



MEETING AGENDA

**6:00 p.m., STA Board Regular Meeting
 Wednesday, March 11, 2015
 Suisun City Hall Council Chambers
 701 Civic Center Drive
 Suisun City, CA 94585**

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

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

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

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

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

<u>ITEM</u>	<u>BOARD/STAFF PERSON</u>
1. CALL TO ORDER/PLEDGE OF ALLEGIANCE (6:00 – 6:05 p.m.)	Chair Patterson
2. CONFIRM QUORUM/ STATEMENT OF CONFLICT An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.	Chair Patterson
3. APPROVAL OF AGENDA (6:05 – 6:10 p.m.)	
4. SWEARING-IN OF NEW STA BOARD ALTERNATE MEMBER (6:10 – 6:15 p.m.)	Johanna Masiclat
<ul style="list-style-type: none"> • Vice Mayor Chuck Timm Alternate Member representing the City of Fairfield 	

<u>STA BOARD MEMBERS</u>							
Elizabeth Patterson (Chair)	Norman Richardson (Vice Chair)	Jack Batchelor, Jr.	Harry Price	Pete Sanchez	Len Augustine	Osby Davis	Jim Spring
City of Vallejo	City of Rio Vista	City of Dixon	City of Fairfield	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano
<u>STA BOARD ALTERNATES</u>							
Tom Campbell	David Hampton	Jerry Castanon, Jr.	Chuck Timm (Pending)	Lori Wilson	Curtis Hunt	Jesse Malgapo	Erin Hannigan

5. OPPORTUNITY FOR PUBLIC COMMENT

(6:15 – 6:20 p.m.)

6. EXECUTIVE DIRECTOR’S REPORT – Pg. 5

(6:15 – 6:20 p.m.)

Daryl K. Halls

7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

(6:20 – 6:25 p.m.)

Jim Sperring,
MTC Commissioner

8. STA PRESENTATIONS

(6:25 – 6:40 p.m.)

A. Presentations:

- 1. Fairfield and Vacaville Intermodal Station**
- 2. Proposed Solano Community College Student Transportation Fee**
- 3. Safe Routes to School Program Update**

Kevin Berryhill, City of Fairfield
 Rischa Slade,
 Solano Community College
 Sarah Fitzgerald

B. Directors Reports

- 1. Planning**
- 2. Projects**
- 4. Transit/Rideshare**

Robert Macaulay
 Janet Adams
 Liz Niedziela/Judy Leaks

9. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:40 – 6:45 p.m.)

A. Minutes of the STA Board Meeting of February 11, 2015

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of February 11, 2015.

Pg. 11

B. Draft Minutes to the TAC Meeting of February 25, 2015

Johanna Masiclat

Recommendation:

Approve TAC Meeting Minutes of February 25, 2015.

Pg. 21

C. Fiscal Year (FY) 2014-15 Second Quarter Budget Report

Susan Furtado

Recommendation:

Receive and file.

Pg. 27

D. Contract Amendment - Travel Demand Model Validation Services

Robert Macaulay

Recommendation:

Authorize the Executive Director to amend the contract with Cambridge Systematics for validation of the Napa Solano Travel Demand Model for an amount not to exceed \$70,049.

Pg. 31

E. Safe Routes to School (SR2S) GIS Mapping Contract

Sarah Fitzgerald

Recommendation:

Authorize the Executive Director to enter into an agreement with Brian Fulfroost and Associates for an amount not-to-exceed \$17,000 as specified in Attachment A.

Pg. 37

10. ACTION FINANCIAL ITEMS

A. I-80 Cordelia Truck Scales and I-80/I-680/State Route (SR) 12 Interchange – Response to Pacific Gas and Electric (PG&E) Project Cost Increases

Janet Adams and
Bernadette Curry,
Legal Counsel

Recommendation:

Authorize the Executive Director to send the letters as shown in Attachments C and D to PG&E denying their requests for additional payment for allocation costs associated with the Cordelia Truck Scales and I-80/I-680/SR 12 Interchange Projects.

(6:45 – 6:55 p.m.)

Pg. 41

11. ACTION NON-FINANCIAL ITEMS

A. STA Soundwall Retrofit Policy

Robert Guerrero

Recommendation:

Approve the STA Soundwall Retrofit Policy as outlined in Attachments A and B.

(6:55 – 7:00 p.m.)

Pg. 65

B. Legislative Update

Jayne Bauer

Recommendation:

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; *Support*
- Assembly Constitutional Amendment (ACA) 4 (Frazier) - Lower the voter approval requirements from 2/3 to 55 percent for the imposition of special taxes used to provide funding for transportation purposes; *Support*
- Senate Bill (SB) 321 (Beall) - Stabilization of the gasoline excise tax; *Support in concept*

(7:00 – 7:05 p.m.)

Pg. 79

12. INFORMATIONAL ITEMS - DISCUSSION

- A. **Solano County Pothole Report Update – Impact of Proposed State Excise Tax on Gasoline Funding Cuts on Solano County** Anthony Adams
(7:05 – 7:15 p.m.)
Pg. 151

NO DISCUSSION

- B. **Proposed Solano Community College Student Transportation Fee** Judy Leaks
Pg. 169
- C. **Solano Safe Routes to School (SR2S) Program – Evaluation Update** Sarah Fitzgerald
Pg. 171
- D. **Regional Transportation Plan Update - Call for Projects** Robert Macaulay
Pg. 173
- E. **Quarterly Project Delivery Report** Anthony Adams
Pg. 175
- F. **Yolo-Solano Air Quality Management District (YSAQMD) Call for Projects** Drew Hart
Pg. 181
- G. **Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2015-16** Susan Furtado
Pg. 183
- H. **MTC Vital Signs Website** Robert Macaulay
Pg. 189
- I. **Summary of Funding Opportunities** Drew Hart
Pg. 191
- J. **STA Board and Advisory Committee Meeting Schedule for Calendar Year 2015** Johanna Masiclat
Pg. 196

13. BOARD MEMBERS COMMENTS

14. ADJOURNMENT

The meeting will be adjourned in memory of former STA Pedestrian Advisory Committee (PAC) Member Allan Deal.

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, April 15, 2015**, Suisun Council Chambers.



