49			

Current Level of Service by County and Jurisdiction

		2014 Annual PCI Score					Change		3YR Moving Average			
Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	Arterial	Collector	Residential	Network	2013 Network PCI	Change, 2013 to 2014	2012	2013	2014
Pinole	119	52	19%	25%	72	65	65	67	-2	70	68	67
Pittsburg	332	164	13%	39%	74	70	71	61	10	64	63	65
Pleasant Hill	225	110	18%	26%	73	61	66	63	3	66	65	65
Richmond	565	284	31%	36%	69	59	62	65	-3	61	65	64
San Pablo	102	47	2%	49%	81	75	76	77	-1	79	78	77
San Ramon	464	225	8%	68%	80	80	79	80	-1	76	78	78
Walnut Creek	435	218	6%	33%	71	75	72	71	1	71	71	71
Marin	2,049	1,025	28%	31%	64	61	64	65	-1	63	63	64
Belvedere	23	12	1%	41%	83	75	79	80	-1	83	81	80
Corte Madera	71	35	10%	23%	77	72	67	68	1	71	70	69
Fairfax	55	28	21%	30%	62	68	65	67	-2	66	65	65
Larkspur	65	33	71%	7%	43	52	42	37	5	42	40	41
Marin County	846	420	39%	35%	59	55	60	60	0	55	57	59
Mill Valley	117	61	38%	16%	50	56	57	58	-1	62	60	58
Novato	319	152	13%	34%	65	70	72	71	-1	72	71	71
Ross	22	11	10%	42%	92	62	74	70	4	70	72	72
San Anselmo	81	39	33%	35%	62	60	61	57	4	57	58	59
San Rafael	331	173	15%	25%	74	69	68	70	-2	72	70	69
Sausalito	53	27	20%	26%	73	67	68	65	3	63	64	65
Tiburon	65	33	14%	42%	77	72	72	73	-1	73	73	74
Napa	1,508	739	38%	28%	75	61	59	60	-1	60	60	60
American Canyon	112	54	27%	56%	70	67	72	67	4	67	65	67
Calistoga	31	15	44%	11%	64	53	49	56	-4	59	57	55
Napa	465	219	30%	35%	73	68	62	63	2	60	62	64
Napa County	832	416	46%	17%	76	57	46	55	-2	59	58	56
St Helena	51	26	40%	31%	81	58	55	37	21	42	40	55
Yountville	16	8	15%	52%	79	63	74	66	7	69	68	69
San Francisco	2,139	942	23%	28%	69	66	67	66	1	64	65	66
San Francisco	2,139	942	23%	28%	69	66	66	66	1	64	65	66
San Mateo	3,876	1,855	15%	41%	76	73	70	70	0	70	70	70
Atherton	106	54	6%	48%	81	79	76	80	-3	81	81	79
Belmont	137	69	31%	31%	85	64	58	54	5	57	55	57
Brisbane	53	22	3%	50%	77	73	82	76	2	77	76	77

Current Level of Service by County and Jurisdiction												
		2014 Annual PCI Score					Change		3YR Moving Average			
Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	Arterial	Collector	Residential Network	2013 Network PCI	Change, 2013 to 2014	2012	2013	2014	
Burlingame	160	83	40%	77	72	76	75	77	-2	74	75	75
Colma	24	10	83%	84	83	89	84	81	3	70	73	78
Daly City	254	115	43%	76	76	76	76	77	-1	78	77	77
East Palo Alto	79	38	27%	66	74	53	59	59	0	55	56	58
Foster City	120	54	60%	77	81	83	81	82	-1	81	81	81
Half Moon Bay	54	27	41%	78	63	63	65	68	-3	56	60	63
Hillsborough	166	83	20%	76	72	69	71	74	-3	73	73	72
Menlo Park	195	96	52%	76	76	75	75	77	-2	72	76	77
Millbrae	122	58	25%	71	61	40	54	56	-2	61	59	56
Pacifica	188	90	23%	52	64	51	54	56	-2	59	58	56
Portola Valley	71	37	47%	81	80	78	79	79	0	78	78	80
Redwood City	349	152	54%	80	80	78	79	76	3	77	76	77
San Bruno	179	89	34%	75	62	60	63	66	-3	61	61	62
San Carlos	175	86	19%	70	61	52	57	59	-2	63	60	59
San Mateo	418	195	12%	80	79	71	74	74	0	72	73	74
San Mateo County	633	312	31%	80	74	65	69	70	-1	69	69	69
South San Francisco	296	139	40%	74	73	71	72	72	0	71	71	71
Woodside	96	47	44%	68	75	72	72	73	-1	62	66	71
Santa Clara	9,903	4,442	16%	74	70	64	68	68	0	69	69	68
Campbell	227	95	8%	77	69	72	72	74	-2	74	74	73
Cupertino	298	138	27%	82	78	61	67	63	4	68	66	65
Gilroy	264	120	15%	67	69	68	68	74	-6	74	73	72
Los Altos	226	111	1%	82	79	76	77	79	-2	80	79	78
Los Altos Hills	120	60	5%	72	79	74	76	75	1	77	77	75
Los Gatos	221	104	19%	79	67	65	68	70	-2	69	70	70
Milpitas	298	128	12%	72	73	76	74	70	4	69	69	72
Monte Sereno	25	13	23%	68	72	63	63	65	-2	70	67	66
Morgan Hill	256	117	17%	68	69	67	68	70	-2	76	74	71
Mountain View	329	139	10%	67	69	71	70	72	-2	75	73	71
Palo Alto	414	198	10%	74	81	79	79	77	2	76	78	78
San Jose	4,262	1,933	23%	73	68	58	63	62	1	63	62	62
Santa Clara	590	247	4%	75	67	74	73	74	-1	76	75	74
Santa Clara County	1,452	637	12%	74	67	66	70	72	-2	75	74	72

Current Level of Service by County and Jurisdiction													
		2014 Annual PCI Score				Change		3YR Moving Average					
Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	Arterial	Collector	Residential	Network	2013 Network PCI	Change, 2013 to 2014	2012	2013	2014	
Saratoga	283	141	19%	24%	78	67	64	67	69	-2	73	72	70
Sunnyvale	637	260	4%	39%	78	71	75	76	79	-3	76	77	77
Solano	3,480	1,633	22%	35%	71	70	61	65	62	3	66	64	64
Benicia	196	96	36%	22%	62	73	51	57	58	-1	60	59	58
Dixon	129	63	15%	37%	69	73	71	71	76	-5	77	77	75
Fairfield	709	317	10%	39%	75	73	73	74	68	6	73	71	71
Rio Vista	46	23	35%	20%	73	67	46	56	58	-2	51	58	57
Solano County	938	466	5%	57%	80	83	74	79	78	1	71	75	77
Suisun City	152	76	39%	20%	64	53	51	53	56	-3	67	62	58
Vacaville	596	271	15%	34%	77	68	66	69	69	0	70	68	69
Vallejo	715	320	51%	17%	62	47	38	45	47	-2	51	49	47
Sonoma	4,950	2,386	44%	23%	67	61	46	53	56	-3	54	54	54
Cloverdale	65	32	27%	35%	67	61	61	62	63	-1	66	64	63
Cotati	48	23	47%	23%	72	46	46	53	55	-2	59	57	55
Healdsburg	93	45	32%	21%	64	62	52	58	60	-2	61	61	60
Petaluma	396	177	53%	16%	60	39	42	46	45	1	49	46	46
Rohnert Park	227	100	20%	44%	71	76	65	70	66	4	68	67	68
Santa Rosa	1,096	492	30%	22%	65	59	59	61	62	-1	64	63	62
Sebastopol	47	24	36%	28%	54	65	56	59	63	-4	64	63	62
Sonoma	68	34	19%	48%	76	74	67	70	71	-1	71	70	70
Sonoma County	2,740	1,374	57%	20%	76	62	33	46	46	0	44	45	45
Windsor	171	85	11%	37%	68	66	72	70	71	-1	70	70	70
Regional	42,922	19,920	22%	32%	72	67	63	66	66	0	66	66	66

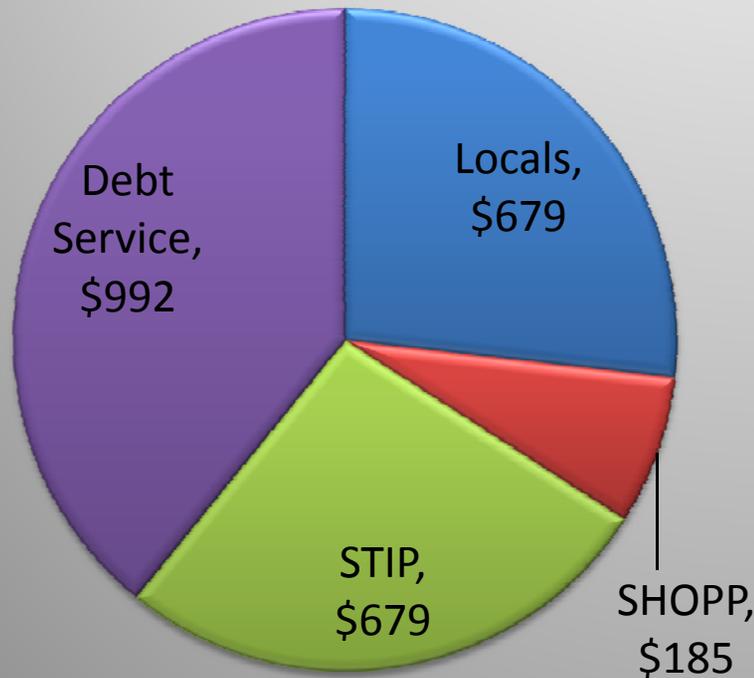
Attachment 2: DRAFT 2015-02-12

Current Level of Service by County												
		2014 Annual PCI Score					Change		3YR Moving Average			
Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	Arterial	Collector	Residential	Network	2013 Network PCI	Change, 2013 to 2014	2012	2013	2014
Alameda	7,944	3,517	21%	35%	71	68	65	67	0	68	67	67
Contra Costa	7,072	3,381	16%	41%	75	69	68	70	2	70	69	69
Marin	2,049	1,025	28%	31%	64	61	65	64	-1	63	63	64
Napa	1,508	739	38%	28%	75	61	55	59	-1	60	60	60
San Francisco	2,139	942	23%	28%	69	66	66	67	1	64	65	66
San Mateo	3,876	1,855	15%	41%	76	73	67	70	0	70	70	70
Santa Clara	9,903	4,442	16%	25%	74	70	64	68	0	69	69	68
Solano	3,480	1,633	22%	35%	71	70	61	65	3	66	64	64
Sonoma	4,950	2,386	44%	23%	67	61	46	53	-3	54	54	54
Regional	42,922	19,920	22%	32%	72	67	63	66	0	66	66	66

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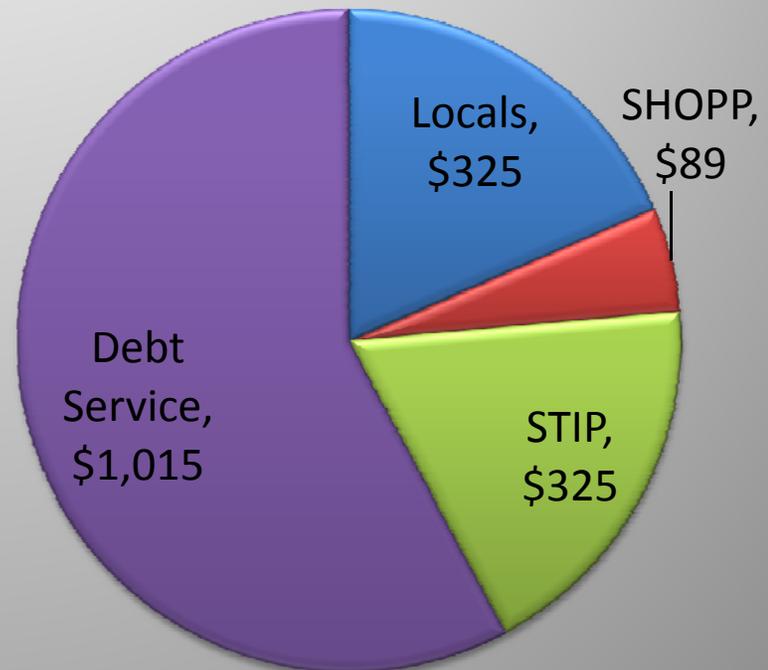
State Price-Based Gas Tax Comparison

**FY 2014-15 Distribution
(Based on \$.18/gal)**



Total: \$2.5 Billion

**Proposed FY 2015-16 Distribution
(Based on \$.125/gal*)**



Total: \$1.8 Billion

***A projected total decrease of \$700 Million
(Debt Service held Harmless)***

*Decrease due to lower gas price

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**Estimate of Reduction in Funding for Local Streets & Roads
and STIP based on Governor's FY 2015-16 State Budget**

\$2.50/901

BAY AREA CITY AND COUNTY GAS TAX SUBVENTION ESTIMATES

COUNTY	FY 2014-15*	FY2015-16	Difference	Percent Change
ALAMEDA	\$ 74,354,842	\$ 57,237,827	\$ (17,117,015)	-23%
CONTRA COSTA	\$ 52,081,064	\$ 40,134,815	\$ (11,946,249)	-23%
MARIN	\$ 12,411,572	\$ 9,510,672	\$ (2,900,900)	-23%
NAPA	\$ 7,865,354	\$ 5,982,798	\$ (1,882,556)	-24%
SAN FRANCISCO	\$ 37,746,665	\$ 28,710,189	\$ (9,036,476)	24%
SAN MATEO	\$ 37,936,059	\$ 29,239,772	\$ (8,696,287)	-23%
SANTA CLARA	\$ 91,236,951	\$ 70,192,370	\$ (21,044,581)	-23%
SOLANO	\$ 22,244,438	\$ 16,985,160	\$ (5,259,278)	-24%
SONOMA	\$ 25,554,997	\$ 19,441,667	\$ (6,113,330)	-24%
BAY AREA TOTAL	\$ 361,431,941	\$ 277,435,269	\$ (83,996,673)	-23%
STATE TOTAL	\$ 1,887,344,500	\$ 1,444,833,001	\$ (442,511,499)	-23%

*Includes \$100 million in one-time loan repayment funding

ESTIMATED REDUCTION IN 2014 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FUNDING

COUNTY	2014 STIP 5-Year County Share (through FY 2018-19)*	Estimated STIP Funding Cuts	Estimate of Revised 5 Year 2014 STIP County Share	Percent Change
ALAMEDA	\$ 93,619,000	\$ (11,750,003)	\$ 105,369,003	-13%
CONTRA COSTA	\$ 102,636,000	\$ (8,016,184)	\$ 110,652,184	-8%
MARIN	\$ (24,967,000)	\$ (2,189,867)	\$ (27,156,867)	-9%
NAPA	\$ 17,135,000	\$ (1,441,756)	\$ 18,576,756	-8%
SAN FRANCISCO	\$ 24,859,000	\$ (5,938,685)	\$ 30,797,685	-24%
SAN MATEO	\$ 96,445,000	\$ (6,130,793)	\$ 102,575,793	-6%
SANTA CLARA	\$ 48,318,000	\$ (13,925,638)	\$ 62,243,638	-29%
SOLANO	\$ 67,591,000	\$ (3,624,885)	\$ 71,215,885	-5%
SONOMA	\$ 8,732,000	\$ (4,515,124)	\$ 13,247,124	-52%
BAY AREA TOTAL	\$ 434,368,000	\$ (57,532,935)	\$ 491,900,935	-13%
STATE TOTAL	\$ 3,250,390,000	\$ (338,800,000)	\$ 3,589,190,000	-10%

*Based on the California Transportation Commission's 2014 Fund Estimate

*BOE to say what cut is gonna be by March
- Any offset from estimates & reality must be traced up at end of year*

**Estimate of Reduction in State Gas Tax Funding for Local Streets & Roads
Based on Governor's FY 2015-16 State Budget**

	FY 2014-15	FY 2015-16	Reduction	Percent Change
ALAMEDA				
ALAMEDA	\$ 2,159,596	\$ 1,643,778	\$ 515,818	-24%
ALBANY	\$ 535,027	\$ 408,618	\$ 126,409	-24%
BERKELEY	\$ 3,331,540	\$ 2,534,801	\$ 796,739	-24%
DUBLIN	\$ 1,521,548	\$ 1,158,640	\$ 362,908	-24%
EMERYVILLE	\$ 304,258	\$ 233,044	\$ 71,215	-23%
FREMONT	\$ 6,343,881	\$ 4,823,525	\$ 1,520,357	-24%
HAYWARD	\$ 4,341,268	\$ 3,301,974	\$ 1,039,294	-24%
LIVERMORE	\$ 2,423,077	\$ 1,843,966	\$ 579,111	-24%
NEWARK	\$ 1,264,906	\$ 963,648	\$ 301,258	-24%
OAKLAND	\$ 12,184,715	\$ 9,261,287	\$ 2,923,428	-24%
PIEDMONT	\$ 326,046	\$ 249,597	\$ 76,448	-23%
PLEASANTON	\$ 2,077,054	\$ 1,581,063	\$ 495,990	-24%
SAN LEANDRO	\$ 2,490,304	\$ 1,895,044	\$ 595,260	-24%
UNION CITY	\$ 2,133,203	\$ 1,623,725	\$ 509,478	-24%
City Total	\$ 41,436,424	\$ 31,522,710	\$ 9,913,714	-24%
County Total	\$ 32,918,418	\$ 25,715,117	\$ 7,203,301	-22%
Grand Total	\$ 74,354,842	\$ 57,237,827	\$ 17,117,015	-23%

	FY 2014-15	FY 2015-16	Reduction	Percent Change
CONTRA COSTA				
ANTIOCH	\$ 3,023,044	\$ 2,300,411	\$ 722,633	-24%
BRENTWOOD	\$ 1,559,191	\$ 1,187,600	\$ 371,590	-24%
CLAYTON	\$ 324,294	\$ 248,266	\$ 76,027	-23%
CONCORD	\$ 3,571,510	\$ 2,717,126	\$ 854,384	-24%
DANVILLE	\$ 1,242,130	\$ 946,343	\$ 295,787	-24%
EL CERRITO	\$ 690,459	\$ 526,953	\$ 163,506	-24%
HERCULES	\$ 707,584	\$ 539,964	\$ 167,620	-24%
LAFAYETTE	\$ 706,623	\$ 539,234	\$ 167,389	-24%
MARTINEZ	\$ 1,053,307	\$ 802,879	\$ 250,429	-24%
MORAGA	\$ 475,769	\$ 363,595	\$ 112,174	-24%
OAKLEY	\$ 1,086,737	\$ 828,278	\$ 258,459	-24%
ORINDA	\$ 519,965	\$ 397,175	\$ 122,791	-24%
PINOLE	\$ 562,777	\$ 429,702	\$ 133,075	-24%
PITTSBURG	\$ 1,887,751	\$ 1,437,235	\$ 450,516	-24%
PLEASANT HILL	\$ 967,967	\$ 738,039	\$ 229,928	-24%
RICHMOND	\$ 3,014,086	\$ 2,293,605	\$ 720,481	-24%
SAN PABLO	\$ 918,769	\$ 700,659	\$ 218,110	-24%
SAN RAMON	\$ 2,195,823	\$ 1,671,303	\$ 524,521	-24%
WALNUT CREEK	\$ 1,893,855	\$ 1,441,872	\$ 451,983	-24%
City Total	\$ 26,401,641	\$ 20,110,236	\$ 6,291,405	-24%
County Total	\$ 25,679,423	\$ 20,024,579	\$ 5,654,844	-22%
Grand Total	\$ 52,081,064	\$ 40,134,815	\$ 11,946,249	-23%

	FY 2014-15	FY 2015-16	Difference	Percent Change
MARIN				
BELVEDERE	\$ 67,262	\$ 52,498	\$ 14,764	-22%
CORTE MADERA	\$ 284,184	\$ 217,552	\$ 66,633	-23%
FAIRFAX	\$ 219,896	\$ 168,707	\$ 51,189	-23%
LARKSPUR	\$ 358,147	\$ 273,988	\$ 84,160	-23%
MILL VALLEY	\$ 410,679	\$ 313,901	\$ 96,779	-24%
NOVATO	\$ 1,520,081	\$ 1,157,886	\$ 362,196	-24%
ROSS	\$ 75,344	\$ 58,638	\$ 16,706	-22%
SAN ANSELMO	\$ 367,925	\$ 281,416	\$ 86,508	-24%
SAN RAFAEL	\$ 1,674,513	\$ 1,275,220	\$ 399,293	-24%
SAUSALITO	\$ 221,451	\$ 169,888	\$ 51,563	-23%
TIBURON	\$ 263,668	\$ 201,964	\$ 61,704	-23%
City Total	\$ 5,463,151	\$ 4,171,657	\$ 1,291,494	-24%
County Total	\$ 6,948,421	\$ 5,339,015	\$ 1,609,406	-23%
Grand Total	\$ 12,411,572	\$ 9,510,672	\$ 2,900,900	-23%