MEMORANDUM

DATE: March 3, 2015
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – March 2015

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

Board of Equalization (BOE) Vote to Reduce Gas Tax - Could Result in Loss of \$5 million for Solano County's Local Streets and Roads Funding *

On February 23rd, the BOE voted to reduce the State excise tax on gasoline equivalent by 6 cents, from 18 cents to 12 cents a gallon, resulting in a 24% reduction in state transportation gas revenues to local streets and roads, the State Transportation Improvement Program (STIP), and the State Highway Operation and Protection Program (SHOPP). In January, Governor Jerry Brown released his initial Budget proposal that included a significant reduction in state funding for transportation resulting from the decrease in revenues from the excise tax funds dedicated to the State Highway Account (SHA). With the repayment of the three transportation bonds given preference for Truck Weight Fees revenues in the Governor's proposed State Budget, the reduction in the SHA will be absorbed by state funds traditionally dedicated to cities and counties for road rehabilitation (44%), the State Transportation Improvement Program (STIP) for capacity projects (44%), and the State Highway Operation and Protection Program (SHOPP) for maintenance of the state highway system (12%). For Solano County's seven cities and the County, this is a projected reduction of \$5 million for just local streets and roads for Fiscal Year (FY) 2015-16. Solano County's State Transportation Improvement Program (STIP) allocation for the 2016 STIP is also projected to decrease. Solano County's roads currently average a Pavement Condition Index (PCI) rating of 64 and are projected to decrease to a PCI rating of 49 by 2028. At the Board meeting, staff will provide an update of the proposed cut in state funding and the impact on each community's local streets and roads funding.

STA Soundwall Retrofit Policy *

In response to inquiries from individual cities and based on discussions with the STA Technical Advisory Committee (TAC), staff has developed draft policies for soundwall retrofit projects.

Pacific Gas & Electric (PG & E) Project Cost Increases *

STA has been coordinating with Pacific Gas & Electric on the relocation of a Gas Valve Lot associated with the construction of the I-80/I-680/State Route 12 Interchange Phase 1 construction project and on the relocation of a electric distribution line associated with the I-80 Cordelia Truck Scales Relocation Project. Both relocation projects have been managed by PG&E and both have experienced significant project cost increases. STA staff and legal counsel have reviewed both requests from PG&E for additional project cost compensation and are recommending the STA Board deny both requests.

Safe Routes to School Program Update - School Surveys Needed *

STA's Safe Routes to School (SR2S) Program is part way through its sixth of year since it was established by the STA Board. STA's Safe Routes to School staff continue to partner with Solano County Public Health, and local engineering, public safety, school and community staff from the seven cities and seven public school districts. A primary objective of the SR2S Program for 2015 is to increase the number of elementary schools participating in having their student's complete SR2S surveys. This survey information provides important data that assists the STA and project sponsors in pursuing various state and regional grants for SR2S projects and programs. In the last survey effort conducted in Fall of 2014, 27 of 57 public elementary schools and middle schools completed their SR2S surveys. The next survey effort is scheduled for May of 2015 and STA's SR2S staff would like to significantly increase the number of participating schools.

Solano Community College Proposal for New Student Transit Fee *

Last year, the STA allocated Bay Area Air Quality Management District (BAAQMD) funds to Solano Community College to evaluate a potential student transit fee pilot program. Subsequently, Solano Community College staff has requested the STA help coordinate, in cooperation with the three transit operators, with the Solano Community College campuses located in their transit service area, on the development of a Solano Community College student transit fee. The College is planning to bring this proposed student transit fee to the college students for a vote in Fall of 2015. The intent of the proposed student fee is provide a dedicated revenue source for Fairfield and Suisun Transit (FAST), Solano County Transit (SolTrans) and Vacaville City Coach, and to provide an incentive for Solano Community College students to utilize the local transit systems traveling to, from and between the three campuses.

Second Quarter Budget Report for FY 2015-16 *

The STA's budget is tracking at 15% of expenditures and 15% of projected revenues through the second quarter of Fiscal Year 2015-16.

SNCI Program/Call Center/Transportation Info Depot Update

The staffing of the Transportation Info Depot at the historic Suisun City/Fairfield Amtrak Station has completed its fourth month and the new Mobility Management Call Center has also been open since November 2014. 341 individuals dropped by the Depot in February requesting information which is a total of 1,476 visitors since the Depot opened on November 1, 2014. The number of Regional Transit Card (RTC) applications processed by the Call Center since STA began selling them in July 2014, is now 71. Further, the Call Center handled 86 requests for information in February. SNCI's Vanpool Program formed six (6) new vanpools during the month of February increasing the number of new vanpools to sixteen (16) for the fiscal year.

Mobility Management Program Update

STA Mobility Management Program Coordinator, Kristina Holden has provided five (5) program presentations to various senior and community groups during the months of January and February. The first travel training guide and video for Fairfield and Suisun

Transit (FAST) is scheduled to be completed by April. A travel training guide and video for Solano County Transit (SolTrans) is also under development. Guides and videos for SolanoExpress, Dixon Redit-Ride and Rio Vista Delta Breeze will be developed next fiscal year.

STA Staff Update

STA new Associate Planner, Ryan Dodge, began his employment with the STA on February 23rd. Ryan is a resident of the City of Davis and most recently worked for San Francisco MUNI. A new part-time Customer Service Representative (CSR), Esther Wan, started working for the STA's Mobility Management Call Center on February 17th. Esther is a resident of Sonoma County who plans to relocate to Solano County. STA is currently recruiting to fill the part-time Marketing Assistant position and the new Transit Program Manager.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated June 2014)

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

RPC	Regional Pedestrian Committee	TMTAC	Transportation Management Technical Advisory Committee
RRP	Regional Rideshare Program	TOD	Transportation Operations Systems
RTEP	Regional Transit Expansion Policy	TOS	Traffic Operation System
RTIF	Regional Transportation Impact Fee	T-Plus	Transportation Planning and Land Use Solutions
RTP	Regional Transportation Plan	TRAC	Trails Advisory Committee
RTIP	Regional Transportation Improvement Program	TSM	Transportation System Management
RTMC	Regional Transit Marketing Committee	U, V, W, Y, & Z	
RTPA	Regional Transportation Planning Agency	UZA	Urbanized Area
S		VHD	Vehicle Hours of Delay
SACOG	Sacramento Area Council of Governments	VMT	Vehicle Miles Traveled
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users	VTA	Valley Transportation Authority (Santa Clara)
SCS	Sustainable Community Strategy	W2W	Welfare to Work
SCTA	Sonoma County Transportation Authority	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SFCTA	San Francisco County Transportation Authority	WETA	Water Emergency Transportation Authority
SGC	Strategic Growth Council	YCTD	Yolo County Transit District
SJCOG	San Joaquin Council of Governments	YSAQMD	Yolo/Solano Air Quality Management District
SHOPP	State Highway Operations & Protection Program	Z	
SMAQMD	Sacramento Metropolitan Air Quality Management District	ZEV	Zero Emission Vehicle
SMCCAG	San Mateo City-County Association of Governments		
SNCI	Solano Napa Commuter Information		
SoHip	Solano Highway Partnership		
SolTrans	Solano County Transit		
SOV	Single Occupant Vehicle		
SPOT	Solano Projects Online Tracking		
SP&R	State Planning & Research		
SR	State Route		
SR2S	Safe Routes to School		
SR2T	Safe Routes to Transit		
SRTP	Short Range Transit Plan		
SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee		
STAF	State Transit Assistance Fund		
STA	Solano Transportation Authority		
STIA	Solano Transportation Improvement Authority		
STIP	State Transportation Improvement Program		
STP	Federal Surface Transportation Program		
T			
TAC	Technical Advisory Committee		
TAM	Transportation Authority of Marin		
TANF	Temporary Assistance for Needy Families		
TAZ	Transportation Analysis Zone		
TCI	Transportation Capital Improvement		
TCIF	Trade Corridor Improvement Fund		
TCM	Transportation Control Measure		
TCRP	Transportation Congestion Relief Program		
TDA	Transportation Development Act		
TDM	Transportation Demand Management		
TE	Transportation Enhancement		
TEA	Transportation Enhancement Activity		
TEA-21	Transportation Efficiency Act for the 21 st Century		
TFCA	Transportation Funds for Clean Air		
TIF	Transportation Investment Fund		
TIGER	Transportation Investment Generating Economic Recovery		
TIP	Transportation Improvement Program		
TLC	Transportation for Livable Communities		
TMA	Transportation Management Association		
TMP	Transportation Management Plan		
TMS	Transportation Management System		



**SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
February 11, 2015**

**1. CLOSED SESSION
CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION (GC § 54956.9)
a. Potential exposure to litigation pursuant to GC § 54956.9 (d): One case**

There were no matters to report.

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
	Curtis Hunt	City of Vacaville
	Osby Davis	City of Vallejo
	Jim Spering	County of Solano

MEMBERS

ABSENT: None.

STAFF

PRESENT:	Daryl K. Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Janet Adams	Deputy Exec. Director/Dir. of Projects
	Robert Macaulay	Director of Planning
	Johanna Masiclat	Clerk of the Board/Office Manager
	Susan Furtado	Accounting & Administrative Svc. Manager
	Liz Niedziela	Transit Manager
	Robert Guerrero	Project Manager
	Sarah Fitzgerald	Program Services Administrator – SR2S
	Anthony Adams	Project Assistant
	Andrew Hart	Associate Planner

ALSO PRESENT: (In alphabetical order by last name.)

Tom Campbell	Councilmember, City of Benicia and new Alternate Board member (Pending Swearing In)
Jerry Castanon, Jr.	Vice Mayor, City of Dixon and new Alternate Board member (Pending Swearing In)
Birgitta Corsello	County Administrator, County of Solano
Ina Gerhardt	Presenter, Caltrans District 4
George Gwynn, Jr.	Resident, City of Suisun City

David Hampton	Vice Mayor, City of Rio Vista and new Alternate Board member (Pending Swearing In)
Dan Kasperson	City of Suisun City
Claudia Preciado	Nelson-Nygaard
Fraser Schilling	Presenter, UC Davis
Matt Tuggle	County of Solano
Graham Wadsworth	City of Benicia
Richard Weiner	Presenter, Nelson-Nygaard
Lori Wilson	Mayor Pro-tem, City of Suisun City and new Alternate Board member (Pending Swearing In)

2. CALL TO ORDER

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

3. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

4. APPROVAL OF AGENDA

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

5. SWEARING-IN OF NEW STA BOARD ALTERNATE MEMBERS

- **Councilmember Tom Campbell**
Alternate Member representing the City of Benicia
- **Vice Mayor Jerry Castanon, Jr.**
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

6. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn, Jr. commented that the current gas tax does not go as far due to fuel efficiency and electric vehicles, however he opposes moving to a vehicle mileage fee.

7. EXECUTIVE DIRECTOR’S REPORT

- Six New Board Alternates Join the STA
- Governor’s Proposed State Budget Would Result in Significant Funding Cuts to Local Roads and Improving and Maintaining the State’s Transportation Infrastructure
- Mid-Year Budget Revisions Reflect Updated Board Priorities
- STA to Update Comprehensive Transportation Plan During 25th Anniversary Year
- Fairfield/Vacaville Intermodal Station Project and Funding Update
- Highway 37 Corridor Subject of Caltrans/UC Davis Study
- Benicia Bus Hub Funding Plan to Fully Fund Third of Four Solano Express Bus Hub Projects
- Transition of Intercity Taxi Scrip Program Underway
- SNCI Program/Transportation Info Depot Update

8. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)
MTC Commissioner Jim Spring announced that MTC’s full commission took their oath of office for their new four-year term at their meeting today. He noted that the Commission began discussions on programming, funding estimates and projections and criteria for project prioritization process.

9. 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, and Ina Gerhardt, Caltrans District 4
- C. Presentation on Fairfield/Vacaville Train Station**
This item was tabled and deferred to a future Board meeting.

- D. Directors Reports**
 - 1. Planning**
 - 2. Projects**
 - 3. Transit/Rideshare**

10. CONSENT CALENDAR

On a motion by Board Member Batchelor, and a second by Board Member Price, the STA Board unanimously approved Consent Calendar Items A-I. (8 Ayes)

- 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.

11. ACTION – FINANCIAL ITEMS

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

Susan Furtado provided an overview of STA’s Fiscal Year (FY) 2014-15 Proposed Mid-Year Budget Revision. She stated that the Mid-Year Budget Revision has been prepared to reflect the current and anticipated expenditure of funds for the Board’s priority plans, projects and programs and modifies the overall budget from \$35.25M to \$37.57M. She noted that the budget update adds the Intercity Taxi Scrip Program transitioned from the County to STA, including the addition of a Transit Program Manager to manage this new program which is currently being managed and transitioned by a consultant, and she also noted that it establishes two new job classifications within the STA’s Project Department.