NAPA				
AMERICAN CANYON	\$ 573,995	\$ 438,226	\$ 135,770	-24%
CALISTOGA	\$ 158,547	\$ 122,095	\$ 36,452	-23%
NAPA	\$ 2,238,804	\$ 1,703,959	\$ 534,846	-24%
ST HELENA	\$ 177,509	\$ 136,502	\$ 41,007	-23%
YOUNTVILLE	\$ 120,868	\$ 93,227	\$ 27,641	-23%
City Total	\$ 3,269,724	\$ 2,494,008	\$ 775,716	-24%
County Total	\$ 4,595,630	\$ 3,488,790	\$ 1,106,840	-24%
Grand Total	\$ 7,865,354	\$ 5,982,798	\$ 1,882,556	-24%

SAN FRANCISCO				
City Total	\$ 24,216,641	\$ 18,405,335	\$ 5,811,306	24%
County Total	\$ 13,530,024	\$ 10,304,854	\$ 3,225,170	24%
Grand Total	\$ 37,746,665	\$ 28,710,189	\$ 9,036,476	24%

SAN MATEO				
ATHERTON	\$ 220,264	\$ 168,986	\$ 51,278	-23%
BELMONT	\$ 761,314	\$ 581,027	\$ 180,287	-24%
BRISBANE	\$ 131,013	\$ 100,934	\$ 30,078	-23%
BURLINGAME	\$ 849,649	\$ 648,143	\$ 201,506	-24%
COLMA	\$ 56,806	\$ 44,554	\$ 12,253	-22%
DALY CITY	\$ 3,077,526	\$ 2,341,805	\$ 735,721	-24%
EAST PALO ALTO	\$ 958,133	\$ 730,567	\$ 227,566	-24%
FOSTER CITY	\$ 919,815	\$ 701,454	\$ 218,361	-24%
HALF MOON BAY	\$ 385,643	\$ 294,878	\$ 90,764	-24%
HILLSBOROUGH	\$ 333,817	\$ 255,502	\$ 78,315	-23%
MENLO PARK	\$ 940,387	\$ 717,084	\$ 223,303	-24%
MILLBRAE	\$ 648,580	\$ 495,134	\$ 153,446	-24%
PACIFICA	\$ 1,153,314	\$ 878,862	\$ 274,452	-24%
PORTOLA VALLEY	\$ 139,321	\$ 107,247	\$ 32,074	-23%
REDWOOD CITY	\$ 2,294,671	\$ 1,746,405	\$ 548,266	-24%
SAN BRUNO	\$ 1,262,476	\$ 961,801	\$ 300,675	-24%
SAN CARLOS	\$ 836,481	\$ 638,138	\$ 198,343	-24%
SAN MATEO	\$ 2,841,131	\$ 2,161,596	\$ 679,535	-24%
SOUTH SAN FRANCISCO	\$ 1,873,735	\$ 1,426,585	\$ 447,149	-24%
WOODSIDE	\$ 168,946	\$ 129,996	\$ 38,950	-23%
City Total	\$ 19,853,022	\$ 15,130,699	\$ 4,722,323	-24%
County Total	\$ 18,083,037	\$ 14,109,073	\$ 3,973,964	-22%
Grand Total	\$ 37,936,059	\$ 29,239,772	\$ 8,696,287	-23%

	FY 2014-15	FY 2015-16	Difference	Percent Change
SANTA CLARA				
CAMPBELL	\$ 1,197,453	\$ 912,398	\$ 285,055	-24%
CUPERTINO	\$ 1,706,276	\$ 1,299,353	\$ 406,923	-24%
GILROY	\$ 1,493,405	\$ 1,137,618	\$ 355,788	-24%
LOS ALTOS	\$ 857,675	\$ 654,241	\$ 203,434	-24%
LOS ALTOS HILLS	\$ 262,312	\$ 200,934	\$ 61,379	-23%
LOS GATOS	\$ 881,214	\$ 672,125	\$ 209,089	-24%
MILPITAS	\$ 2,034,242	\$ 1,548,536	\$ 485,706	-24%
MONTE SERENO	\$ 109,395	\$ 84,510	\$ 24,885	-23%
MORGAN HILL	\$ 1,174,960	\$ 895,308	\$ 279,652	-24%
MOUNTAIN VIEW	\$ 2,182,005	\$ 1,660,804	\$ 521,201	-24%
PALO ALTO	\$ 1,901,682	\$ 1,447,819	\$ 453,863	-24%
SAN JOSE	\$ 28,935,448	\$ 21,990,601	\$ 6,944,847	-24%
SANTA CLARA	\$ 3,440,533	\$ 2,617,611	\$ 822,921	-24%
SARATOGA	\$ 914,983	\$ 697,782	\$ 217,201	-24%
SUNNYVALE	\$ 4,170,333	\$ 3,172,101	\$ 998,232	-24%
City Total	\$ 51,261,916	\$ 38,991,741	\$ 12,270,175	-24%
County Total	\$ 39,975,035	\$ 31,200,629	\$ 8,774,406	-22%
Grand Total	\$ 91,236,951	\$ 70,192,370	\$ 21,044,581	-23%

SOLANO				
BENICIA	\$ 804,464	\$ 613,812	\$ 190,652	-24%
DIXON	\$ 545,850	\$ 416,841	\$ 129,009	-24%
FAIRFIELD	\$ 3,123,728	\$ 2,376,909	\$ 746,819	-24%
RIO VISTA	\$ 242,023	\$ 185,518	\$ 56,505	-23%
SUISUN CITY	\$ 829,219	\$ 632,620	\$ 196,599	-24%
VACAVILLE	\$ 2,761,980	\$ 2,101,458	\$ 660,521	-24%
VALLEJO	\$ 3,446,354	\$ 2,622,034	\$ 824,320	-24%
City Total	\$ 11,753,618	\$ 8,949,193	\$ 2,804,425	-24%
County Total	\$ 10,490,820	\$ 8,035,967	\$ 2,454,853	-23%
Grand Total	\$ 22,244,438	\$ 16,985,160	\$ 5,259,278	-24%

SONOMA				
CLOVERDALE	\$ 251,659	\$ 192,839	\$ 58,819	-23%
COTATI	\$ 219,727	\$ 168,578	\$ 51,149	-23%
HEALDSBURG	\$ 344,950	\$ 263,961	\$ 80,989	-23%
PETALUMA	\$ 1,679,543	\$ 1,279,042	\$ 400,501	-24%
ROHNERT PARK	\$ 1,237,156	\$ 942,564	\$ 294,592	-24%
SANTA ROSA	\$ 4,825,390	\$ 3,669,802	\$ 1,155,588	-24%
SEBASTOPOL	\$ 231,256	\$ 177,338	\$ 53,918	-23%
SONOMA	\$ 313,019	\$ 239,700	\$ 73,319	-23%
WINDSOR	\$ 776,715	\$ 592,728	\$ 183,986	-24%
City Total	\$ 9,879,415	\$ 7,526,552	\$ 2,352,863	-24%
County Total	\$ 15,675,582	\$ 11,915,115	\$ 3,760,467	-24%
Grand Total	\$ 25,554,997	\$ 19,441,667	\$ 6,113,330	-24%

REGION				
City Total	\$ 193,535,551	\$ 147,302,130	\$ 46,233,422	-24%
County Total	\$ 167,896,390	\$ 130,133,139	\$ 37,763,251	-22%
Grand Total	\$ 361,431,941	\$ 277,435,269	\$ 83,996,673	-23%

STATE				
City Total	\$ 935,392,472	\$ 712,613,739	\$ 222,778,733	24%
County Total	\$ 951,952,028	\$ 732,219,262	\$ 219,732,766	-23%
Grand Total	\$ 1,887,344,500	\$ 1,444,833,001	\$ 442,511,499	-23%

Source: Department of Finance, California State Association of Counties, League of California Cities



DATE: February 18, 2015
TO: STA TAC
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2015-16

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% 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 operation 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 a base level of funding for STA's operations. These operations include administrative staff services and office space cost, and a percentage of strategic planning and project development not covered by other planning grants and project revenues.

Discussion:

Attachment A is the FY 2015-16 Local TDA Funds and Contributions from Member Agencies. The TDA contribution to STA for FY 2015-16 is increased by \$111,190 from the prior year using the MTC's annual TDA funding estimates issued February 25, 2015. STA's TDA claim for FY 2015-16 is calculated based on the adopted indexing policy (Attachment B) and on MTC's FY 2015-16 Fund Estimate (Attachment C).

The Members Contribution is increased by \$51,313. The Members Contributions estimates for FY 2015-16 are based on actual Gas Tax Revenues received by each agency in Solano County for the calendar year 2014 (Attachment D). 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 fiscal year.

Fiscal Impact

FY 2015-16 Local TDA Funds is \$508,777 and the Members Contributions is \$372,373. In aggregate, the total TDA and members' contribution from the member agencies for the FY 2015-16 is increased by \$162,504 due to the adjustments to the MTC's annual TDA funding estimates and increase in the 2014 Gas Tax revenue received by Member Agencies.

Recommendation:

Informational.

Attachments:

- A. FY 2015-16 Local TDA Funds and Contributions from Member Agencies;
- B. Computations for TDA and Members Contributions for FY 2015-16;
- C. MTC FY 2015-16 Fund Estimate TDA Funds Solano County (February 25, 2015);
- D. Calendar Year 2014 Gas Tax Revenues for Solano County Agencies.

**FY 2015-16 Local Transportation Development Act (TDA)
and
Contributions from Member Agencies**

TDA Contributions

AGENCY	FY 2015-16 TDA	FY 2014-15 Adjustment	FY 2015-16 Total TDA to STA	FY 2014-15 TDA to STA	% Change
Benicia	29,843	3,188	33,031	25,865	27.7%
Dixon	20,269	2,165	22,434	17,566	27.7%
Fairfield	118,884	12,701	131,585	102,215	28.7%
Rio Vista	8,349	891	9,240	7,127	29.6%
Suisun City	31,020	3,314	34,334	26,882	27.7%
Vacaville	101,822	10,878	112,700	88,487	27.4%
Vallejo	128,668	13,746	142,414	111,390	27.9%
Solano County	20,815	2,223	23,038	18,054	27.6%
TOTAL	\$459,671	\$49,106	\$508,777	\$397,586	28.0%

Members Contributions

AGENCY	FY 2015-16 Members Contribution	FY 2014-15 Adjustment	FY 2015-16 Total Members Contribution Claim	FY 2014-15 Members Contribution	% Change
Benicia	20,005	4,170	24,175	20,887	15.7%
Dixon	13,587	2,832	16,419	14,185	15.8%
Fairfield	79,693	16,614	96,307	82,541	16.7%
Rio Vista	5,597	1,166	6,763	5,755	17.5%
Suisun City	20,794	4,335	25,129	21,708	15.8%
Vacaville	68,256	14,229	82,485	71,455	15.4%
Vallejo	86,252	17,981	104,233	89,950	15.9%
Solano County	13,954	2,909	16,863	14,579	15.7%
TOTAL	308,137	64,236	372,373	321,060	16.0%

Total Contributions from Member Agencies

AGENCY	TDA	Member Contribution	FY 2015-16 TOTAL	FY 2014-15 TOTAL	% Change
Benicia	33,031	24,175	57,206	46,754	22.4%
Dixon	22,434	16,419	38,854	31,751	22.4%
Fairfield	131,585	96,307	227,892	184,756	23.3%
Rio Vista	9,240	6,763	16,002	12,879	24.2%
Suisun City	34,334	25,129	59,463	48,590	22.4%
Vacaville	112,700	82,485	195,184	159,942	22.0%
Vallejo	142,414	104,233	246,646	201,340	22.5%
Solano County	23,038	16,863	39,901	32,633	22.3%
TOTAL	508,777	372,373	881,148	718,644	22.6%

Computations for TDA and Members Contributions for FY 2014-15

Local Transportation Development Act (TDA) Funds

TDA	Total TDA to County	\$15,214,863	TDA	Total TDA to County	\$17,033,726			
FY 2014-15	STA Operations (2.7%)	\$410,801	FY 2015-16	STA Operations (2.7%)	\$459,911			
February 2014 Estimate								
	<u>Agency TDA</u>	<u>Percent</u>	<u>FY 14-15 Claim</u>	<u>TDA Adjustment</u>	<u>Total TDA</u>	<u>Percent</u>	<u>Revised FY 2014-15</u>	<u>FY 2014-15 Adjustment</u>
Benicia	947,510	0.065	26,670	113,294	1,060,804	0.065	29,859	3,188
Dixon	643,546	0.044	18,115	76,949	720,495	0.044	20,280	2,165
Fairfield	3,774,523	0.259	106,245	451,319	4,225,842	0.259	118,946	12,701
Rio Vista	265,072	0.018	7,461	31,695	296,767	0.018	8,353	891
Suisun City	984,871	0.067	27,722	117,761	1,102,632	0.067	31,036	3,314
Vacaville	3,232,799	0.222	90,997	386,545	3,619,344	0.222	101,875	10,878
Vallejo	4,085,151	0.280	114,989	488,461	4,573,612	0.280	128,735	13,746
Solano County	660,883	0.045	18,603	79,022	739,905	0.045	20,826	2,223
TDA	\$ 14,594,355	1.000	\$410,801	\$1,745,046	\$16,339,401	1.000	459,911	\$49,106

TDA	Total TDA to County	\$17,024,838			
FY 2015-16	STA Operations (2.7%)	\$459,671			
February 2015 Estimate					
			FY 2015-16 Estimate	FY 2014-15 Adjustment	Total TDA Funds FY 2015-16
Benicia	1,049,698	0.065	29,843	3,188	33,031
Dixon	734,437	0.044	20,269	2,165	22,434
Fairfield	4,251,582	0.259	118,884	12,701	131,585
Rio Vista	306,605	0.018	8,349	891	9,240
Suisun City	1,103,260	0.067	31,020	3,314	34,334
Vacaville	3,617,620	0.222	101,822	10,878	112,700
Vallejo	4,525,725	0.280	128,668	13,746	142,414
Solano County	741,586	0.045	20,815	2,223	23,038
Estimated FY 2014-15	16,330,513	1.000	\$459,671	\$49,106	508,777

Members Contribution

Contribution:	Total Gas Tax to County	\$11,614,124	Contribution:	Total Gas Tax to County	\$14,673,195
FY 2014-15	STA Operations (2.1%)	\$243,897	FY 2015-16	STA Operations (2.1%)	\$308,137
Estimate based on Calendar Year 2013			Estimate based on Calendar Year 2014		
		FY 14-15 Claim			FY 14-15 Adjustment
Benicia	0.065	\$15,835	Benicia	0.065	\$20,005
Dixon	0.044	10,755	Dixon	0.044	13,587
Fairfield	0.259	63,079	Fairfield	0.259	79,693
Rio Vista	0.018	4,430	Rio Vista	0.018	5,597
Suisun City	0.067	16,459	Suisun City	0.067	20,794
Vacaville	0.222	54,026	Vacaville	0.222	68,256
Vallejo	0.280	68,270	Vallejo	0.280	86,252
Solano County	<u>0.045</u>	<u>11,044</u>	Solano County	<u>0.045</u>	<u>13,954</u>
Total	1.000	\$243,897	Total	1.000	\$308,137

Contribution:	Total Gas Tax to County	\$14,673,195		
FY 2015-16	STA Operations (2.1%)	\$308,137		
Estimate based on Calendar Year 2014				
			FY 2014-15 Adjustment	Total Members Contribution FY 2015-16
Benicia	0.065	\$20,005	\$4,170	\$24,175
Dixon	0.044	13,587	2,832	16,419
Fairfield	0.259	79,693	16,614	96,307
Rio Vista	0.018	5,597	1,166	6,763
Suisun City	0.067	20,794	4,335	25,129
Vacaville	0.222	68,256	14,229	82,485
Vallejo	0.280	86,252	17,981	104,233
Solano County	<u>0.045</u>	<u>13,954</u>	<u>2,909</u>	16,863
Total	1.000	\$308,137	\$64,236	\$372,373

FY 2015-16 FUND ESTIMATE TRANSPORTATION DEVELOPMENT ACT FUNDS SOLANO COUNTY			FY2015-16 TDA Estimate	
FY2014-15 TDA Revenue Estimate			FY2015-16 County Auditor's Generation Estimate	
FY2014-15 Generation Estimate Adjustment			FY2015-16 Planning and Administration Charges	
1. Original County Auditor Estimate (Feb, 14)	15,512,708		13. County Auditor Estimate	17,358,114
2. Revised Estimate (Feb, 15)	17,358,114		14. MTC Administration (0.5% of Line 13)	86,791
3. Revenue Adjustment (Lines 2-1)		1,845,406	15. County Administration (0.5% of Line 13)	86,791
FY2014-15 Planning and Administration Charges Adjustment			16. MTC Planning (3.0% of Line 13)	520,743
4. MTC Administration (0.5% of Line 3)	9,227		17. Total Charges (Lines 14+15+16)	694,325
5. County Administration (Up to 0.5% of Line 3)	158		18. TDA Generations Less Charges (Lines 13-17)	16,663,789
6. MTC Planning (3.0% of Line 3)	55,362		FY2015-16 TDA Apportionment By Article	
7. Total Charges (Lines 4+5+6)		64,747	19. Article 3.0 (2.0% of Line 18)	333,276
8. Adjusted Generations Less Charges (Lines 3-7)		1,780,659	20. Funds Remaining (Lines 18-19)	16,330,513
FY2014-15 TDA Adjustment By Article			21. Article 4.5 (5.0% of Line 20)	0
9. Article 3 Adjustment (2.0% of line 8)	35,613		22. TDA Article 4 (Lines 20-21)	16,330,513
10. Funds Remaining (Lines 8-9)		1,745,046		
11. Article 4.5 Adjustment (5.0% of Line 10)	0			
12. Article 4 Adjustment (Lines 10-11)		1,745,046		

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2014	FY2013-14	6/30/2014	FY2013-15	FY2014-15	FY2014-15	FY2014-15	6/30/2015	FY2015-16	FY 2015-16
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	757,670	3,557	761,227	(974,637)	0	297,844	35,613	120,047	333,276	453,323
Article 4.5										
SUBTOTAL	757,670	3,557	761,227	(974,637)	0	297,844	35,613	120,047	333,276	453,323
Article 4/8										
Dixon	528,009	1,269	529,278	(387,489)	0	643,546	76,949	862,284	734,437	1,596,721
Fairfield	2,307,466	5,733	2,313,199	(5,993,242)	1,000,000	3,774,523	451,319	1,545,800	4,251,582	5,797,382
Rio Vista	360,240	1,686	361,926	(68,127)	0	265,072	31,695	590,565	306,605	897,170
Solano County	676,146	3,428	679,574	(173,831)	0	660,883	79,022	1,245,647	741,586	1,987,233
Suisun City	4,888	82	4,970	(976,939)	0	984,871	117,761	130,662	1,103,260	1,233,922
Vacaville	4,430,121	19,066	4,449,187	(2,919,998)	0	3,232,799	386,545	5,148,533	3,617,620	8,766,153
Vallejo/Benicia ⁴	632,929	5,373	638,302	(4,539,882)	0	5,032,663	601,755	1,732,837	5,575,423	7,308,260
SUBTOTAL⁵	8,939,798	36,638	8,976,436	(15,059,508)	1,000,000	14,594,355	1,745,046	11,256,328	16,330,513	27,586,841
GRAND TOTAL	\$9,697,469	\$40,194	\$9,737,663	(\$16,034,145)	\$1,000,000	\$14,892,199	\$1,780,659	\$11,376,375	\$16,663,789	\$28,040,164

1. Balance as of 6/30/14 is from MTC FY2013-14 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 6/30/14, and FY2014-15 allocations as of 1/31/15.
 3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
 4. Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.