Public Comments:

None presented.

Board Comments:

None.

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 Spring, the STA Board approved the recommendations. (8 Ayes)

B. Benicia Transit Bus Hub Project Funding Request

Graham Wadsworth, City of Benicia presented the status of the Benicia Transit Bus Hub Project, and 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 the City of Benicia has agreed to fund separately.

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 be utilized to help 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. \$125,000 of STAF 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 would receive the remaining funding from Working Group 6, up to \$400,000 after the first \$276,000 of RTIF is provided to the City of Benicia to construct the Benicia Bus Hub project. The STAF funding recommended to finance the Benicia project would be paid back to STA as RTIF funding is collected.

Public Comments:

None presented.

Board Comments:

Board Member Spring asked if the project provides easy accessibility to the freeway to traffic traveling in either direction. Mr. Guerrero responded that the project was designed to ensure easily accessibility on and off the freeway going in each direction.

Board Member Spring asked for more edification on how the Regional Transportation Impact Fee (RTIF) is funding this project. Daryl Halls explained that the Benicia Transit Bus Hub Project is a regionally funded transit project to be funded by a combination of RTIF Working Groups.

Board Member Spring commented this was one of the types of projects intended by the adoption of the RTIF. Board Member Batchelor commended STA staff on the example of this project's acceleration delivery projection due to the Regional Transportation Impact Fee.

Chair Patterson commented that one of the advantages of having a public restroom in the structure is due to the high level of bicycle traffic. She commented that having the food truck available is an innovative amenity to the industrial park and expressed her hope that it is a template for future projects.

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 Jack Batchelor, and a second by Board Member Spring, the STA Board approved the recommendations. (8 Ayes)

C. Intercity Taxi Scrip/Paratransit Program Update and Recommendation

Richard Weiner presented the status of the Intercity Taxi Scrip/Paratransit Program. He outlined the tasks need to transition the program from the County to STA which is occurring during the month of February 2015. He noted that the program in its current form will be administered by Nelson\Nygaard with assistance from NWC Partners (Mary Pryor) until a new model has been analyzed and approved by the Board, which is expected to occur by mid-2015. Implementation of the new program and training of STA Project Manager responsible for program oversight will be completed before the end of a new Fiscal Year 2014-15.

Public Comments:

None presented.

Board Comments:

Board Member Spring requested staff consider piloting a program with one handicap accessible vehicle to explore the transition to adding non-ambulatory service.

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; and
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.

On a motion by Vice Chair Richardson, and a second by Board Member Augustine, the STA Board approved the recommendations. (7-0 Ayes, Board Member Davis stepped out of the room and was not present during the vote.)

12. ACTION – NON-FINANCIAL ITEMS

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

Robert Macaulay reviewed staff’s proposed public outreach program with efforts to contact both traditional groups (such as City Councils, Planning Commissions and service clubs) with traditional and new media. He 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. He 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.

Public Comments:

None presented.

Board Comments:

None presented.

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 Price, and a second by Board Member Sperring, the STA Board approved the recommendations. (7-0 Ayes, Board Member Davis stepped out and was not present during the vote.)

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

Robert Macaulay provided an overview of the Cap and Trade Program project support for the Fairfield/Vacaville Train Station. He 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 for 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.

Board Member Davis returned to the meeting.

Public Comments:

None presented.

Board Comments:

Chair Patterson asked for clarification of the density level on the Fairfield/Vacaville train station area and how the Greenhouse Gas (GHG) emission reduction will be calculated.

Robert Macaulay explained that it is approximately 30-32 units per acre and highlighted that this portion does not require a housing component. He stated that the State of California established a program for STA to enter data in order to calculate the GHG emission.

Chair Patterson proposed adding protection of the working lands as it pertains to absorbing rain wildlife habitat.

Board Member Price commented that the City of Fairfield is planning the Ground Breaking Ceremony for the Fairfield/Vacaville Train Station in early spring.

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.

Chair Patterson asked for interested Board Members to serve on this CTSA Advisory Committee. Staff was asked if more than three members could serve as four Board members indicated an interest. Daryl Halls indicated adding members was at the discretion of the STA Board.

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 Spering, County of Solano

13. INFORMATIONAL

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

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TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
February 25, 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
Joe Leach City of Dixon
Dave Melilli City of Rio Vista
Dan Kasperson City of Suisun City
Steve Hartwig City of Vacaville
David Kleinschmidt City of Vallejo
(Arrived at the meeting at 1:40 p.m.)
Matt Tuggle Solano County

TAC Members

Absent: George Hicks City of Fairfield

STA Staff

Present: *(In Alphabetical Order by Last Name)*
Anthony Adams STA
Karin Bloesch STA
Ryan Dodge STA
Robert Guerrero STA
Daryl Halls STA
Judy Leaks STA
Johanna Masielat STA
Liz Niedziela STA

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

Nick Burton County of Solano
John McKenzie Caltrans District 4
Robert Powell Resident, City of Vallejo

2. APPROVAL OF THE AGENDA

By consensus, the STA TAC approved the agenda. (6 Ayes, 2 Absent – Cities of Fairfield and Vallejo)

3. OPPORTUNITY FOR PUBLIC COMMENT

Robert Powell, Member of the Public and Vallejo Resident, addressed the lack of bicycle connections in the county.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

David Kleinschmidt, City of Vallejo, arrived at the meeting.

Presentation: Yolo-Solano Air Quality Management District (YSAQMD)

Jim Antoine, YSAQMD, provided an overview of upcoming YSAQMD Clean Air Call for Projects.

Solano Pothole Report Update – State Funding

Anthony Adams provided an update on the potential impact of proposed state funding cuts.

Safe Routes to School (SR2S) Program Update

Karin Bloesch provided an update on STA’s SR2S Program.

Nick Burton provided a report from the Project Delivery Working Group:

1. Caltrans’ Revisions to Chapter 10 (Local Assistance Procedures Manual)
Nick Burton raised concerns on how to seek input from Caltrans on contracts and contract amendments.
2. HSIP Cycle 7 Call for Projects is now available - \$10M maximum per agency/project.
3. Federal guidelines are requiring goal setting for pavement quality. They are suggesting the use of the International Roughness Index (IRI). Member agencies currently use PCI; implementation of the program is unclear. Anthony Adams noted that MTC released the 2014 draft PCI scores – member agencies are encouraged to look over them and to contact MTC for any changes.

Robert Guerrero reported that the total Regional Transportation Impact Fee (RTIF) revenue for the 4th quarter for transportation projects with an estimated \$780,000 collected during the second quarter of FY 2014-15.

5. CONSENT CALENDAR

On a motion by Dan Kasperson, and a second by Steve Hartwig, the STA TAC approved Consent Calendar Item A. (7 Ayes, 1 Absent (City of Fairfield))

A. Minutes of the TAC Meeting of January 28, 2015

Recommendation:

Approve TAC Meeting Minutes of January 28, 2015.

6. ACTION FINANCIAL ITEMS

A. None.

7. ACTION NON-FINANCIAL ITEMS

A. STA Sound Wall Retrofit Policy

Robert Guerrero reviewed the STA's proposed version of a Soundwall Policy which he defined in two phases:

1. *Phase 1: Initial Screening Process*

This Phase defines how requests are submitted and the procedures needed to initially justify constructing a Soundwall.

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

This phase requires more detailed studies to determine the feasibility and eligibility of the Soundwall.

He added that in addition to the analysis, the local jurisdiction is responsible for having an inclusive public forum to solicit input from residents affected by the new Soundwall facility and 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.

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.

On a motion by Joe Leach, and a second by Dave Melilli, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent (City of Fairfield))

B. Legislative Update

Robert Macaulay outlined the two (2) bills listed below and recommended to forward to the STA Board to take a “watch” position.

After discussion, the STA TAC recommended to “support” instead of “watch” Assembly Bill (AB) 4 (Linder).

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-Support*~~
- 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*

On a motion by Dave Melilli, and a second by Steve Hartwig, the STA TAC unanimously approved the recommendation as amended shown above in ~~*bold italics*~~. (7 Ayes, 1 Absent (City of Fairfield))

8. INFORMATIONAL – DISCUSSION

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

Robert Macaulay commented that the 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. He noted that Solano County agencies met in January and February 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). He added that the 30+ projects were narrowed down to 6 likely applications coming out of Solano County in which some 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.

B. Transit and Ridesharing Element of the Comprehensive Transportation Plan (CTP)

Robert Macaulay outlined the multiple tasks needed to be completed to update to 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). He also noted that during March and April of 2015, STA staff will be conducting its first round of public outreach meetings on the CTP, covering the Transit and Rideshare Element and the Arterials, Highways and Freeways Element. He also mentioned that 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 in May 2015.

C. Regional Transportation Plan Update - Call for Projects

Robert Macaulay noted that the STA is currently meeting with the 7 cities and the county to review and identify projects that fit within the fund estimate and most effectively advance the county's transportation priorities as a part of the Solano Comprehensive Transportation Plan (CTP) update. He also noted that agencies will have some time to update their CTP project list and priorities before the July 2015 Call for Projects.

In addition, Robert Macaulay noted that MTC will ask each CMA to act as the local administrator of the Call for Projects for their respective County which 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.

D. Federal Procurement Process - Contract Provisions

Anthony Adams noted that Caltrans recently conducted audits on several Solano member agencies and found discrepancies in following federal procurement guidelines. STA was informed by Sylvia Fung, Chief of Caltrans district 4 division of local assistance, that since STA is technically the lead on some of these projects, STA is ultimately responsible for any findings. As a result, Caltrans is requiring STA to take a more active role in contract management and oversight when involved in projects where money is "flowing through" STA and going to a member agency. STA is in the process of developing federal procurement guidelines that must be included in future federal funding agreements and contracts.

STA will be contacting and working with member agencies to amend current funding agreements over the next month. Categories that will be focused on include: selection of consultant, adequate financial management system, invoicing, and contract close-out procedures. Additionally, Caltrans indicated STA will be expected to oversee all aspects of the A&E procurement, contracting, and invoicing review process.

E. Quarterly Project Delivery Report

Anthony Adams provided an update to projects that will be obligated in Fiscal Year (FY) 2014-15. He noted that the City of Dixon has not provided an update for this quarter on the status of their West A Street Paving Project. He also mentioned that 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. In summary, he noted that 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). He also provided a brief update to the Inactive Project list stating that Projects that have not sent in invoices in the past 6 months are added to the list with a total of 8 inactive projects in Solano County this month, with 4 of them coming from the STA, 2 from Suisun City, 1 from Benicia, and 1 from Caltrans.

NO DISCUSSION ITEMS

F. Yolo-Solano Air Quality Management District (YSAQMD) Call for Projects

G. Solano County Pothole Report Update - Focus on State Gas Tax Funding

H. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2015-16

I. MTC Vital Signs Website

J. Summary of Funding Opportunities

K. Draft Meeting Minutes of STA Board & Advisory Committees

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

9. FUTURE STA TAC AGENDA ITEMS

A summary of the agenda items for March, April, and May 2015 were presented.

10. ADJOURNMENT

The meeting was adjourned at 2:55 p.m.

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

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DATE: February 27, 2015
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2014-15 Second Quarter Budget Report

Background:

In February 2015, the STA Board approved a Mid-Year Budget Revision for FY 2014-15. The budget revision reflected the funds carryover from FY 2013-14 for the continuation and completion of multi-year contracts, the transfer of a new program to STA, Solano Intercity Taxi Scrip/Paratransit Program, and the final phase of construction activities of the City of Dixon B Street Undercrossing Project.

Discussion:

The STA revenue and expenditure activity (Attachment A) for the FY 2014-15 Second Quarter reflects the overall STA program administration and operations expenditure at \$5,655,702 (15%) of the budget with total revenue received at \$5,499,482 (15%) of budget projections.

Revenues:

Revenues received during the Second Quarter of the fiscal year primarily consist of quarterly or annual advances. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the Second Quarter were billed and received after the quarter ending December 31, 2014. The revenue budget highlights are as follows:

1. The Transportation Development (TDA) Art. 4/8 fund of \$207,769, TDA Art. 3 funds of \$277,094 and the OneBayArea Grant (OBAG)/State Surface Transportation (STP) fund of \$170,310 were received for transportation planning and administration and the Safe Routes to School (SR2S) Program.
2. The Regional Rideshare Program (RRP) fund of \$114,786 and the Congestion Mitigation Air Quality (CMAQ) fund of \$98,836 were received for the Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) program administration.
3. Regional Measure (RM) 2 funds in the amount of \$2,501,431 were received for the different RM 2 projects: I-80/I-680/State Route (SR) 12 Interchange Project, I-80 Eastbound Truck Scales Relocation Project, the 1-80 Express Lanes, and the North Connector Project.
4. The SR 12/Jameson Canyon Project has received advance funds of \$100,000 for the final phase of project.
5. The Dixon B Street Undercrossing Project has received the amount of \$144,802 from the State Transportation Improvement Program (STIP). The project also has advanced funding carried over from the prior year in the amount of \$647,397, which is being used as the matching fund for the construction phase of the project.