Gas Tax Revenues for Solano County Agencies

January to December 2014

Allocation:	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Total
Solano County	\$413,325.40	\$450,911.49	\$441,834.04	\$364,617.67	\$532,166.56	\$1,185,204.94	\$562,625.75	\$485,274.88	\$440,107.43	\$551,759.99	\$990,881.59	\$420,375.00	\$6,839,084.74
Cities:													
Benicia	28,747.91	35,087.04	34,352.55	28,626.97	41,059.71	96,270.79	49,393.93	37,623.36	34,178.24	42,519.04	77,243.94	32,644.54	537,748.02
Dixon	19,021.05	23,185.06	22,702.59	18,941.60	27,108.36	63,375.15	33,492.77	25,588.00	23,256.78	28,900.76	52,338.09	22,218.97	360,129.18
Fairfield	109,616.09	134,038.83	131,209.06	109,150.12	157,049.74	369,761.61	178,815.09	146,210.74	132,715.57	165,388.00	287,908.65	126,707.78	2,048,571.28
Rio Vista	8,801.63	10,680.38	10,462.70	8,765.78	12,450.53	37,413.74	15,142.35	11,432.09	10,411.04	12,883.05	23,396.40	9,956.49	171,796.18
Suisun City	29,632.08	36,168.92	35,411.53	29,507.37	42,327.88	99,260.99	50,734.91	38,784.35	35,231.78	43,832.73	79,453.55	33,650.25	553,996.34
Vacaville	98,612.43	120,574.54	118,029.87	98,193.40	141,267.07	332,547.93	184,919.12	129,361.75	117,425.99	146,323.01	253,341.47	112,112.43	1,852,709.01
Vallejo	122,967.44	150,375.81	147,200.09	122,444.52	176,199.72	414,915.00	228,237.54	161,342.10	146,446.46	182,509.45	316,706.81	139,815.23	2,309,160.17
City SubTotal	\$417,398.63	\$510,110.58	\$499,368.39	\$415,629.76	\$597,463.01	\$1,413,545.21	\$740,735.71	\$550,342.39	\$499,665.86	\$622,356.04	\$1,090,388.91	\$477,105.69	\$7,834,110.18
Total County & Cities	\$830,724.03	\$961,022.07	\$941,202.43	\$780,247.43	\$1,129,629.57	\$2,598,750.15	\$1,303,361.46	\$1,035,617.27	\$939,773.29	\$1,174,116.03	\$2,081,270.50	\$897,480.69	\$14,673,194.92
FY 2013	\$573,161.17	\$1,216,890.63	\$821,906.72	\$940,939.85	\$1,287,368.41	\$990,123.08	\$894,895.80	\$972,695.40	\$1,094,952.77	\$861,026.66	\$981,458.49	\$978,704.71	\$11,614,123.69
Change	\$257,562.86	(\$255,868.56)	\$119,295.71	(\$160,692.42)	(\$157,738.84)	\$1,608,627.07	\$408,465.66	\$62,921.87	(\$155,179.48)	\$313,089.37	\$1,099,812.01	(\$81,224.02)	\$3,059,071.23
% Change	45%	-21%	15%	-17%	-12.3%	162%	46%	6%	-14%	36%	112%	-8%	26%



DATE: February 13, 2015
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: MTC Vital Signs Website

Background:

The Metropolitan Transportation Commission (MTC) gathers and presents data on a number of transportation, housing economic and environmental issues. Access to this data has been difficult in the past. In order to increase availability and usability of the data, MTC has developed a website named Vital Signs. The website went live in early February of this year.

Discussion:

The website can be found at <http://www.vitalsigns.mtc.ca.gov/>. Currently, only the Transportation Measures segment of Vital Signs is populated with data. An example of the text and graphics found in Vital Signs on commute patterns is included as Attachment A. STA will use information from Vital Signs in documents to help put Solano issues and funding priorities into a regional context.

One important aspect of Vital Signs data is its timeliness and accuracy. Staff from the cities and county should review the Vital Signs website to ensure that the information presented matches with local data and experiences. MTC's presentation to the Planning Committee, explaining how the data was collected and what fields are currently covered, is included as Attachment B.

Fiscal Impact:

None at this time.

Recommendation:

Informational.

Attachment:

- A. Excerpt of Vital Signs Information
- B. Vital Signs Data and Process

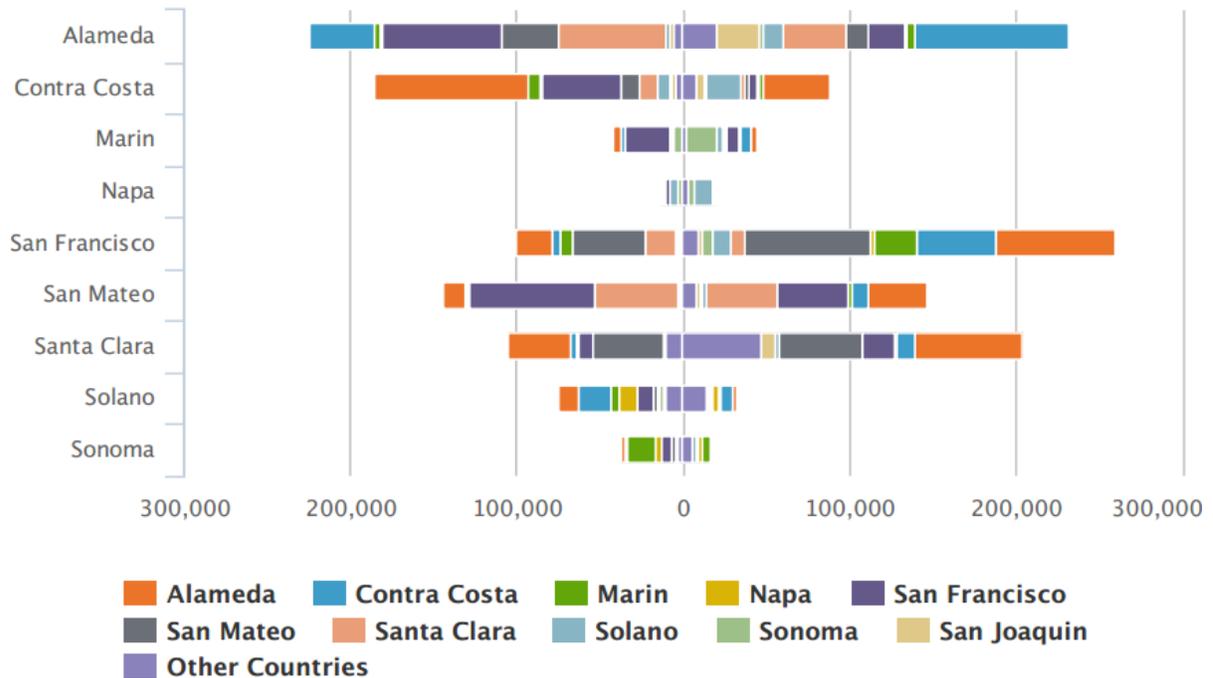
Attachment A
Excerpt of Vital Signs Information

While most Bay Area counties have a reasonable balance between jobs and residents, San Francisco and Silicon Valley import workers from other communities, primarily in the East Bay.

The Bay Area’s dynamic economy and well-developed transportation system give workers access to jobs located in numerous places within the region’s 7,000-square-mile territory. And while many workers are lured across county borders, a much larger proportion work closer to home. Overall, 65 percent of Bay Area workers hold jobs in the same county they live in. Jobs-rich communities in Santa Clara County top the charts for this metric with 88 percent of residents working in-county. Conversely, four in ten Contra Costa County residents commute to neighboring counties for work.

Of the counties that attract workers from outside their borders, San Francisco is far and away the leader, pulling in a net 150,000 commuters daily. Santa Clara County is number two in this category, with a net inflow of nearly 100,000 workers each day. These counties attract significant numbers of workers from suburban areas with significant amounts of housing but few higher-wage jobs. In addition to these intraregional commute patterns, the Bay Area experiences a net inflow of nearly 120,000 people who commute into the region each day for work.

2010 Commute Flows between Bay Area Counties



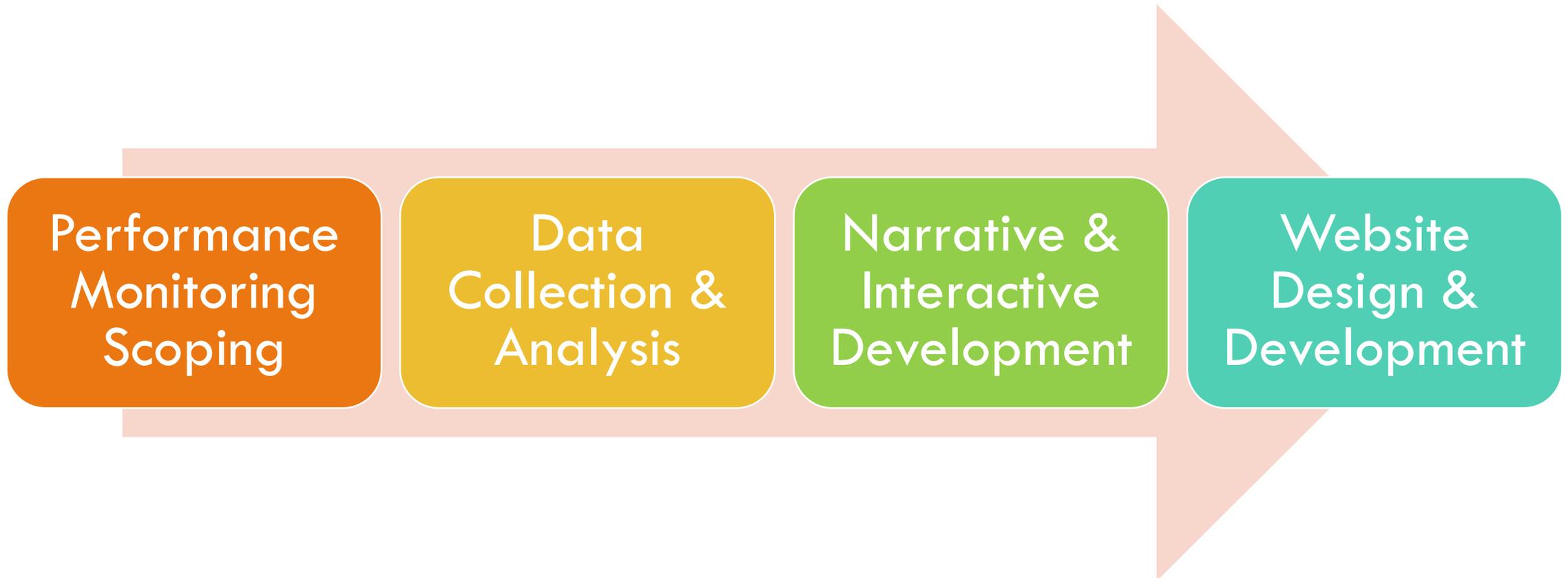
Highcharts.com

VITAL SIGNS



PHASE 1A RESULTS: TRANSPORTATION
MTC PLANNING COMMITTEE – JANUARY 9, 2015

OVERALL PROCESS FOR VITAL SIGNS



ANALYSES CONDUCTED

1

Historical Trend

2

Regional Context

3

Metro Comparison

METRO COMPARISON



New York MSA
19.9 million residents



Dallas MSA
6.8 million residents



Washington MSA
5.9 million residents



Los Angeles MSA
13.1 million residents



Houston MSA
6.3 million residents



Miami MSA
5.8 million residents



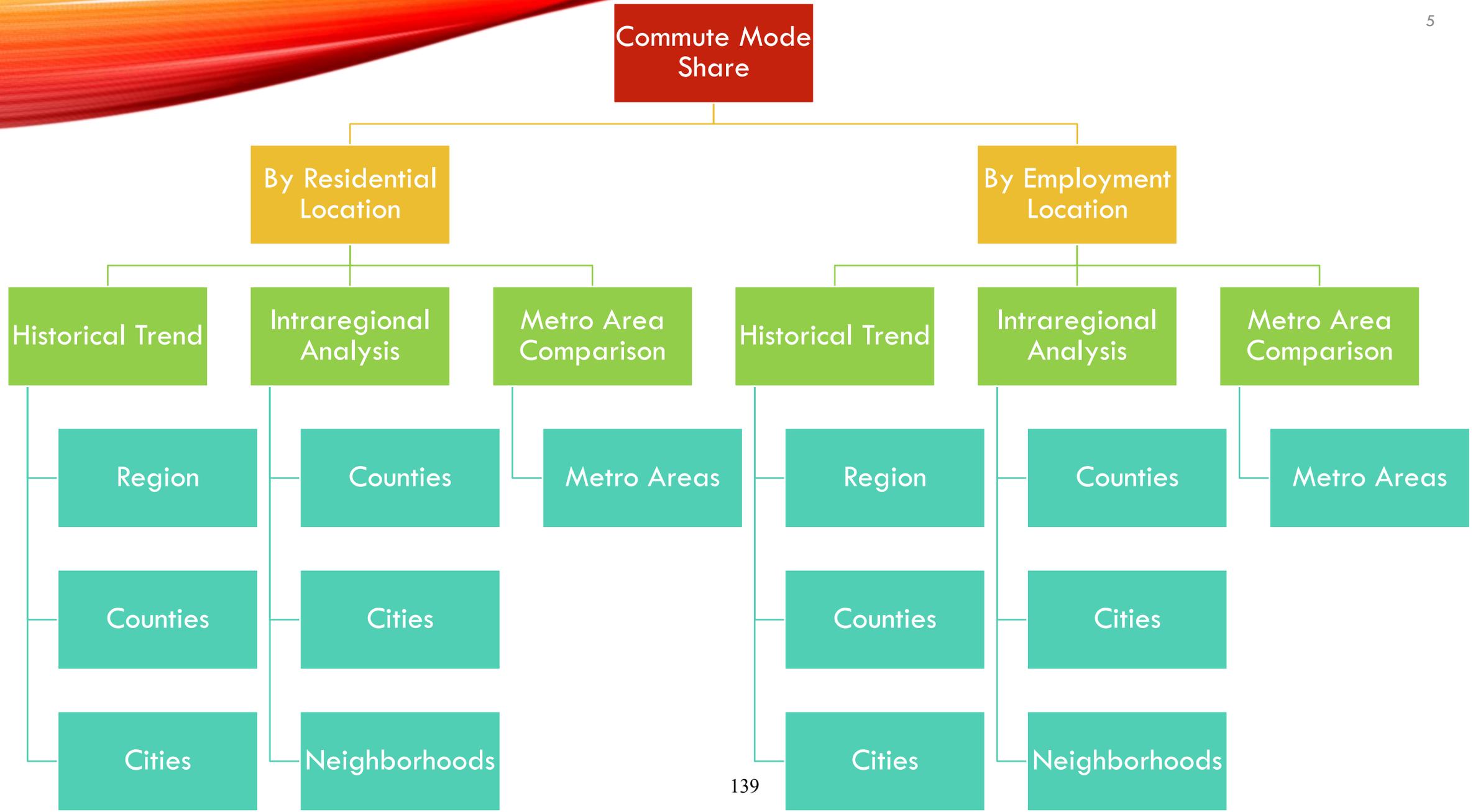
Chicago MSA
9.5 million residents



Philadelphia MSA
6.0 million residents



Atlanta MSA
5.5 million residents



PROJECT SCHEDULE

Spring 2014

- Project Kickoff
- Measure Selection & Scoping

Summer 2014

- Transportation Analysis (Phase 1A)
- Land Use Analysis (Phase 1B)

Autumn 2014

- Website and Narrative Development (Phases 1A & 1B)
- Economic Analysis (Phase 2A)

Winter 2015

- Launch Phase 1A
- Environmental Analysis (Phase 2B)

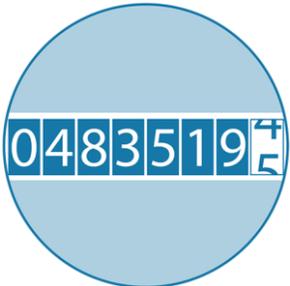
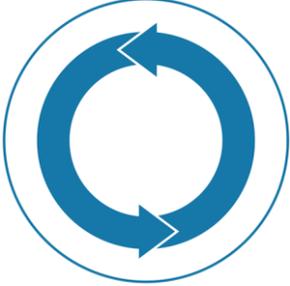
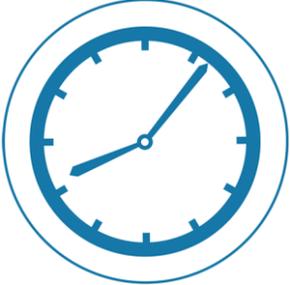
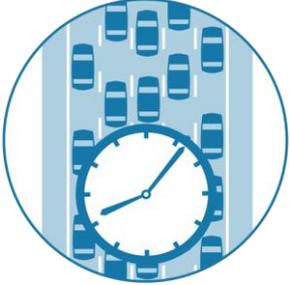
Spring 2015

- Website & Narrative Development (Phases 2A & 2B)
- Launch Phases 1B, 2A, and 2B

OUTREACH TO OUR PARTNERS

-
- CMA Planning Directors
 - Regional Advisory Working Group
 - Local Streets Working Group
 - Transit Finance Working Group
 - Policy Advisory Council
 - Planning Committee

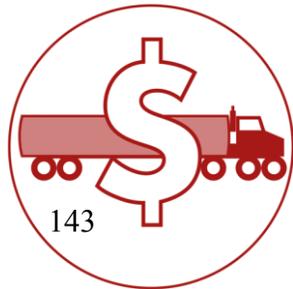
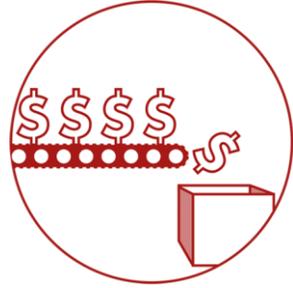
PHASE 1A: TRANSPORTATION