6. The Regional Transportation Impact Fee (RTIF) Program received the first quarter funds in the amount of \$120,580, which includes the amount of \$2,412 (2%) for STA program administration cost.
7. The Abandoned Vehicle Abatement (AVA) Program received the first quarter fund in the amount of \$97,380, which includes the amount of \$2,921 for Administration. Expenditure reimbursements made to member agencies in the amount of \$84,302.

Expenditures:

STA's projects and programs are underway and expenditures are within budget projections.

1. STA's Management and Operations is within the Second Quarter budget projection at 40% of budget.
2. Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) is at 16% of budget.
3. Project Development is at 14% of budget.
4. Strategic Planning is at 11% of budget.

Project consultant billings for the different projects such as the: Safe Routes to School (SR2S) Program, Transit Corridor Study/Short Range Transit Plan (SRTP) Coordination and Implementation, Consolidated Transportation Services Agency (CTSA)/Mobility Management Program, Countywide Travel Training Program, Transit Consolidation/Implementation, Public Private Partnership (P3) Feasibility Study, Local Project Delivery State Route (SR) 12/Church Road, and the Suisun Amtrak Rehabilitation Project were submitted after the end the Quarter. Therefore, the forecasted expenditures for these projects for actual work completed are not reflective of the budget ratio for the second quarter.

The total revenue and expenditure for the Second Quarter is consistent with the projected FY 2014-15 budgets.

Fiscal Impact:

The Second Quarter Budget for FY 2014-15 is within budget projections for the Revenue received of \$5.5 million (15%) and Expenditures of \$5.7 million (15%).

Recommendation:

Receive and file.

Attachments:

- A. STA FY 2014-15 Second Quarter Budget Report
- B. 2015 Budget and Fiscal Reporting Calendar

Second Quarter Budget Report
FY 2014-15
July 1, 2014 - December 31, 2014
March 11, 2015

REVENUES				EXPENDITURES			
STA Fund	FY 14-15 Budget	Actual Received	%	Operations & Administration	FY 14-15 Budget	Actual Spent YTD	%
Members Contribution/Gas Tax (Reserve Accounts)	100,000	100,000	100%	Operations Management	1,632,635	728,768	45%
Members Contribution/Gas Tax	210,562	210,562	100%	STA Board of Directors/Administration	45,000	9,451	21%
Transportation Dev. Act (TDA) Art. 4/8	397,585	207,769	52%	Expenditure Plan	75,000	-	0%
TDA Art. 3	589,212	10,759	2%	Contributions to STA Reserve Account	100,000	-	0%
State Transit Assistance Fund (STAF)	3,005,143	10,728	0%	Subtotal	\$1,852,635	\$738,219	40%
One Bay Area Grant (OBAG)/Surface Transportation Program (STP)	764,912	154,583	20%	Transit and Rideshare Services/SNCI			
STIP Planning, Programming and Monitoring (PPM)	182,901	-	0%	Transit/SNCI Management/Administration	457,076	221,272	48%
OBAG Safe Routes to School (SR2S)	321,677	15,727	5%	Employer/Van Pool Outreach	23,700	16,140	68%
MTC Grant	1,614,000	-	0%	SNCI General Marketing	53,500	3,360	6%
Federal Earmark	-	18,451	0%	Commute Challenge	31,800	27,124	85%
Regional Measure (RM) 2 - North Connector - Design	3,786	-	0%	Bike to Work Campaign/Incentives	20,000	344	2%
RM 2 - I-80 Express Lanes	42,484	23,310	55%	Bike Links	15,000	-	0%
RM 2 - I-80 Interchange Project	51,316	31,555	61%	Emergency Ride Home (ERH) Program	6,000	2,159	36%
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	6,309	4,151	66%	Rideshare Services - Napa	23,958	2,988	12%
Transportation for Clean Air (TFCA)	264,799	39,440	15%	Safe Route to School (SR2S) Program	736,666	97,245	13%
TFCA - NCTPA	23,958	2,336	10%	Transit Management Administration	137,958	23,742	17%
Yolo/Solano Air Quality Management District (YSAQMD)	98,423	91,057	93%	Transit Corridor Study/SRTP Coordination/Implementation	370,000	16,555	4%
Congestion Mitigation Air Quality (CMAQ)	615,446	98,836	16%	Lifeline Program	17,000	9,965	59%
Regional Rideshare Program (RRP)	240,000	114,786	48%	Paratransit Coordinating Council (PCC)	40,000	12,392	31%
FTA	219,950	-	0%	Solano Express Marketing	157,500	4,754	3%
New Freedom	265,645	13,468	5%	Solano Senior & People with Disabilities Committee	30,000	6,214	21%
JARC	179,200	21,066	12%	CTS/Mobility Management Program	314,446	40,192	13%
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	2,921	29%	ADA in Person Eligibility Program	200,776	52,809	26%
Local Funds - Cities/County	425,168	61,650	15%	Countywide Travel Training Program	417,531	66,763	16%
Taxi Scrip Farebox	78,469	-	0%	One Stop Transportation Call Center	166,339	69,544	42%
RTC/Clipper/Bike Link Cards	-	257	0%	Transit Consolidation/Implementation	369,890	19,837	5%
Sponsors	17,100	8,435	49%	Intercity Taxi Scrip/Paratransit Program	784,889	-	0%
Interest	-	3,140	0%	Subtotal	\$4,374,029	\$693,399	16%
Subtotal	\$9,728,045	1,244,987	13%	Project Development			
TFCA Program				Project Management/Administration	98,288	59,040	60%
Transportation for Clean Air (TFCA)	310,063	186,087	60%	Local Streets & Roads Annual Report	10,836	6,883	64%
Interest	-	527	0%	Regional Impact Fee (Feasibility Study/AB 1600)	17,165	9,120	53%
Subtotal	\$310,063	\$186,614	60%	Solano Projects Online Tracker (SPOT)	35,000	9,016	26%
Abandoned Vehicle Abatement Program				Public Private Partnership (P3) Feasibility Study	178,017	8,719	5%
Department of Motor Vehicle (DMV)	320,000	94,458	30%	Local Project Delivery (SR 12/Church Rd)	212,618	-	0%
Interest	-	67	0%	Benicia Intermodal Project	507,684	477,859	94%
Subtotal	\$320,000	\$94,525	30%	Suisun AMTRAK Rehabilitation	200,000	4,551	2%
Dixon B Street Undercrossing				Alternative Fuel Plan Implementation	57,521	7,089	12%
STIP	55,791	144,802	260%	Jepson Parkway	750,000	185,658	25%
TDA Art 4/8	239,506	266,335	111%	SR12/Jameson Canyon Project	100,000	28,939	29%
Local Match-City of Dixon	994,548	647,397	65%	I-80/I-680/SR 12 Interchange Project	21,000,000	1,605,443	8%
Interest	-	49	0%	North Connector-East Project Closeout/Mitigation	200,000	30,948	15%
Subtotal	\$1,289,845	\$1,058,583	82%	I-80 East Bound (EB) Truck Scales Relocation Project	212,618	75,085	35%
Regional Transportation Impact Fee (RTIF) Program				I-80 Express Lanes Project	3,094,399	274,828	9%
RTIF Fee	550,000	120,580	22%	Redwood Parkway Drive Improvement Project	16,000	2,552	16%
Interest	-	-	0%	Dixon B Street Undercrossing	1,289,845	1,087,923	84%
Subtotal	\$550,000	\$120,580	22%	Regional Impact Fee Implementation Program	550,000	3,248	1%
Jepson Parkway Project				DMV Abandoned Vehicle Abatement (AVA) Program	320,000	84,302	26%
State Transportation Improvement Program (STIP)	200,000	288,754	144%	Subtotal	\$28,849,991	\$3,961,203	14%
Contingency Funds - Project	500,000	-	0%	Strategic Planning			
County of Solano	50,000	-	0%	Planning Management/Administration	119,605	82,718	69%
Interest	-	(184)	0%	Events	9,100	5,619	62%
Subtotal	\$750,000	\$288,570	38.5%	Model Development/Maintenance	109,743	13,597	12%
I-80 East Bound (EB) Truck Scales Relocation Project				Solano County PDA Program	1,500,988	35,784	2%
RM 2 Funds	212,618	131,393	62%	Comprehensive Transportation Plan (CTP) Follow Up	226,543	50,973	23%
Interest	-	416	0%	Rail Facilities Plan	73,433	12,756	17%
Subtotal	\$212,618	\$131,809	62%	Priority Conservation Area (PCA)	74,840	13,985	19%
Jameson Canyon Project				Bike/Ped Planning	70,000	0	0%
STIP/TCRP	100,000	100,000	100%	TFCA Programs	310,063	47,449	15%
Interest	-	197	0%	Subtotal	\$2,494,315	\$262,881	11%
Subtotal	\$100,000	\$100,197	100%	TOTAL, ALL REVENUE			
North Connector East Project Closeout/Mitigation				TOTAL, ALL EXPENDITURES			
Preliminary Engineering/Right of Way - RM-2 Funds	200,000	47,946	24%	\$37,570,970	\$5,499,482	15%	
County of Solano	-	-	0%				
Interest	-	18	0%				
Subtotal	\$200,000	\$47,964	24%				
I-80/I-680/SR 12 Interchange Project							
RM 2 Funds	21,000,000	1,715,850	8%				
Interest	-	(261)	0%				
Subtotal	\$21,000,000	\$1,715,589	8%				
I-80 Express Lanes Project							
RM 2 Funds	3,094,399	507,786	16%				
Interest	-	146	0%				
Subtotal	\$3,094,399	\$507,932	16%				
Redwood Parkway Drive/Fairgrounds Improvement Project							
STIP/PPM	16,000	2,153	13%				
Interest	-	(21)	0%				
Subtotal	\$16,000	\$2,132	13%				