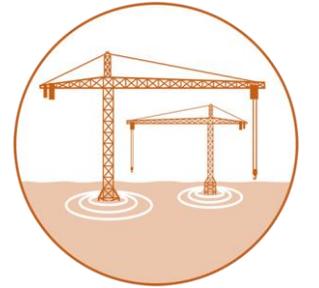
PHASE 1B: LAND USE



PHASE 2A: ECONOMY



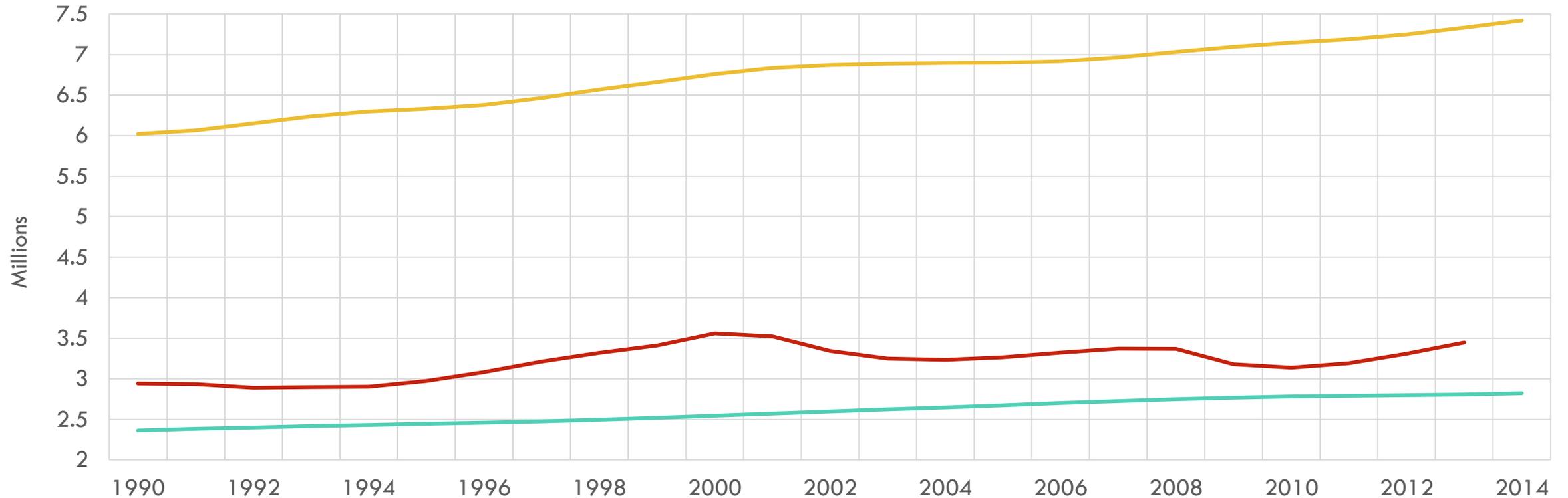
PHASE 2B: ENVIRONMENT⁹



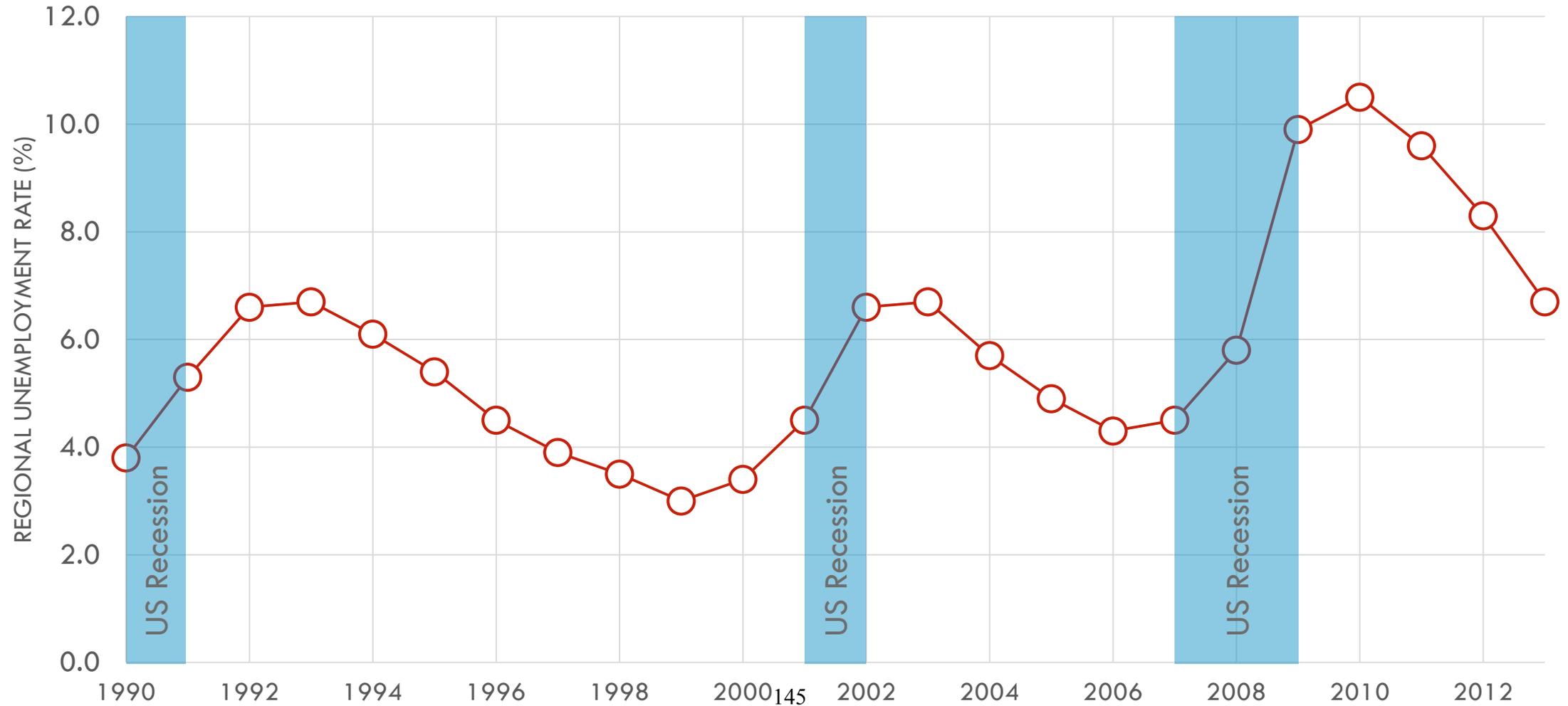
BRIEF OVERVIEW OF OVERARCHING TRENDS: JOBS, POPULATION, AND HOUSING

REGIONAL DEMOGRAPHICS

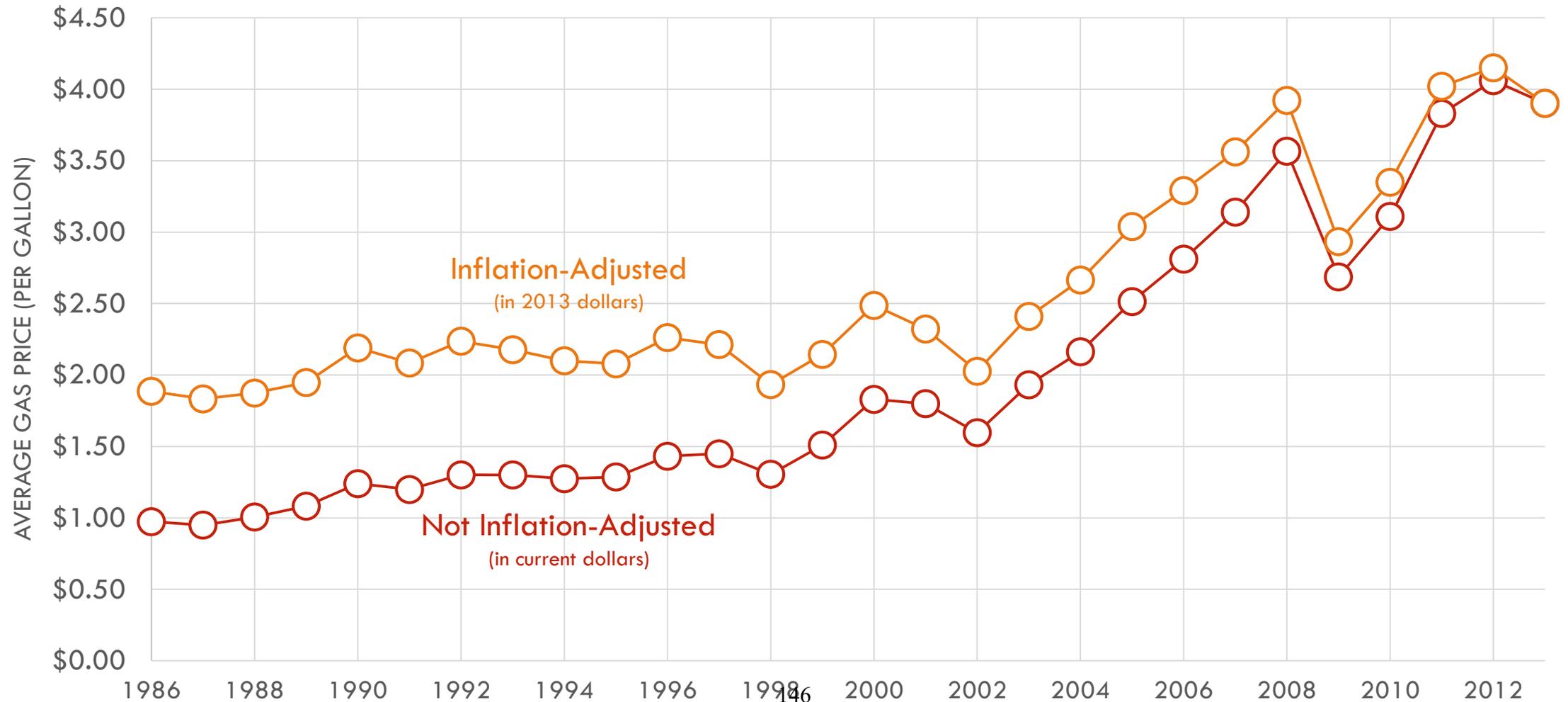
— Jobs — Population — Housing Units



BRIEF OVERVIEW OF OVERARCHING TRENDS: UNEMPLOYMENT RATE



BRIEF OVERVIEW OF OVERARCHING TRENDS: GAS PRICES

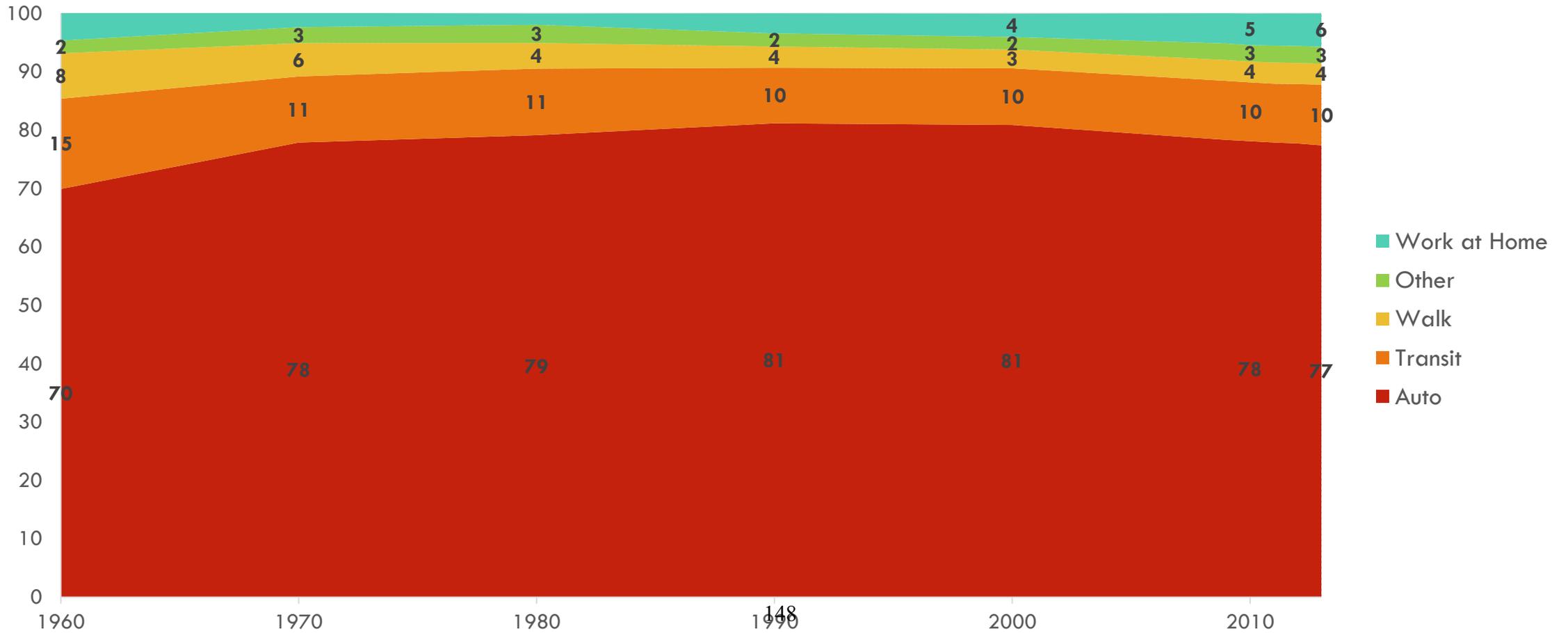


KEY FINDINGS ¹³

1. Regional commute **mode shares and commute times have remained remarkably stable** over the past few decades.
2. Most commuters live and work in the same county, although the **counties of Santa Clara and San Francisco do “import” significant numbers of workers.**
3. Both **traffic congestion and transit demand are highly concentrated** in the central Bay Area.
4. When compared to other metros, the Bay Area has higher-than-average levels of freeway congestion but has the most reliable freeway travel times – in other words, **we are “reliably congested”.**
5. Conditions of Bay Area bridges and highways have measurably improved; unfortunately, **local road pavement conditions have stagnated** over the same time period.
6. While total regional transit ridership is increasing, **per capita transit use has decreased over time.**



COMMUTE MODE SHARE: HISTORICAL TREND



- Work at Home
- Other
- Walk
- Transit
- Auto

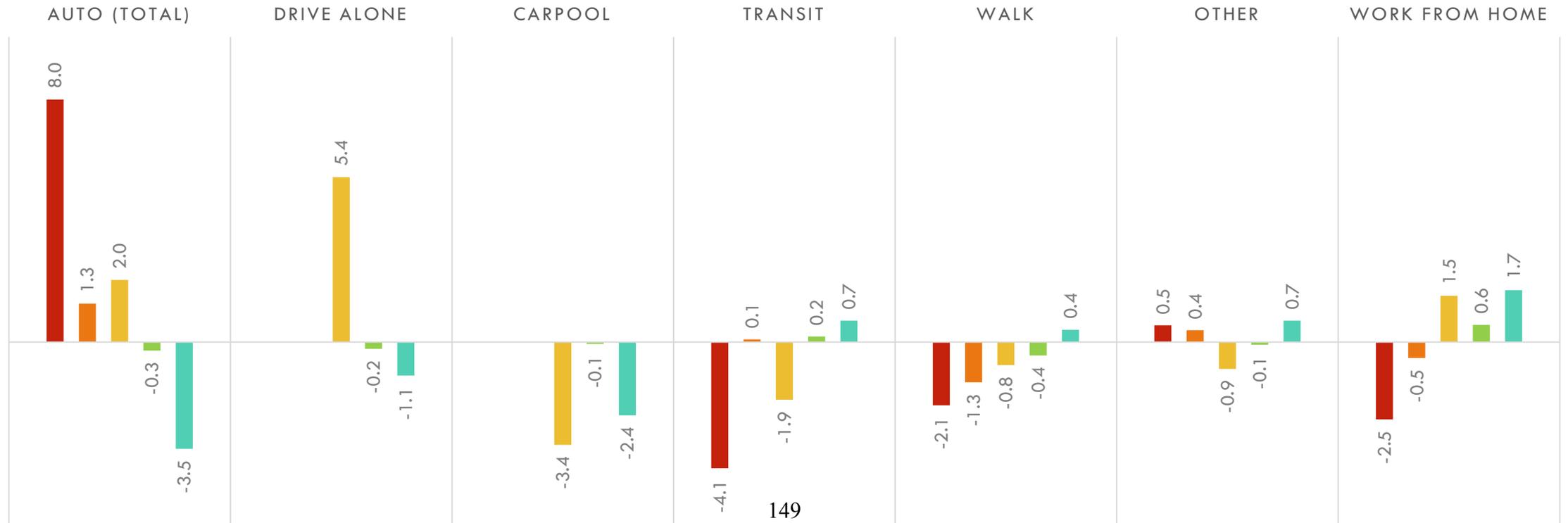
Source: US Census/American Community Survey



COMMUTE MODE SHARE: HISTORICAL TREND

CHANGES IN MODE SHARES BY DECADE

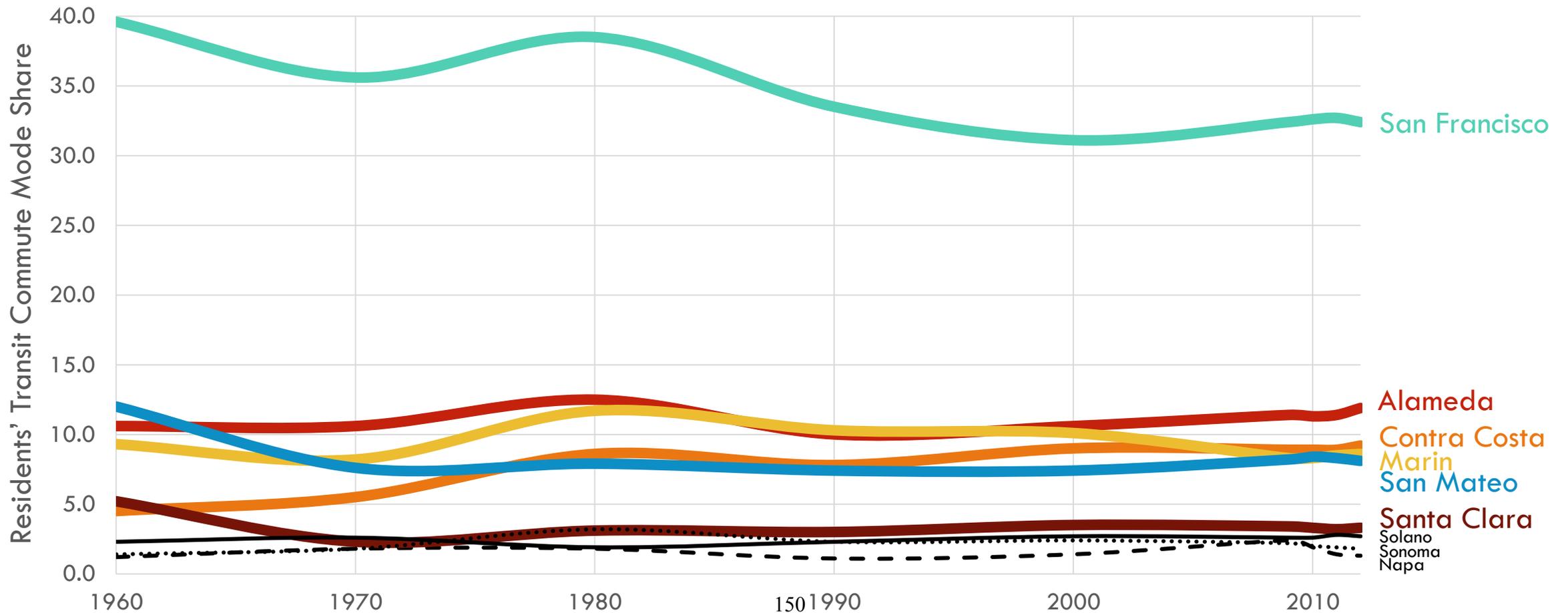
■ 1960 to 1970 ■ 1970 to 1980 ■ 1980 to 1990 ■ 1990 to 2000 ■ 2000 to 2013



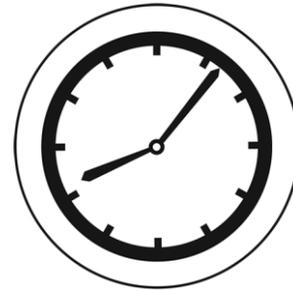
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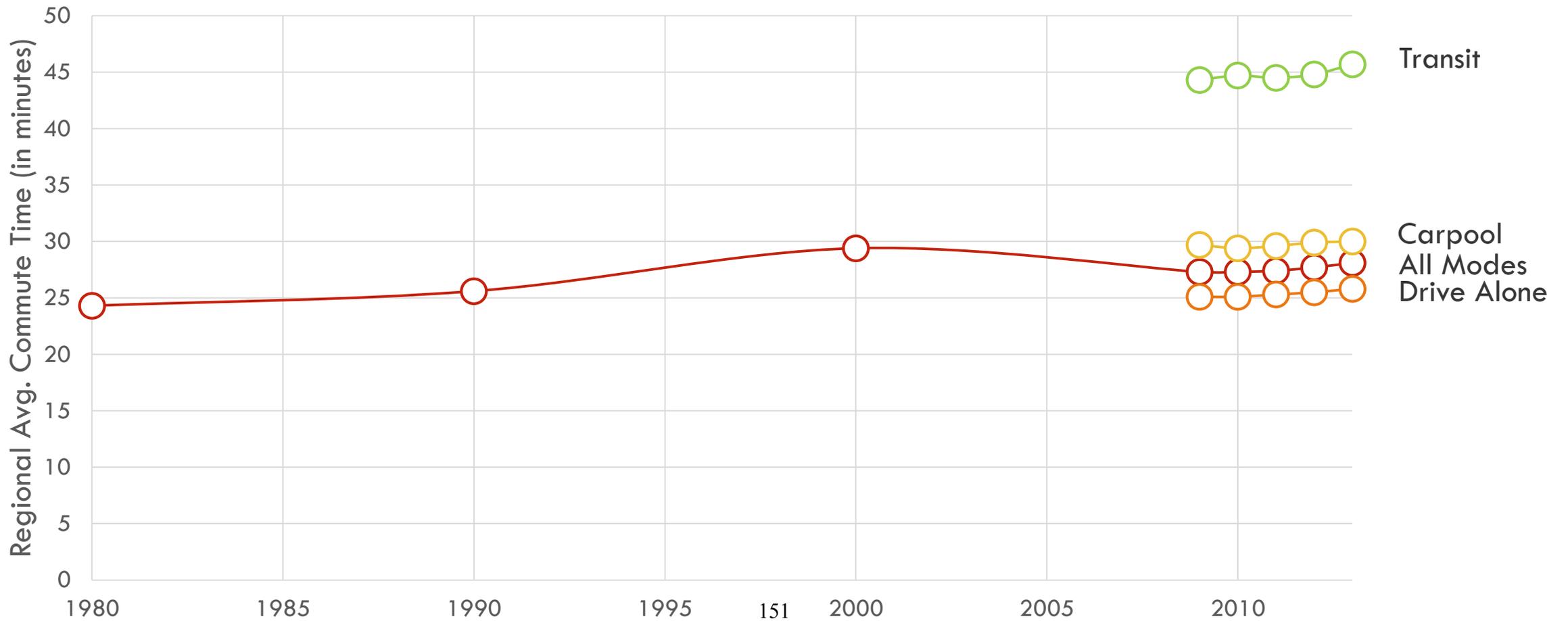
COMMUTE MODE SHARE: REGIONAL CONTEXT