FY 2015 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:	
MARCH 2015	FY 2014-15 Second Quarter Budget Report Local Transportation Development Act (TDA) and Members Contribution for FY 2015-16
APRIL 2015	FY 2014-15 AVA Second Quarter Program Activity Report
May 2015	FY 2014-15 Third Quarter Budget Report
JUNE 2015	FY 2014-15 Final Budget Revision Updated Five Year Budget Projection - FY 2015-16 through FY 2019-20
JULY 2015	FY 2014-15 AVA Third Quarter Program Activity Report FY 2015-16 Budget Revision and FY 2016-17 Proposed Budget Adoption FY 2015-16 Provisionary Indirect Cost Rate Application
SEPTEMBER 2015	FY 2014-15 AVA Fourth Quarter Program Activity Report
OCTOBER 2015	FY 2014-15 4th Quarter Budget Report
DECEMBER 2015	FY 2014-15 Annual Audit FY 2015-16 First Quarter Budget Report STA Employee 2016 Benefit Summary Update



DATE: March 2, 2015
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Contract Amendment - Travel Demand Model Validation Services

Background:

The Napa-Solano Travel Demand Model (Model) is a 'trip-based' traffic model that allows for prediction of future traffic patterns based upon current traffic patterns and predicted land use changes (growth in population and employment, and changes in travel behavior) outside traffic and improvements to the roadway network. In 2014, STA initiated an update to the Model to: A) Make it consistent with the new regional land use projections from Plan Bay Area and B) Convert it to a more modern 'activity-based' modeling system. STA has contracted with Cambridge Systematics (CS) for the update work.

By the end of February, CS will have completed its work to finalize the current conditions and projected (2040) conditions. The follow-up task to completion of that work is model validation.

Discussion:

Model validation consists of gathering traffic counts on key roadways, and comparing the results of model runs with the actual counts that are obtained. Where the actual traffic counts and the model's predictions are significantly different, adjustments are made to the model trip assignments so that the model outputs match actual traffic behavior to an acceptable level. The traffic counts done for model validation are also used in the bi-annual update to the Congestion Management Program (CMP), scheduled for 2015.

CS has prepared an estimate of work needed to validate the model and provide CMP counts (Attachments A and B). The total cost is \$70,049. Data collection work would be performed in the spring of 2015, with analysis and model runs in the summer and fall. All work would be completed by the end of calendar year 2015.

Fiscal Impact:

The \$70,049 in funds for the model validation are from federal Surface Transportation Program (STP) funds. The mid-year budget update set aside sufficient funds to cover the model validation.