Source: US Census/American Community Survey

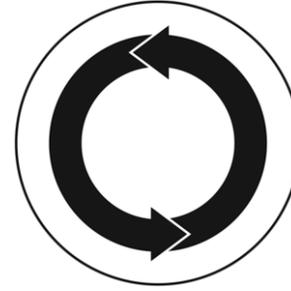


COMMUTE TIME: HISTORICAL TREND



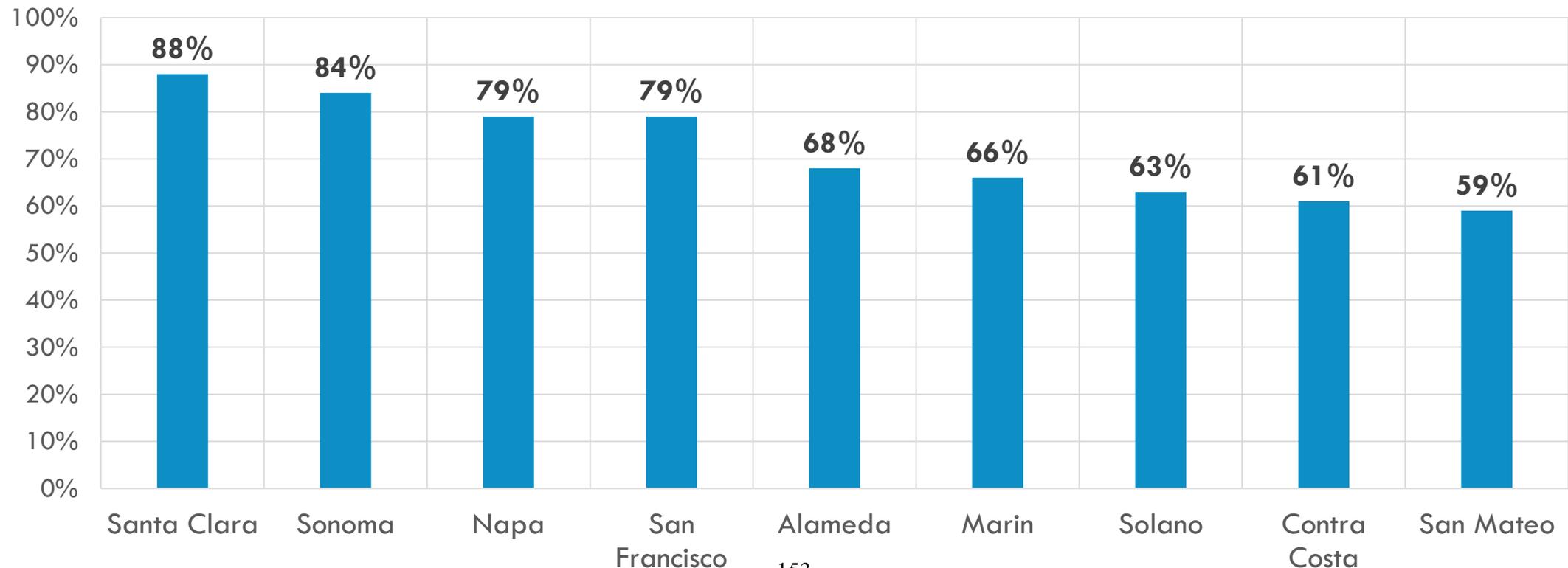
KEY FINDINGS ¹⁸

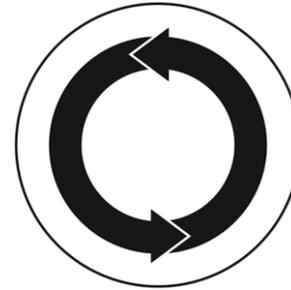
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COMMUTE FLOWS: REGIONAL CONTEXT

SHARE OF RESIDENTS THAT LIVE AND WORK IN THE SAME COUNTY

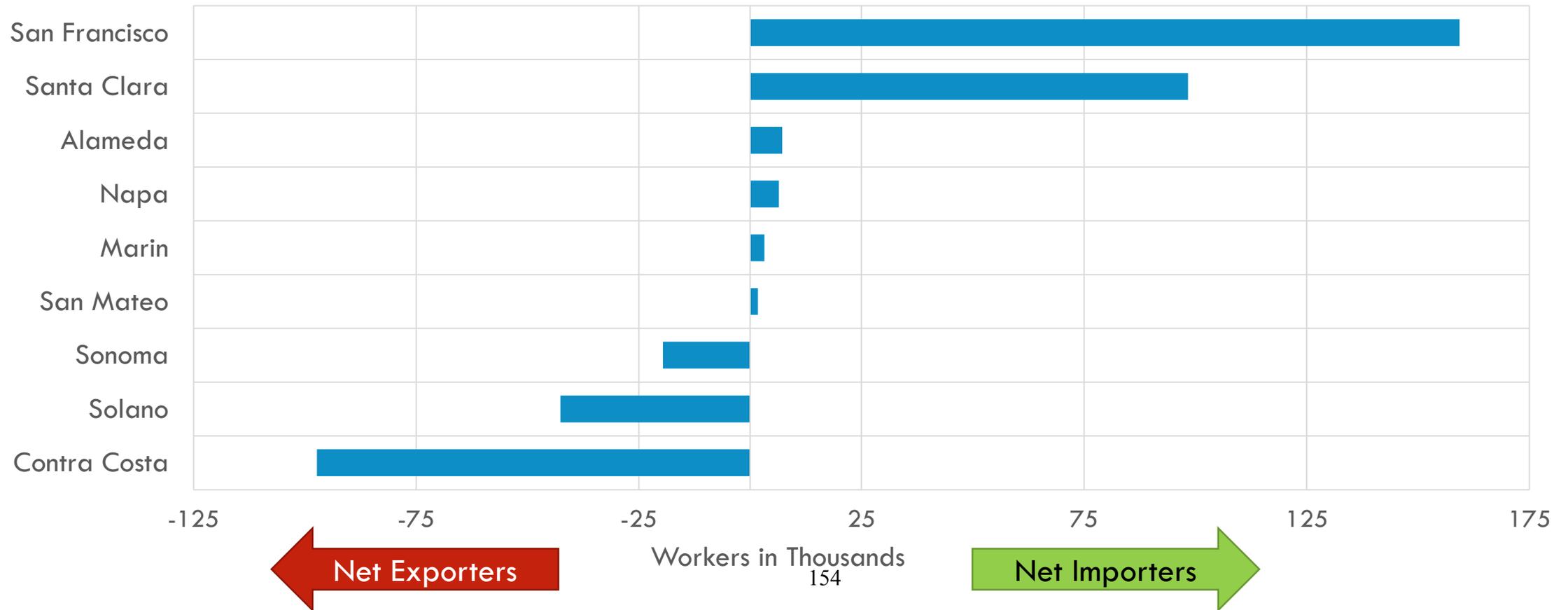




COMMUTE FLOWS: REGIONAL CONTEXT

Source: Census Transportation Planning Package, 2006-2010

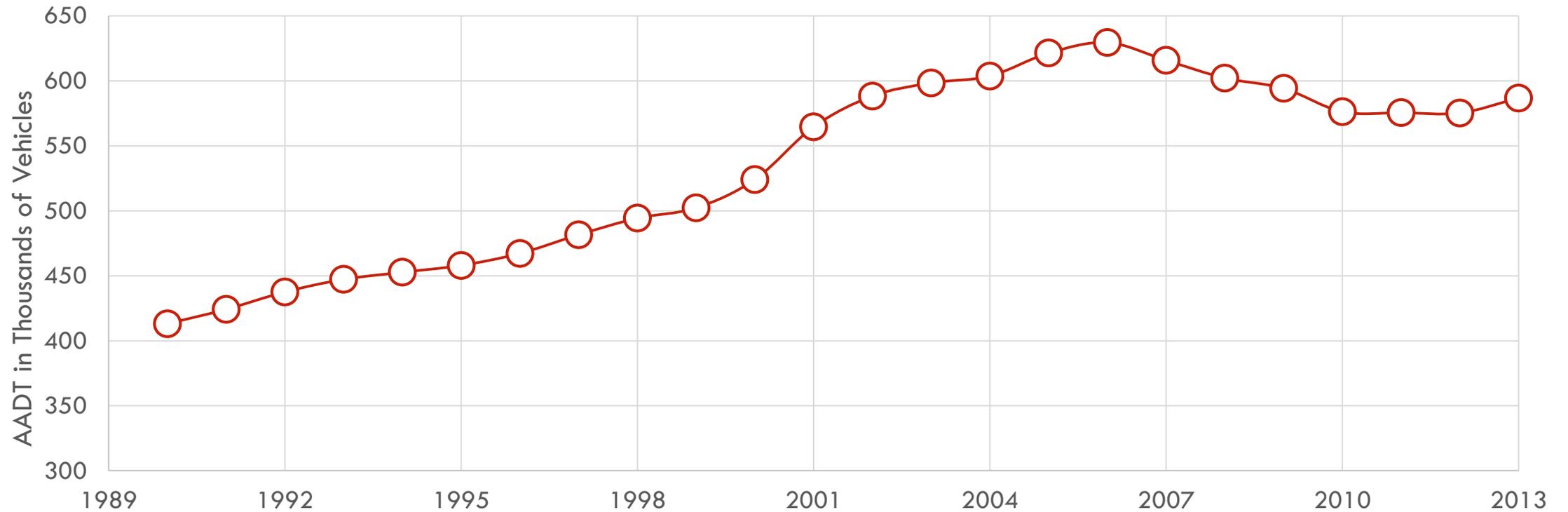
NET NUMBER OF COMMUTERS





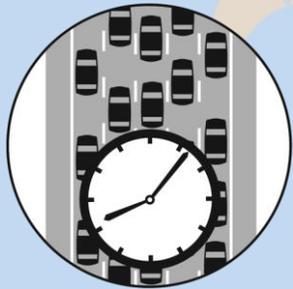
INTERREGIONAL TRAFFIC: HISTORICAL TREND

AVERAGE ANNUAL DAILY TRAFFIC (AADT) THROUGH REGIONAL GATEWAYS



KEY FINDINGS ²²

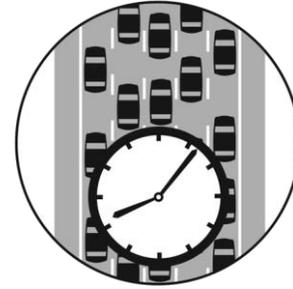
1. Regional commute **mode shares and commute times have remained remarkably stable** over the past few decades.
2. Most commuters live and work in the same county, although the **counties of Santa Clara and San Francisco do “import” significant numbers of workers.**
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4. When compared to other metros, the Bay Area has higher-than-average levels of freeway congestion but has the most reliable freeway travel times – in other words, **we are “reliably congested”.**
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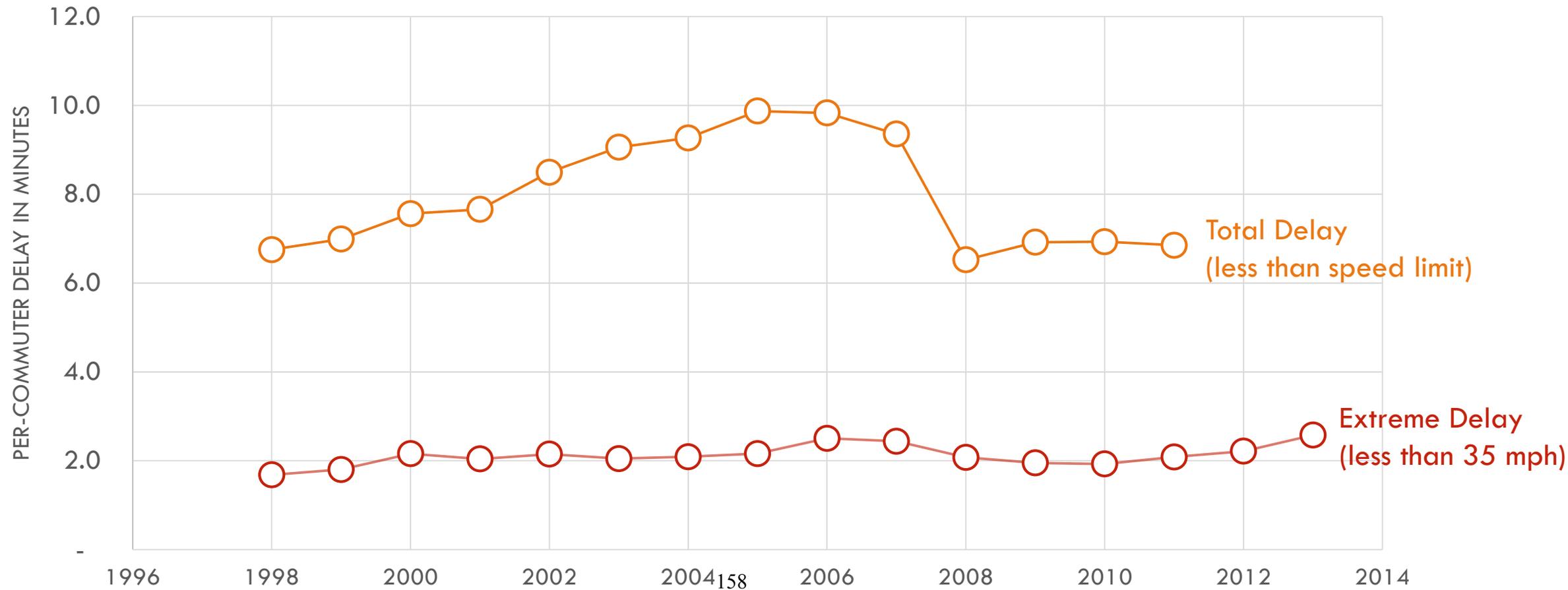
Top Ten Congestion Locations

- 1 I-80 EB** US-101 to Hillcrest Road (east of Treasure Island Tunnel)
- 2 I-880 SB** I-238 to Dixon Landing Road
- 3 US 101 SB** Fair Oaks Avenue to Oakland Road
- 4 I-80 WB** West of CA-4 to Powell Street
- 5 I-680 NB** Bollinger Canyon Road to Treat Boulevard
- 6 I-580 WB** San Joaquin County line to Fallon Road
- 7 I-680 NB** CA-262/Mission Boulevard to CA-84
- 8 I-80 EB** W Grand Avenue to Gilman Street
- 9 CA-24 EB** 27th Street to Wilder Road
- 10 US-101 NB** Woodside Road to Hillsdale Boulevard

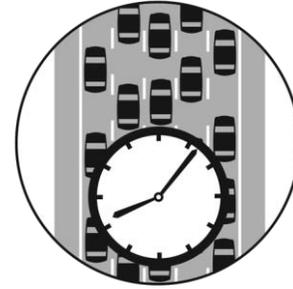




FREEWAY DELAY: HISTORICAL TREND



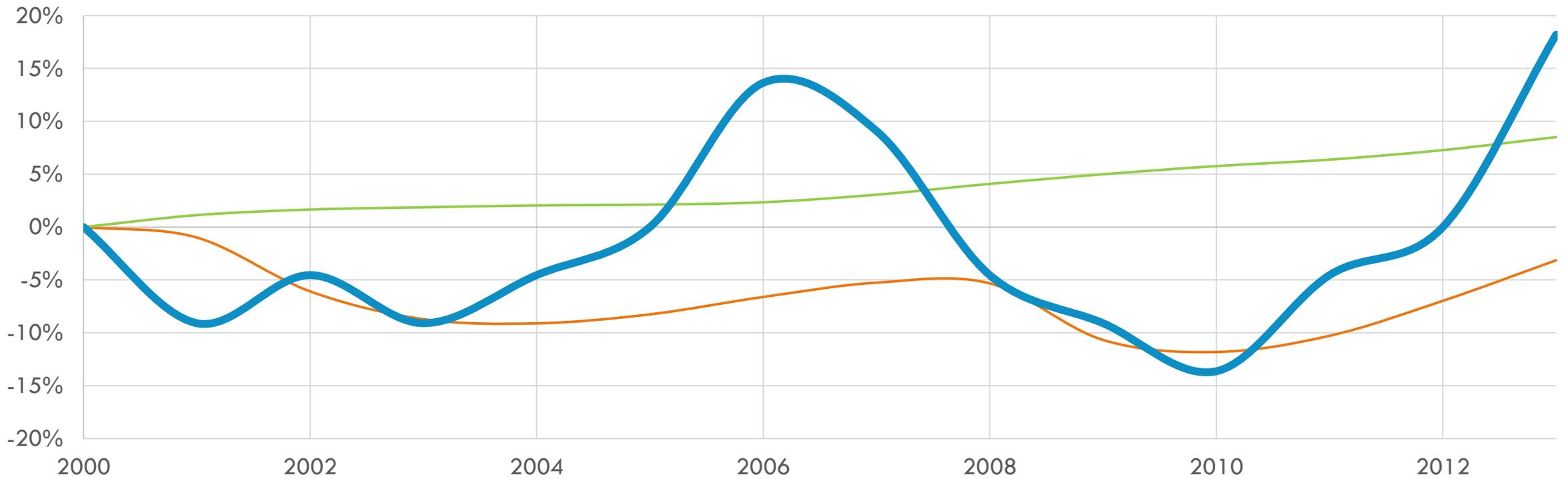
Sources: INRIX/Iteris/MTC, 2013; Texas Transportation Institute, 2011

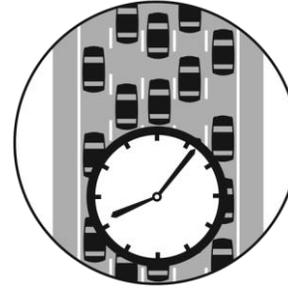


FREEWAY DELAY: HISTORICAL TREND

% CHANGE SINCE 2000

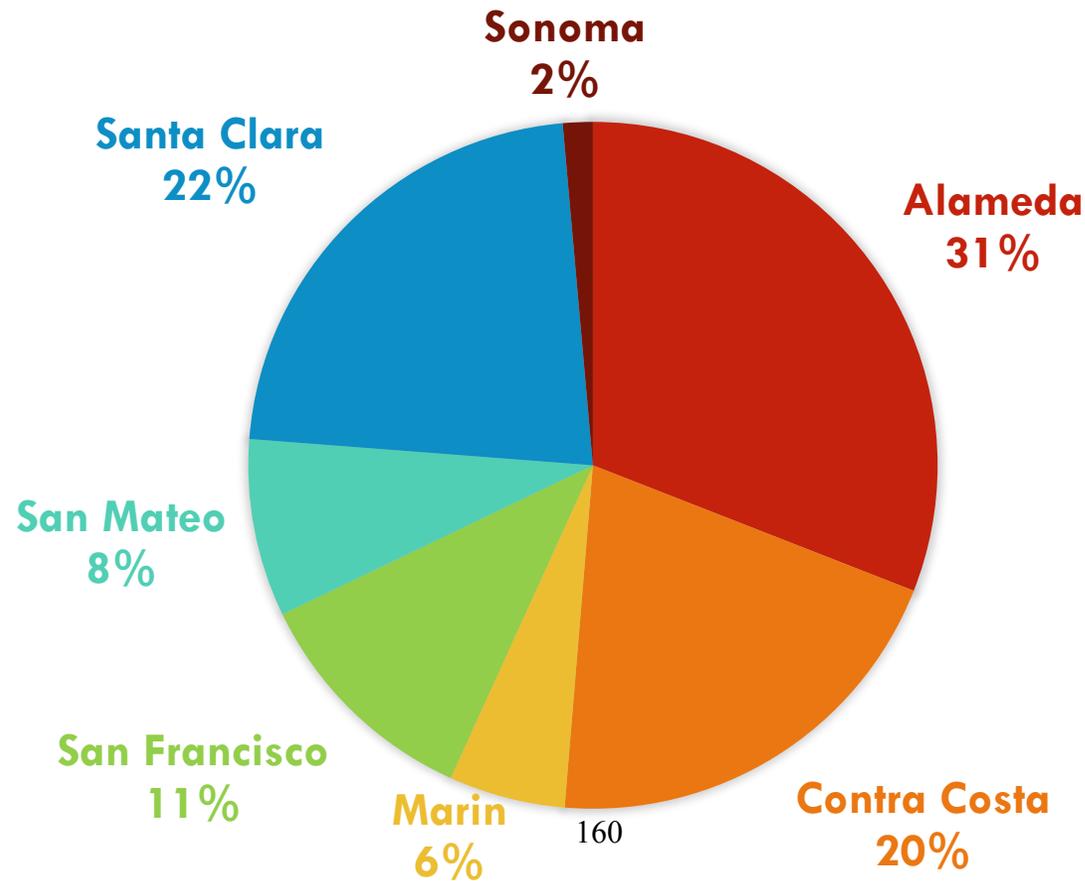
— Jobs — Population — Congested Delay





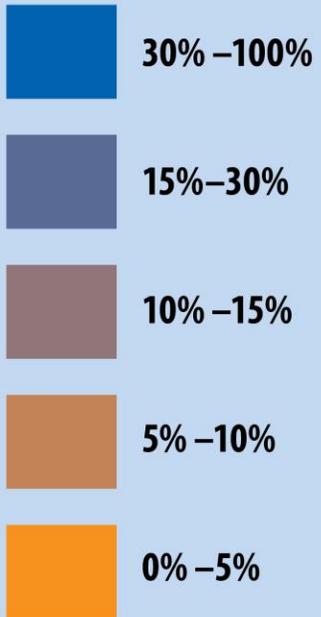
FREEWAY DELAY: REGIONAL CONTEXT

BREAKDOWN OF CONGESTED DELAY BY COUNTY





Non-Auto Commuters



San Francisco

Oakland

San Jose

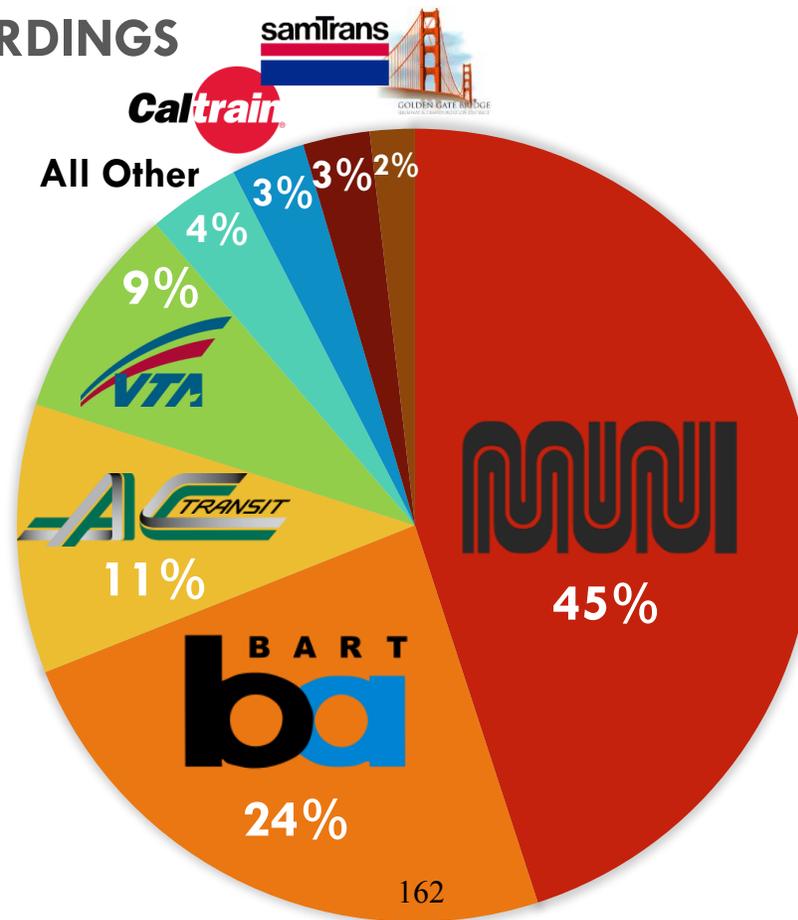
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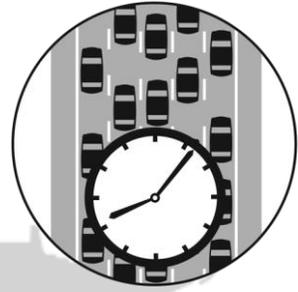
TRANSIT RIDERSHIP: REGIONAL CONTEXT

SHARE OF DAILY TRANSIT BOARDINGS BY OPERATOR

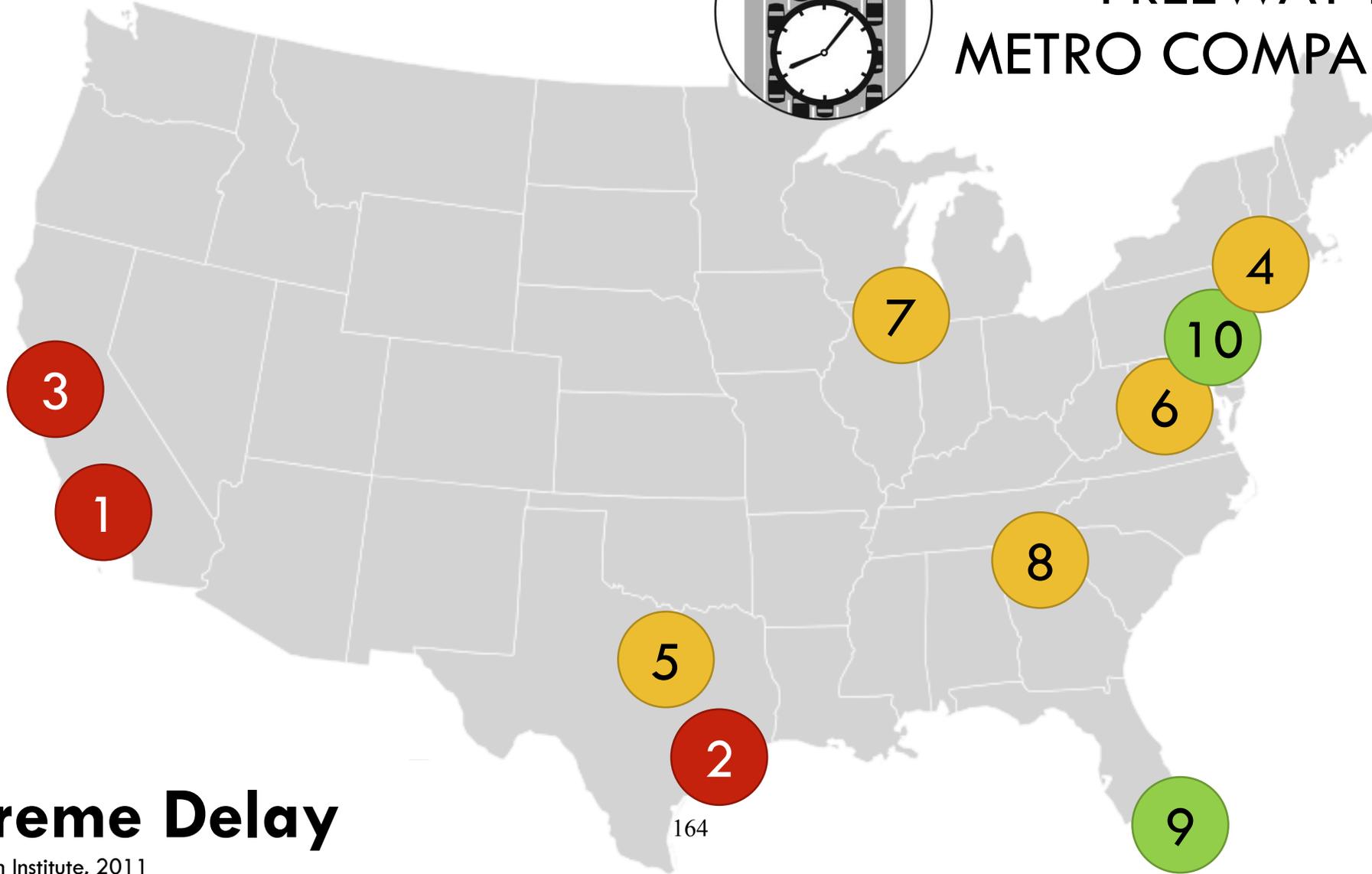


KEY FINDINGS ²⁹

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FREEWAY DELAY: METRO COMPARISON

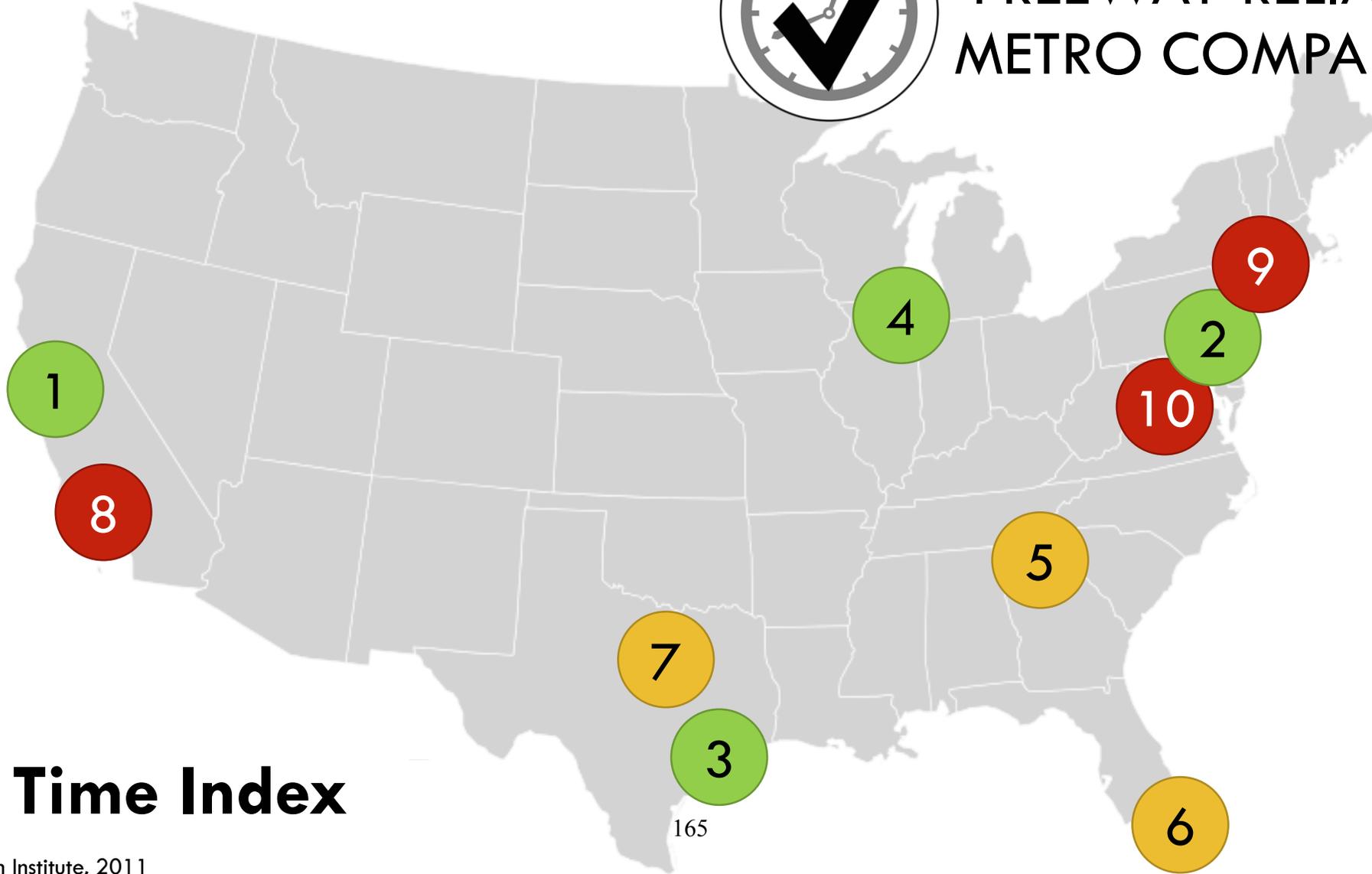


Extreme Delay

Source: Texas Transportation Institute, 2011



FREEWAY RELIABILITY: METRO COMPARISON



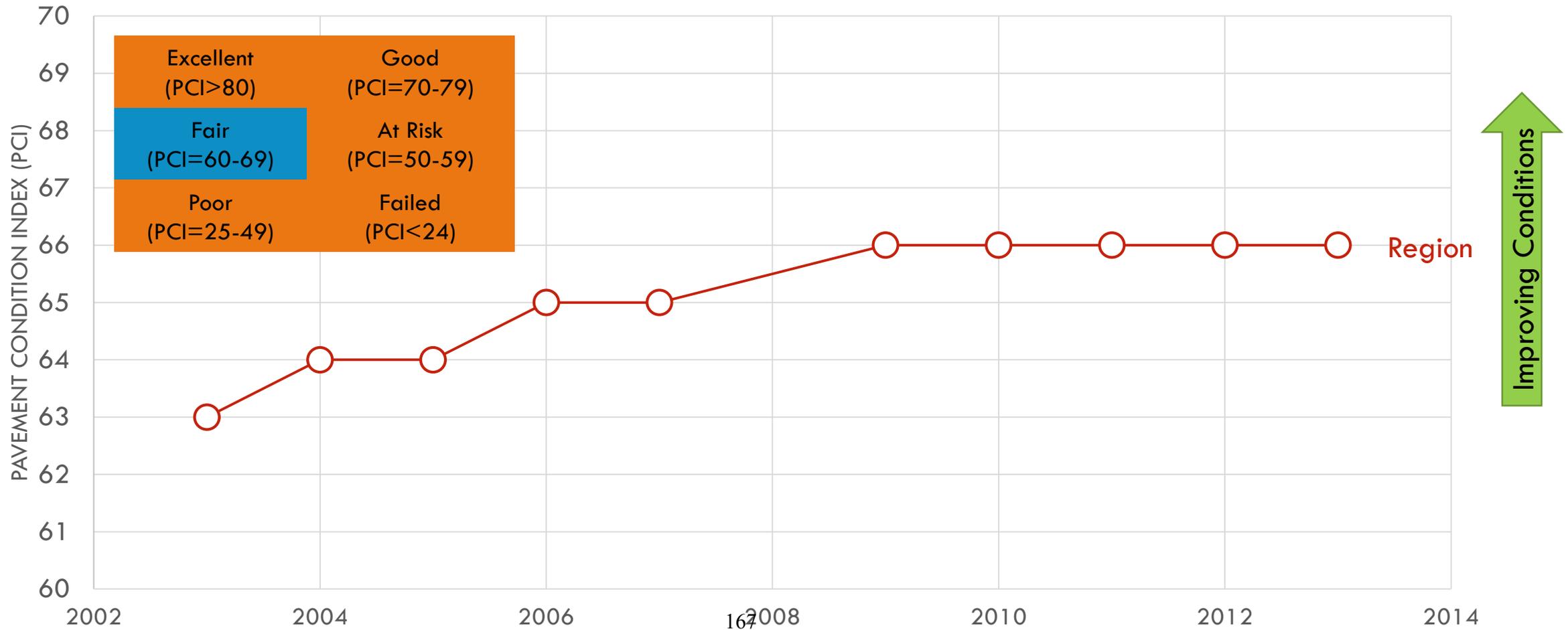
Buffer Time Index

KEY FINDINGS ³²

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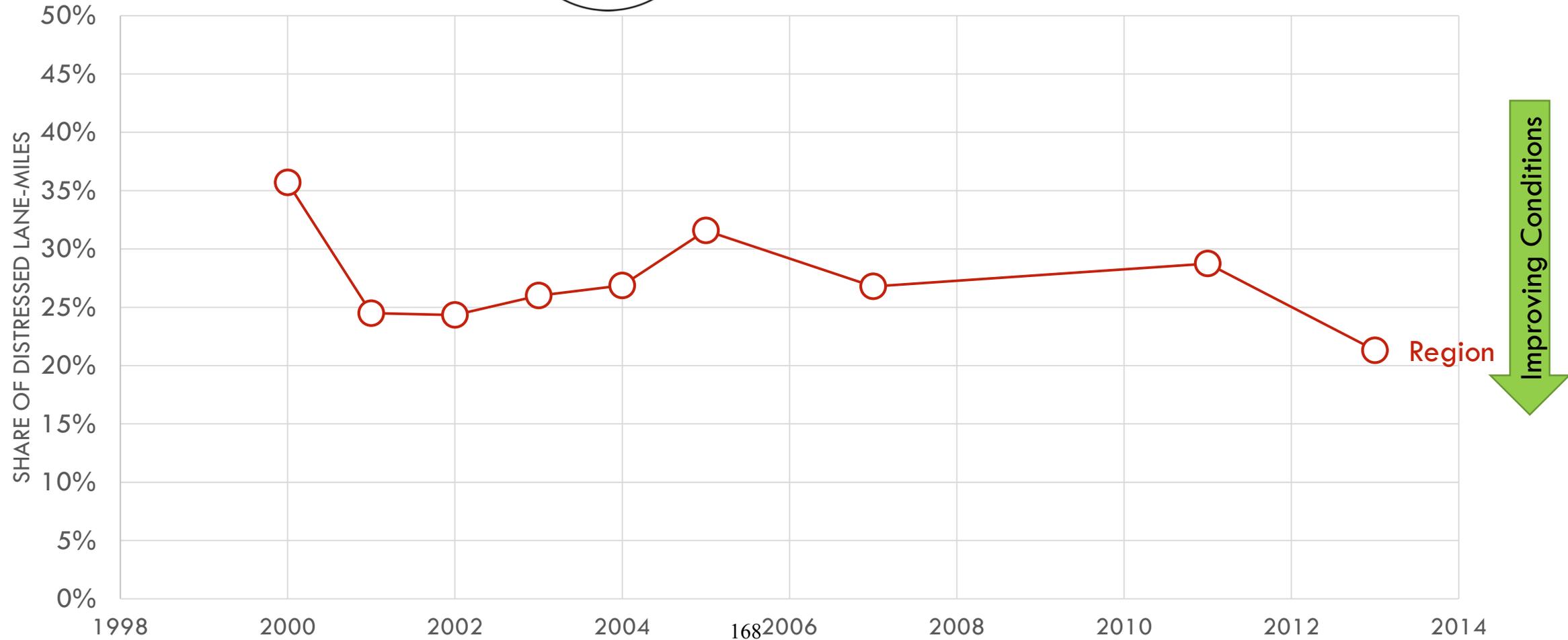