Recommendation:

Authorize the Executive Director to amend the contract with Cambridge Systematics for validation of the Napa Solano Travel Demand Model for an amount not-to-exceed \$70,049.

Attachments:

- A. Model Validation Scope of Work
- B. Model Validation Budget

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Memorandum

TO: Robert Macauley
FROM: Ron West
DATE: January 20, 2015
RE: Refined Scope and Budget Estimate for Solano-Napa Model 2015 Base Year

The following is the proposed scope and budget for the 2015 base year model development. This project will include the following tasks

- Observed data collection (traffic, trucks, transit)
- Socio-economic data
- Networks
- Model Validation
- Meetings and Documentation

Observed Data Collection

The primary part of this task will be collecting traffic counts to be used for model validation purposes. The December 2013 Solano County CMP identified 65 locations (including state and local highways and intersections where traffic is analyzed). PeMS data can be used throughout I-80, I-680, I-780, and parts of SR 37 and SR 12. PeMS data will have be analyzed carefully for completeness and accuracy. Not all CMP locations will have traffic counts, but many of the locations will have data - enough for model validation purposes. PeMS data is free; however resources will be required for obtaining data, conducting analyses and preparing summaries of the PeMS information. Additional data can be leveraged by using older counts and analyzing trends in the Caltrans Traffic Count books. This method may be useful for locations outside those listed above, such as the largely rural I-505. At a limited number of locations, new traffic counts may be warranted. One such location would be SR 29 in Vallejo north of SR 37.

The CMP identifies 22 local roads and intersections. New counts are proposed to be collected at these locations. Turn movement counts cost about \$100 per hour per intersection (\$200 for AM and PM peak hour counts). Hose counts will cost around \$250 for 24 hours of counts. Hose counts have the added benefit of being able to distinguish vehicle classifications (such as autos versus trucks).

Other count methods can also be considered – Video Counts and Radar Detectors can each run to around \$500 per hour. These methods are useful for high volume highways where vehicle classifications are required. However, given other available data sources (primarily PeMS), the need for video counting and radar detectors is not recommended with the caveat that these methods may be employed in locations where other data collection methods prove infeasible.

Truck counts can be collected from hose counts collected on non-freeway locations. For highways however, PeMS does not have a useful distinction of autos versus trucks. Truck data on highways can be obtained from existing sources, such as the Caltrans Truck Count Book.

Transit ridership data can be obtained from the operators. However, 2015 data may not be available by Spring 2015, so the most recent observed transit ridership data may be used.

For budgeting purposes, we have estimated a budget of approximately \$20,000, of which \$7,500 will be for a count firm and \$12,500 will be analysis, collecting additional data, and processing. (A separate budget sheet is included.) We do not propose a specific count firm at this time, but will select a reliable and cost-effective firm to conduct the traffic counts when the project is underway.

Socio-economic data and Networks

2015 socio-economic dataset will be updated from 2010 to 2020. The intention is to be consistent with MTC and ABAG socio-economic forecasts. At present, the direct availability of a 2015 socio-economic dataset at MTC travel analysis zone level of detail. As such, the cost estimate includes an interpolation step. Highway and transit networks will be updated to reflect 2015 conditions. This task entails some coordination with local and transit agency staff to determine changes between 2010 and 2015.

Model Validation

Model validation will be conducted on the traffic (auto and truck) and transit data. A set of validation targets will be established, with a workbook prepared that compares model to observed data performance. All reasonable efforts will be made to meet all validation targets; however, meeting all validation targets in all instances may not be met.

Meetings and Documentation

Coordination meetings with STA Staff and with local/transit agencies will be held during this project. In addition, Cambridge Systematics will be required to contract with a traffic count firm for data collection. Documentation will include a report with sections on data collection, socio-economic data, networks and validation.

Name	Labor Category	Rate	Data collection		Socio-economic data and networks		Model validation		Meetings and documentation		Total	
			Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars
Direct Labor												
Ron West	PIC	\$ 79.44	14	\$ 1,112	8	\$ 636	24	\$ 1,907	24	\$ 1,907	70	\$ 5,562
Srinath Ravulparthy	PM	\$ 41.49	24	\$ 996	24	\$ 996	60	\$ 2,489	24	\$ 996	132	\$ 5,477
Xuan Liu	Modeler	\$ 38.83	36	\$ 1,398	40	\$ 1,553	72	\$ 2,796	-	\$ -	148	\$ 5,747
Eric Bierce	QA/QC	\$ 71.39	8	\$ 571	4	\$ 286	16	\$ 1,142	4	\$ 286	32	\$ 2,285
Employee 5	Category 5	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Direct Labor Subtotal			82	\$ 4,077	76	\$ 3,471	172	\$ 8,334	52	\$ 3,189	382	\$ 19,071
Salary Increases Effective February 1		4.00%		\$ 163		\$ 139		\$ 333		\$ 128		\$ 763
Direct Labor Total				\$ 4,240		\$ 3,610		\$ 8,667		\$ 3,317		\$ 19,834
Overhead (on direct labor)		175.00%		\$ 7,420		\$ 6,318		\$ 15,167		\$ 5,805		\$ 34,710
Labor and Overhead Total				\$ 11,660		\$ 9,928		\$ 23,834		\$ 9,122		\$ 54,544
Direct Expenses												
Travel				\$ 91		\$ 91		\$ 91		\$ 34		\$ 307
Shipping				\$ -		\$ -		\$ -		\$ -		\$ -
Outside Graphics & Copying				\$ 59		\$ 59		\$ 59		\$ 16		\$ 193
Teleconferencing				\$ -		\$ -		\$ -		\$ -		\$ -
Other				\$ -		\$ -		\$ -		\$ -		\$ -
Total Direct Expenses				\$ 150		\$ 150		\$ 150		\$ 50		\$ 500
SUBCONTRACTORS:												
Count Firm												
Direct Labor :												
Traffic Counts	Counts	7,500.00	1	\$ 7,500	-	\$ -	-	\$ -	-	\$ -	1	\$ 7,500
Total Costs				\$ 19,310		\$ 10,078		\$ 23,984		\$ 9,172		\$ 62,544
Fixed Fee		12.00%		\$ 2,317		\$ 1,209		\$ 2,878		\$ 1,101		\$ 7,505
TOTAL COST PLUS FEE			83	\$ 21,627	76	\$ 11