LOCAL STREET MAINTENANCE: HISTORICAL TREND



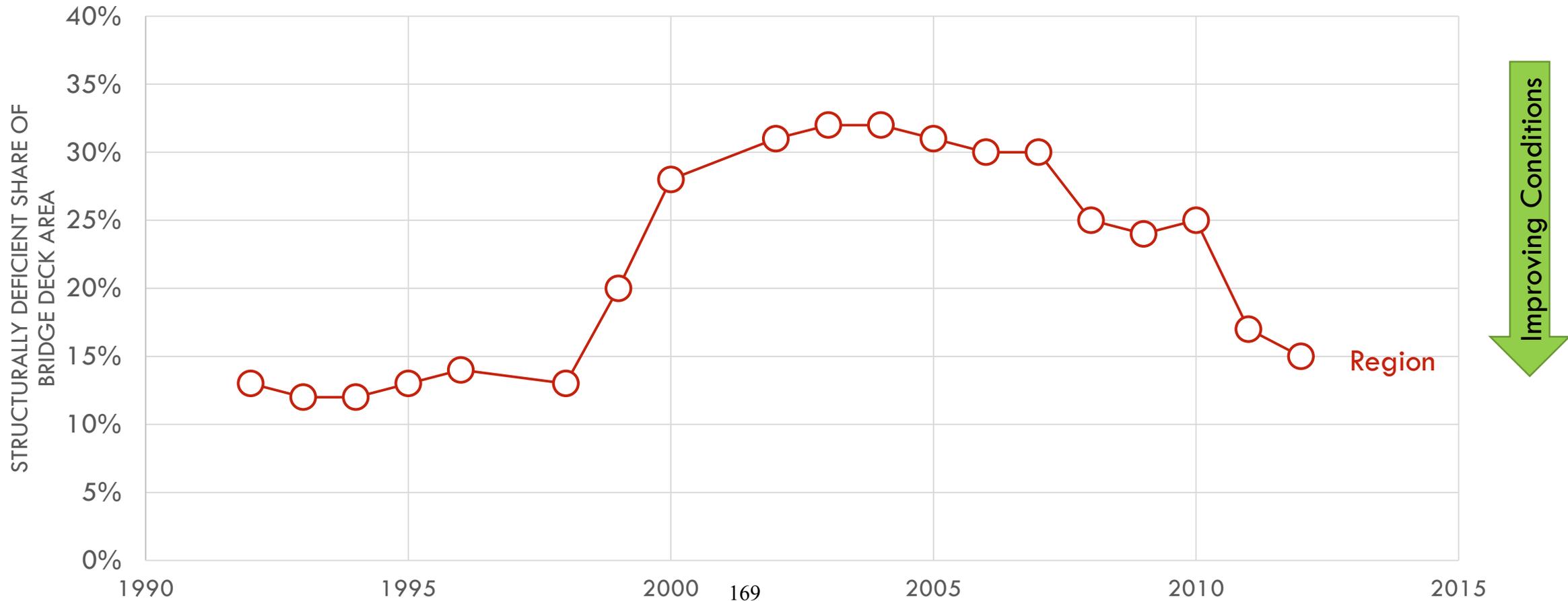


STATE HIGHWAY MAINTENANCE: HISTORICAL TREND





BRIDGE MAINTENANCE: HISTORICAL TREND



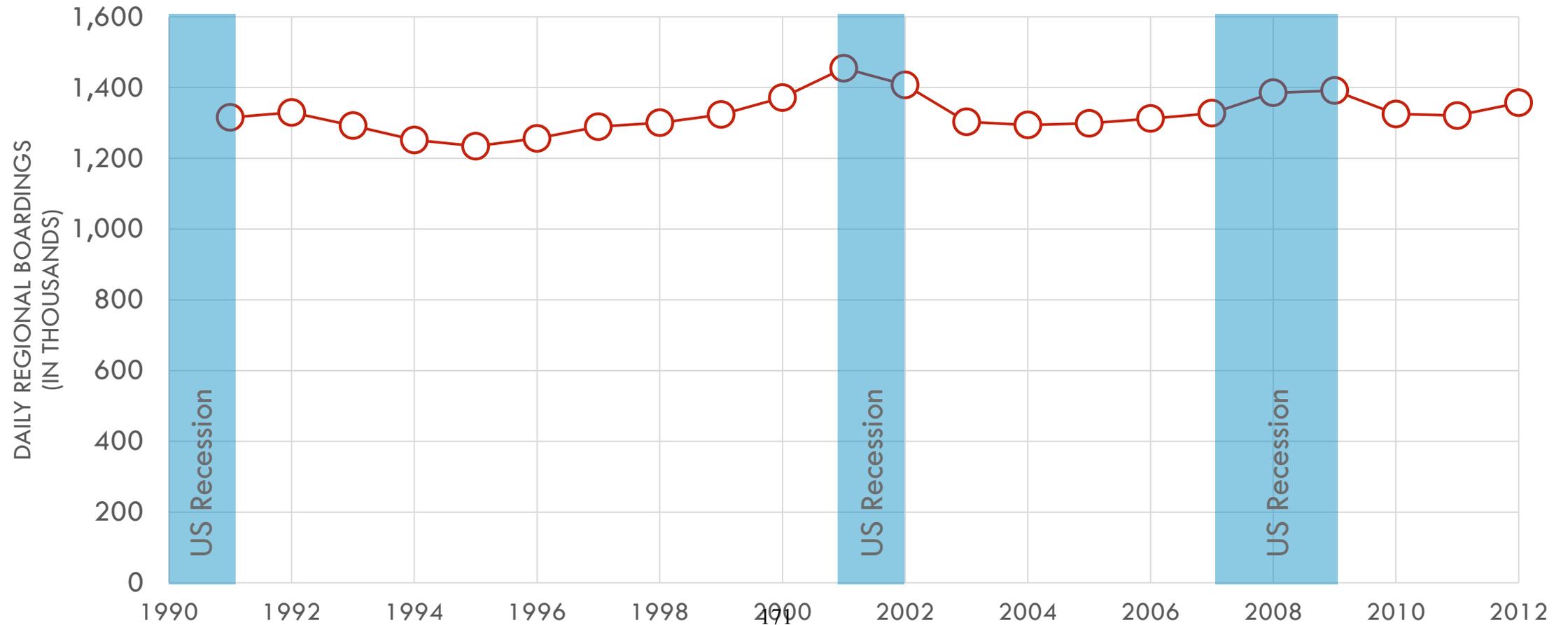
KEY FINDINGS ³⁶

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Total Boardings



TRANSIT RIDERSHIP: HISTORICAL TREND

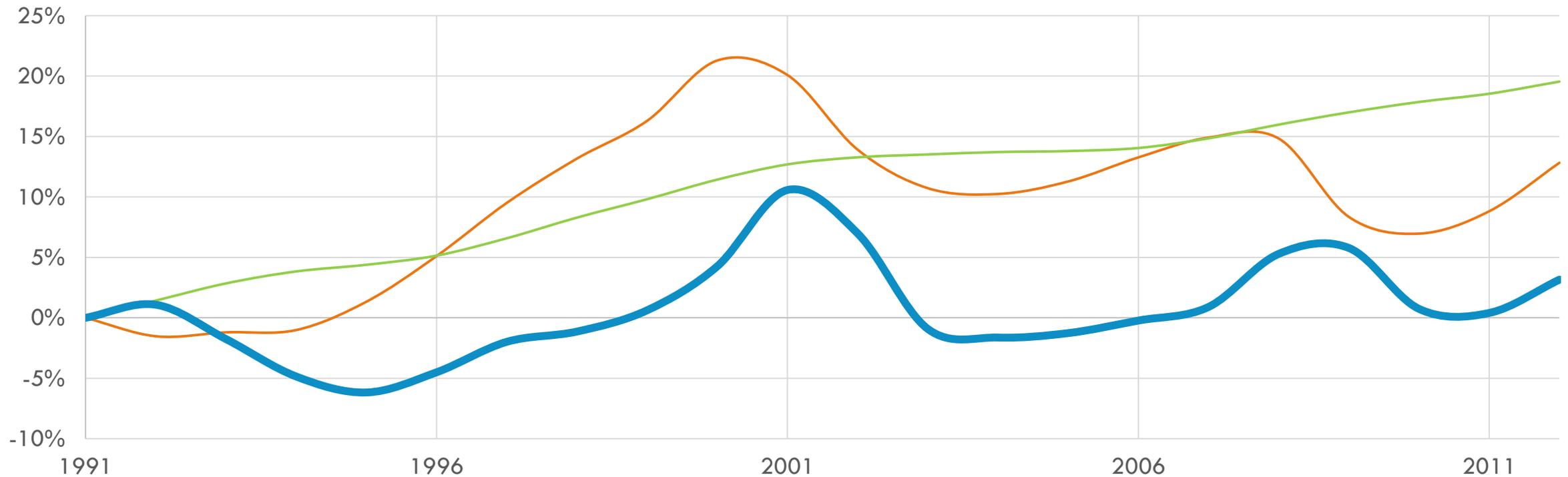




TRANSIT RIDERSHIP: HISTORICAL TREND

% CHANGE SINCE 1991

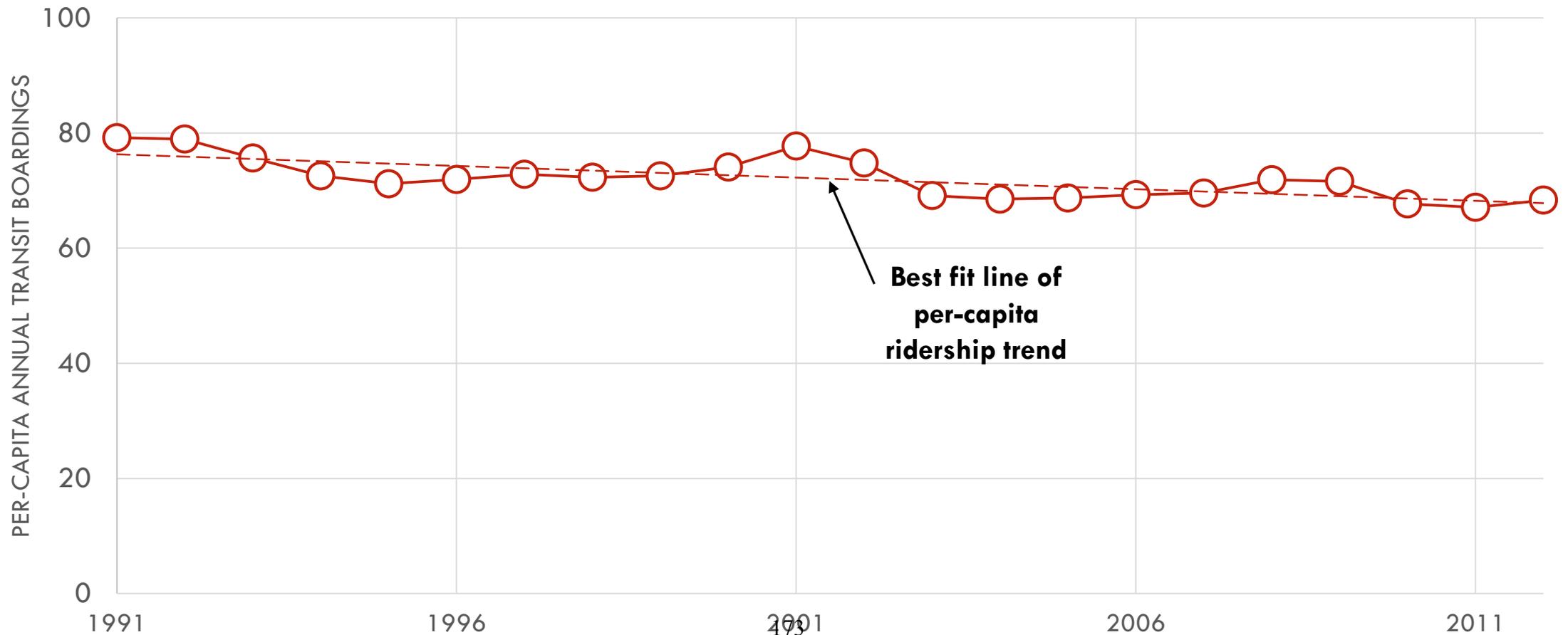
— Jobs — Population — Total Transit Boardings



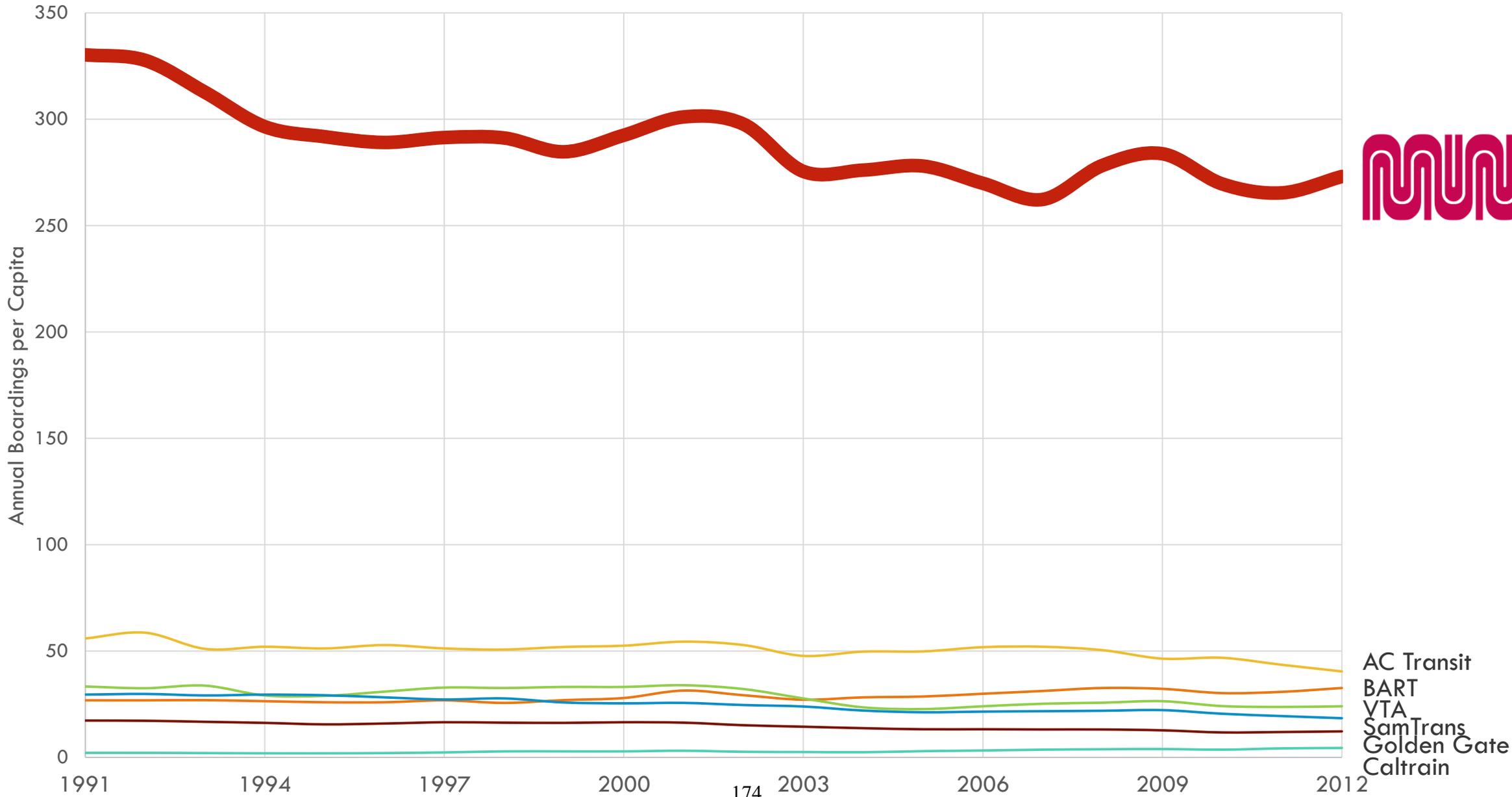
Per-Capita Boardings



TRANSIT RIDERSHIP: HISTORICAL TREND



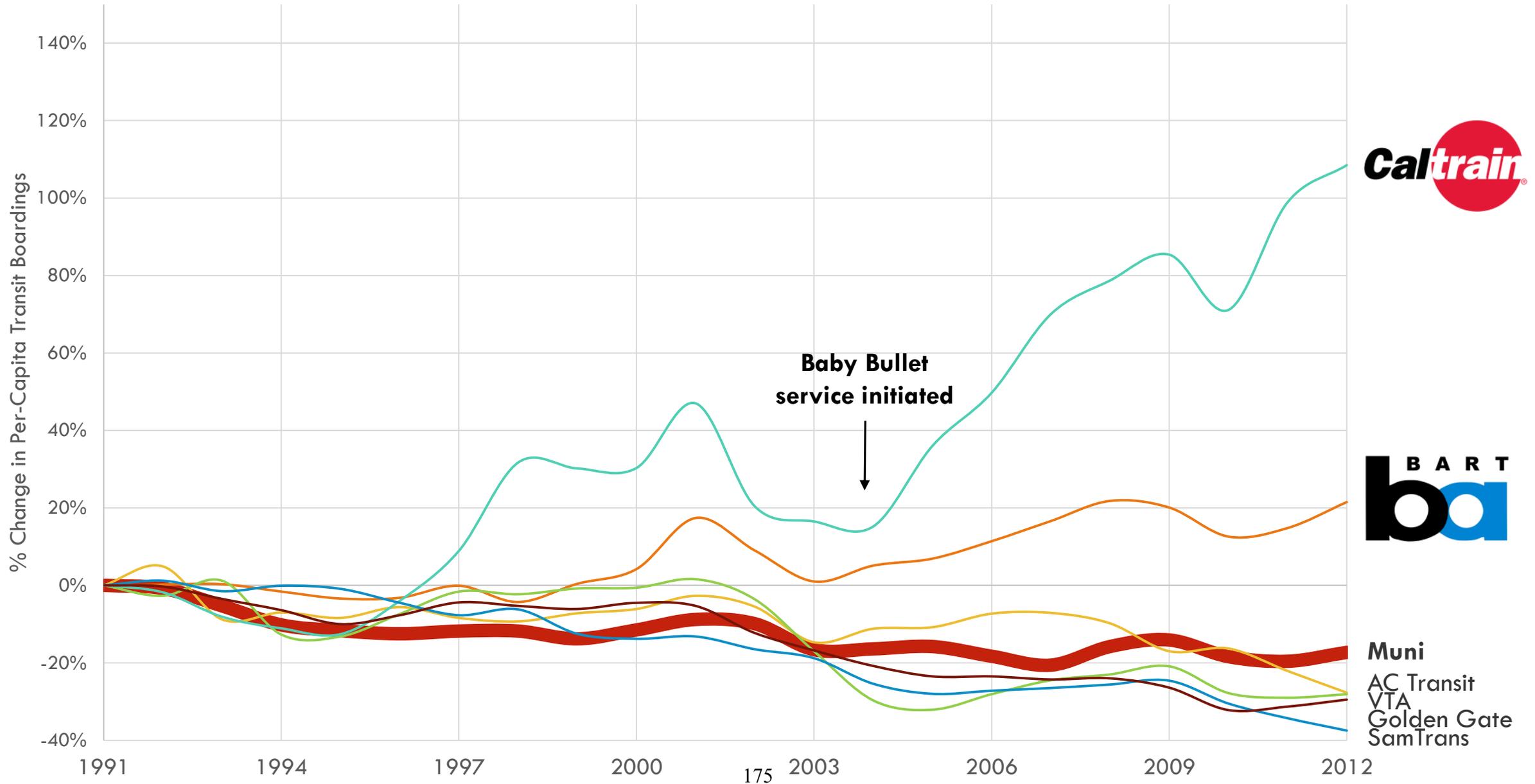
PER-CAPITA TRANSIT BOARDINGS BY OPERATOR



AC Transit
BART
VTA
SamTrans
Golden Gate
Caltrain

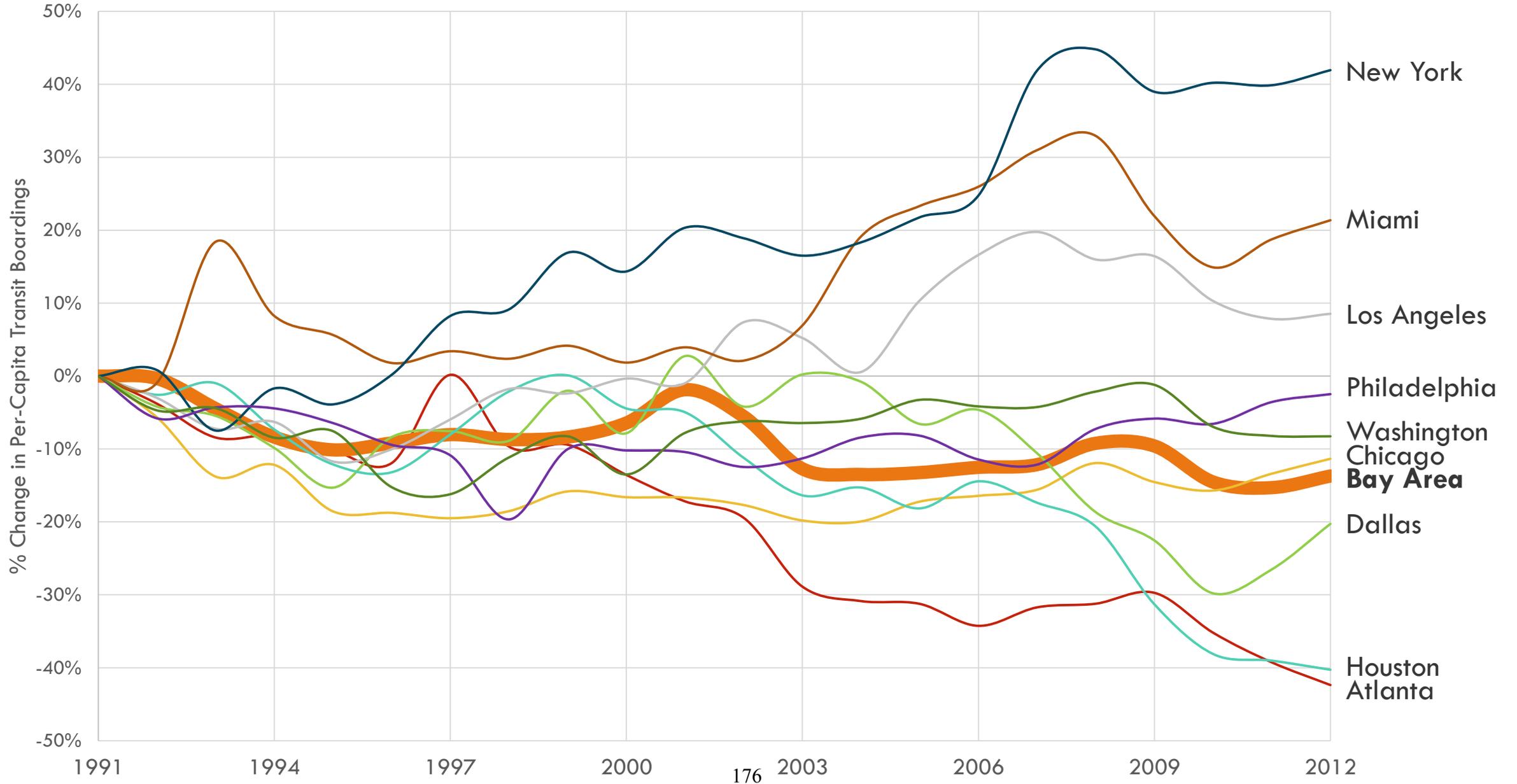
Source: FTA NTD, 2012

% CHANGE IN PER-CAPITA TRANSIT BOARDINGS BY OPERATOR SINCE 1991



Muni
AC Transit
VTA
Golden Gate
SamTrans

% CHANGE IN **PER-CAPITA** TRANSIT BOARDINGS BY METRO AREA SINCE 1991



BETA WEBSITE DEMO

VITAL  SIGNS



WEBSITE LAUNCH:
WINTER 2015

VITAL  SIGNS



REFERENCES AND IMAGE SOURCES

- Slide 1 – Title Slide
 - <https://www.flickr.com/photos/davidyuweb/13370127374>
- Slide 4 – Metro Area Photographs
 - http://en.wikipedia.org/wiki/List_of_United_States_cities_by_population#mediaviewer/File:LA_Skyline_Mountains_2.jpg
 - http://en.wikipedia.org/wiki/Philadelphia-Camden-Wilmington,_PA-NJ-DE-MD_Metropolitan_Statistical_Area#mediaviewer/File:Philly_skyline.jpg
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 - <https://flic.kr/p/iiA7ek>
 - <https://flic.kr/p/97GuBa>
 - <https://flic.kr/p/nrWltK>
- Slide 39 – Website Demo
 - <http://www.flickr.com/photos/tq2cute/4407502443/sizes/o>

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DATE: February 17, 2015
 TO: STA TAC
 FROM: Drew Hart, Associate Planner
 RE: Summary of 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	APPLICATION DEADLINE
Regional			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 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 \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	\$67,000	No Deadline
6.	Lifeline Transportation Program Cycle 4	\$3,710,402	Prop 1B: Jan 15, 2015 See details for other dates
7.	Yolo Solano Air Quality Management District – Clean Air Funds*	\$340,000	March 27, 2015
State			
1.	Highway Safety Improvement Program (HSIP): High Risk Rural Roads	~\$100-150 million federally	Announcement Anticipated Spring 2015
2.	Active Transportation Program*	\$360 million	May 29, 2015
Federal			

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional 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. \$15 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.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/aqip/cvpr.htm
Lifeline Transportation Program Cycle 4	Liz Niedziela Transportation Program Manager (707)399-3217 eniedziela@sta-snci.com	Prop1B - January 15, 2015 STAF – March 3, 2015 JARC March 3, 2015	\$3,710,402	The program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the Community Based Transportation Plans. The Lifeline Transportation Program aims to fund projects that result in improved mobility for low-income residents of Solano County.	N/A	

¹ Regional 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
Regional Grants						
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: 888-457-HVIP 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/
TDA Article 3	Cheryl Chi Metropolitan Planning Commission (510) 817-5939 cchi@mtc.ca.gov	No deadline	Approx. \$67,000	The Metropolitan Transportation Commission (MTC) administers TDA Article funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. STA). The STA works with the Pedestrian Advisory Committee (PAC), Bicycle Advisory Committee (BAC) and staff from the seven cities and the County to prioritize projects for potential TDA Article 3 funding.	N/A	
Yolo Solano Air Quality Management District – Clean Air Funds	Jim Antone YSAQMD (530) 757-3653 yantone@ysaqmd.org	March 27, 2015	\$340,000	The purpose of the Clean Air Funds Program is to provide financial incentives for reducing emissions from the mobile sources of air pollution within the Yolo-Solano Air Quality Management District (YSAQMD).	N/A	

*New Funding Opportunity

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
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 Spring of 2015	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.
Active Transportation Program (ATP)	Laurie Waters California Transportation Commission (CTC) (916) 651-6145 Laurie.Waters@dot.ca.gov	May 29, 2015	\$260 M which includes: \$183M Statewide and \$30M Regional	The Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation, such as biking and walking.	Currently being discussed between agencies	Call for projects will be on March 26, 2015. This is a 4-year funding cycle and can include environmental, engineering, and construction.



DATE: February 18, 2015
TO: STA TAC
FROM: Johanna Masiolat, Clerk of the Board
RE: Draft Meeting Minutes for STA Advisory Committees

Attached is the most recent Draft Meeting Minutes of the STA Advisory Committees that may be of interest to the STA TAC.

Attachment:

- A. DRAFT Minutes of Paratransit Coordinating Council (PCC) Meeting of January 15, 2015
- B. STA Board Highlights of February 11, 2015

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PCC

SOLANO PARATRANSIT COORDINATING COUNCIL AGENDA

Draft Minutes for the meeting of January 15, 2015

1. CALL TO ORDER

Edith Thomas called the meeting to order at 1:15 p.m. in the Council Chambers of Suisun City Hall.

Voting Members Present: *In Alphabetical Order by Last Name*

Richard Burnett	MTC PAC Representative
Kenneth Grover	Transit User
Edith Thomas	Chair, Social Service Provider
James Williams	Member-at-Large
Lyall Abbott	Member-at-Large
Emily Flynn	Social Service Provider - Independent Living Resources
Anne Payne	Social Service Provider - Area Agency on Aging
Ernest Rogers	Transit User

Voting Members Not Present: *In Alphabetical Order by Last Name*

Judy Nash	Public Agency – Education
Curtis Cole	Public Agency - Solano County Health and Social Services

Also Present: *In Alphabetical Order by Last Name*

Sheila Ernst	STA, PCC Committee Clerk
Kristina Holden	STA
Vicki Jacobs	City of Dixon/Dixon Read-Ride
Lori Knight	Care Provider for Kenneth Grover
TJ Kumar	North Bay Transit
Debbie McQuilkin	STA
Liz Niedziela	STA
Elizabeth Romero	Solano County Transit/SolTrans
Cynthia Tanksley	Transit User
Debbie Whitbeck	City of Fairfield/FAST

2. APPROVAL OF AGENDA

On a motion by Richard Burnett and a second by Emily Flynn, the PCC unanimously approved the January 15, 2015 Agenda. (8 Ayes, 2 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

Cynthia Tanksley commented that the SolTrans driver arrived late picking her and Kenneth Grover up today, then proceeded to drive on the freeway at an unsafe speed to make up for lost time. She stated that the driver was lost and was also making unsafe turns causing wheelchairs to slide around in the shuttle. She stated that the yellow cabs are still refusing to pick her up because she is in a wheelchair. Elizabeth Romero, SolTrans will follow up with Ms. Tanksley and look into the complaint.

Anne Payne provided a public comment on behalf of Molly Leavitt, transit user for SolTrans. She stated that Molly scheduled a 7:00 a.m. paratransit pickup a week in advance. She stated that the dispatcher informed her that they could not arrive until 8:30 a.m. but the driver arrived at 7:00 a.m. to pick her up. Elizabeth Romero, SolTrans will look into the complaint.

Vickie Jacobs asked for clarifications on intercity and local taxi scrip.

Father Fuentes replied that if intercity taxi scrip is not an option, Faith In Action can also provide assistance if the person is over 60 years old.

4. **COMMENTS FROM STAFF AND REPRESENTATIVES FROM THE PARATRANSIT COORDINATING COUNCIL**

PRESENTATIONS

- (1) Elizabeth Romero of SolTrans, provided a presentation on **Proposed/Regional Paratransit Policy** and asked for comments. (Attachment A)

Anne Payne recommended SolTrans to make follow up phone calls to people that filled out the survey.

Cynthia Tanksley commented that on fixed route, there is only room for two wheel chairs. Elizabeth Romero, SolTrans advised the committee that road supervisors may be an option to provide additional paratransit service if needed. Ms. Romero will discuss feedback with personnel.

Elizabeth Romero will look into additional signage to help designate that area for “wheelchairs only” to avoid displacement of wheelchairs.

Cynthia Tanksley commented that on the fix route buses, the lifts are unable to lift heavy people in wheelchairs.

Elizabeth Romero stated that FTA requires SolTrans to have a 600 pound minimum lift and that all buses are equipped with the required lift.

James Williams commended SolTrans personnel for their agency efforts in crafting the Regional Paratransit Policy.

Cynthia Tanksley commented that SolTrans is limited on taxi scrip and that they run out by the end of the month. Elizabeth Romero, SolTrans will look into the complaint.

Cynthia Tanksley volunteered to survey transit users to obtain feedback.

Father Fuentes recommended using the same agreement for SolTrans transfers that they currently have with Napa to avoid an extra charge for a paratransit users. Elizabeth Romero will discuss the idea with appropriate SolTrans personnel.

Elizabeth Romero will extend the survey date out in hopes to reach as many transit users as possible.

- (2) Debbie McQuilkin provided a presentation on the **Solano Mobility Call Center** services. (Attachment B)

Liz Niedziela requested the PCC members to call the Solano Mobility Call Center to experience the level of customer service that they provide.

5. CONSENT CALENDAR

A. Minutes of the PCC Meeting of January 15, 2015.

Recommendation:

Approve PCC minutes of January 15, 2015.

On a motion by James Williams and second Ernest Rogers, the PCC unanimously approved Consent Calendar Item A. (8 Ayes, 2 Absent)

6. ACTION ITEMS

A. PCC Membership Status and Appointment

Kristina Holden provided an overview of the PCC Membership Status and Appointment. She stated that Edith Thomas and Kyrre Helmersen have completed their three year terms of service. She stated that Kyrre Helmersen has resigned from the PCC and that Edith Thomas has accepted to serve as the PCC for another term. She stated that an interest form was submitted to the STA from Cynthia Tanksley, a resident of Vallejo whom currently utilizes the paratransit program up to 5 days a week and would like to help improve current transit service and programs by joining the committee as a transit user.

Recommendations:

1. Forward a recommendation to the STA Board to appoint Cynthia Tanksley to the Paratransit Coordinating Council for a three (3) year term as a Transit User.
2. Forward a recommendation to the STA Board to reappoint Edith Thomas as a Social Service Provider, term expiring March 2018.

On a motion by Ernest Rogers and second James Williams, the PCC unanimously approved the recommendation. (8 Ayes, 2 Absent)

B. Election of PCC Vice-Chair

Kristina Holden stated that Kyrre Helmersen resigned his membership as Transit User and position of Vice-Chair effective December 30, 2014. She asked that nominees make a brief statement and provide their nominations for a temporary Vice-Chair.

James Williams nominated Ernest Rogers serve as the temporary PCC Vice-Chair. By consensus of the PCC, Ernest Rogers was nominated as the new PCC Vice-Chair.

Recommendation:

STA asks PCC members to nominate a Vice Chair. This officer term is considered temporary, and will expire December 31, 2015.

On a motion by James Williams and second Kenneth Grover, the PCC unanimously approved the recommendation. (8 Ayes, 2 Absent)

C. CTSA Advisory Committee- PCC Representative

Kristina Holden provided the definition of a Consolidated Transportation Services Agency (CTSA). She stated that a CTSA Designation will help Solano County's ability to identify and obtain future federal, state, and Mobility Management services to support Mobility for Solano County Seniors, People with Disabilities, and Low Income.

Recommendation:

The Paratransit Coordinating Council recommends that the STA Board elect a PCC committee member to serve on the Consolidated Transportation Services Advisory Committee.

Chair Thomas recommended that Ernest Rogers serve as a PCC representative to the Consolidated Transportation Services Advisory Committee and Ernest Rogers accepted.

On a motion by James Williams and second Kenneth Grover, the PCC unanimously approved the recommendation. (8 Ayes, 2 Absent)

D. Transportation Development Act (TDA) Matrix Revision – Intercity Taxi Scrip Program and Faith in Action

Liz Niedziela stated that the STA agreement for a Project Manager for the intercity paratransit service in the process of being executed. She stated that with approval by the STA Board, staff will file a TDA claim for \$537,645 to fund the intercity taxi program and Faith in Action activities.

Recommendation:

Forward a recommendation to the MTC to approve the Revised FY 2014-15 Solano TDA Matrix – January 2015 as shown in Attachment A.

On a motion by Ernest Rogers and second Anne Payne, the PCC unanimously approved the recommendation. (8 Ayes, 2 Absent)

7. INFORMATIONAL ITEMS (Discussion)

A. 2015 PCC Draft Work Plan

By consensus of the PCC members, this item has been tabled to the March meeting.

In preparation for the PCC meeting in March, Liz Niedziela requested the PCC committee members to submit their comments regarding this item to Kristina Holden via email.

B. 2015 PCC Draft Outreach Plan Discussion

By consensus of the PCC members, this item has been tabled to the March meeting.

In preparation for the PCC meeting in March, Liz Niedziela requested the PCC committee members to submit their comments regarding this item to Kristina Holden via email.

C. Mobility Management: Consolidated Transportation Services Agency (CTSA) Designation

Liz Niedziela provided an update on the Consolidated Transportation Services Agency (CTSA) Designation for Mobility Management. She stated that on September 10th, MTC Programs and Allocation Committee recommended approving CTSA status to the Solano Transportation Authority until September 30, 2017.

Liz Niedziela provided a brief status update on each component of the Mobility Management Program and other coordinated transportation activities that will continue to be developed and housed under the CTSA designation. She stated that the Solano Mobility Call Center launched the Transportation Info Depot at the historic Suisun City Train Depot in November of 2014. She stated that the STA will continue countywide coordination efforts

with transit agencies and non-profits to further develop and implement programs that will benefit seniors, people with disabilities and people with low-income.

D. Lifeline and 5310 Grant Program Update

Liz Niedziela provided an update on the Lifeline and 5310 Grant Program. She stated that today is the deadline for the transit operators to submit their draft Prop 1B project list so that STA staff can provide a full program of projects to MTC by the March 13, 2015 deadline. She stated that the due date for JARC and STAF grant application is March 3, 2015. She stated that STA applied for two 5310 grants: (1) for the operation of the Solano Mobility Call Center and (2) on behalf of SolTrans for the development of the Countywide Travel Training Program. She stated that MTC will forward a regional prioritized list of applications with scores to Caltrans by February 2, 2015 and that Caltrans will announce successful applicants in June of 2015.

8. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS

- **2015 PCC Draft Work Plan**
- **2015 PCC Draft Outreach Plan Discussion**

9. TRANSIT OPERATOR UPDATES

Dixon Redit-Ride:

Vicki Jacobs provided a brief update on Dixon Redit-Ride ridership service.

Fairfield and Suisun Transit:

Debbie Whitbeck provided an update on FAST ridership and promotions.

Rio Vista Delta Breeze:

Liz Niedziela provided brief update on Rio Vista Delta Breeze service.

SolTrans:

Elizabeth Romero provided brief update on SolTrans service and promotions.

Vacaville City Coach:

None.

10. ADJOURNMENT

The meeting adjourned at 3:05 p.m. The next meeting of the PCC is scheduled to meet at **1:00 p.m. on Thursday, March 19, 2015, at Solano Community College in the cafeteria, located at 4000 Suisun Valley Rd., Fairfield, CA 94534.**

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**STA Board Meeting Highlights
6:00 p.m., Regular Meeting
Wednesday, February 11, 2015**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiolat, STA Clerk of the Board
RE: Summary of Actions of the February 11, 2015 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of February 11, 2015. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

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

BOARD MEMBERS ABSENT:

None.

SWEARING-IN OF NEW STA BOARD ALTERNATE MEMBERS

- **Councilmember Tom Campbell**
Alternate Member representing the City of Benicia
- **Vice Mayor Jerry Castanon**
Alternate Member representing the City of Dixon
- **Vice Mayor David Hampton**
Alternate Member representing the City of Rio Vista
- **Mayor Pro-tem Lori Wilson**
Member representing the City of Suisun City

ACTION – FINANCIAL ITEMS

A. STA’s Fiscal Year (FY) 2014-15 Proposed Mid-Year Budget Revision

Recommendation:

Approve the following:

1. Adopt the STA’s FY 2014-15 Proposed Budget Revision as shown in Attachment A;
2. Authorize the Executive Director to upgrade the STA’s telephone system to ShoreTel Voice over IP system for an amount not-to-exceed \$38,000;
3. Authorize the Executive Director to change STA’s credit card to Bank of the West; and
4. Approve a modification to the STA’s Staff Organizational Chart establishing the full time Transit Program Manager to manage transit services and establishment of Assistant Project Manager and Senior Project Manager position classifications.

On a motion by Board Member Batchelor, and a second by Board Member Price, the STA Board unanimously approved the recommendation. (8 Ayes)

B. Benicia Transit Bus Hub Project Funding Request

Recommendation:

Approve the following:

1. Set aside \$125,000 from State Transit Assistance Funds (STAF) in FY 2015-16 to help finance the construction of Benicia Transit Bus Hub Project which will be paid back as Regional Transportation Impact Fee (RTIF) funding is collected;
2. Eliminate the Columbus Drive Project (\$60,000) from the RTIF Working Group 3 Projects as this project is fully funded; and
3. Allocate an additional \$236,000 from RTIF funds collected by Working Groups 3 (\$60,000) and 6 (\$176,000) towards the Benicia Bus Hub Transit Project.

On a motion by Board Member Batchelor, and a second by Board Member Price, the STA Board unanimously approved the recommendation. (8 Ayes)

C. Intercity Taxi Scrip/Paratransit Program Update and Recommendation

Recommendation:

Approve the following:

1. Authorize the Executive Director to amend the Memorandum of Understanding (MOU) with the Solano Transportation Authority (STA), the five local transit agencies, and Solano County for the Countywide taxi-based intercity paratransit service;
2. Authorize the Executive Director to enter into an agreement with the Taxi Providers as part of the transition from Solano County to STA; and
3. Authorize the Executive Director to enter into an agreement with the City of Fairfield to pass through to STA the \$200,000 of Federal Transit Administration (FTA) New Freedom Funds awarded to the Solano County Intercity Taxi Scrip Program/Paratransit Program.

ACTION – NON-FINANCIAL ITEMS

A. Solano Comprehensive Transportation Plan (CTP) Update – Public Outreach

Recommendation:

Approve the following:

1. The Solano CTP public outreach campaign as outlined above; and
2. Request MTC to enable STA to coordinate Solano CTP outreach with MTC's Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS).

On a motion by Board Member Batchelor, and a second by Board Member Price, the STA Board unanimously approved the recommendations. (8 Ayes)

B. Cap and Trade Program Project Support – Fairfield/Vacaville Train Station

Recommendation:

Designate the Fairfield-Vacaville Train Station as the STA's priority project for the State Cap and Trade Affordable Housing and Sustainable Communities program for 2015.

On a motion by Board Member Price, and a second by Vice Chair Richardson, the STA Board unanimously approved the recommendations. (8 Ayes)

C. Consolidated Transportation Services Agency (CTSA) Advisory Committee – Appointment of ~~Three (3)~~ Four (4) STA Board Members

Recommendation:

Appoint ~~three (3)~~ four STA Board Members to the CTSA Advisory Committee.

By consensus, the following 4 STA Board Members were appointed to the CTSA Advisory Committee:

1. Jack Batchelor, City of Dixon
2. Harry Price, City of Fairfield
3. Norman Richardson, City of Rio Vista
4. Jim Sperring, County of Solano

CONSENT CALENDARS

On a motion by Board Member Batchelor, and a second by Board Member Price, the STA Board unanimously approved Consent Calendar Items A-I.

A. Minutes of the STA Board Meeting of January 14, 2015

Recommendation:

Approve STA Board Meeting Minutes of January 14, 2015.

B. Draft Minutes to the TAC Meeting of January 28, 2015

Recommendation:

Approve TAC Meeting Minutes of January 28, 2015.

C. Lifeline Transportation Program – Prop 1B

Recommendation:

Approve the following:

1. The Proposition 1B funding as shown in Attachment C;
2. A loan of \$65,000 of STAF funds to Rio Vista for the purchase of one replacement bus;
3. Allocate \$65,000 of FTA 5311 operating funds to Rio Vista in 2016; and
4. Authorize the Executive Director to execute an agreement with the City of Rio Vista for a STAF loan of \$65,000 and a funding swap of \$65,000 of FTA 5311 with TDA funds to be paid to STA for the repayment of the STAF loan.

D. Fiscal Year (FY) 2015-16 3-Year Project Initiation Document (PID) Work Plan

Recommendation:

Approve the FY 2015-16 3-Year PID Work Plan as specified in Attachment A.

E. Napa-Solano Travel Demand Model Update

Recommendation:

Approve use of the updated household and employment data for the Napa-Solano Travel Demand Model Update as shown in Attachment A.

F. Paratransit Coordinating Council (PCC) Membership Status and Appointment

Recommendations:

Approve the following:

1. Appoint Cynthia Tanksley to the PCC for a three (3) year term as a Transit User; and
2. Reappoint Edith Thomas to the PCC for a three (3) year term as a Social Service Provider.

G. Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange Project – Construction Package 2

Recommendation:

Approve a contract amendment for BKF Engineers in the amount of \$1,220,300, to cover design engineering services for the I-80/I-680/SR 12 Interchange – Construction Package 2.

H. I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project

Recommendation:

Approve the attached STA Resolution No. 2015-02 requesting that Metropolitan Transportation Commission (MTC) transfer \$775,000 in Regional Measure 2 funds from the R/W Phase to the Construction Phase for the I-80 EB Cordelia Truck Scales Relocation Project.

I. Comprehensive Transportation Plan (CTP) Update - Transit and Rideshare Element - Consultant Services

Recommendation:

Authorize the Executive Director to modify the existing agreement between STA and Elizabeth Richards consulting for an amount not-to-exceed \$17,000 for the performance of the Transit and Rideshare Element tasks set out in Attachment A.

REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

MTC Commissioner Jim Spering announced that MTC's commissioners took their oath of office for a new four-year term at their meeting today.

STA PRESENTATION

A. State Legislative Update

Presented by Matt Robinson, Shaw/Yoder/Antwih, Inc.

B. Presentation on Highway 37 Sea Level Rise Study

Presented by Fraser Schilling, UC Davis

C. Presentation on Fairfield/Vacaville Train Station

This presentation was deferred until the next STA Board meeting in March.

D. Directors Reports

1. Planning

2. Projects

3. Transit/Rideshare

INFORMATIONAL

A. Active Transportation Program (ATP) Update – Discussion of Potential Candidate Projects

B. Project Delivery Update

C. SolanoExpress Marketing Plan Update

D. Legislative Update

E. Fiscal Year (FY) 2014-15 Abandoned Vehicle Abatement (AVA) Program First Quarter Report

F. Summary of Funding Opportunities

G. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2015

BOARD MEMBER COMMENTS

None presented.

ADJOURNMENT

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

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DATE: February 18, 2015
TO: STA TAC
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2015

Discussion:

Attached is the STA Board and Advisory meeting schedule for Calendar Year 2015 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for Calendar Year 2015



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2015**

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 8	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., January 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., January 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., February 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., February 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., February 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., March 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Thurs., March 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., March 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., April 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., May 16	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., May 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	City of Benicia	Tentative
Tues., May 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., June 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 25	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 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
Thurs., July 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
July 30 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 31 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
August 14 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., August 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., August 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	Tentative
Thurs., September 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., September 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
November TBD	6:00 p.m.	STA's 17 th Annual Awards	TBD - Benicia	Confirmed
Thurs., November 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Tentative
Thurs., November 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 18	11:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., November 17	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 18	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., December 15	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., December 16	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed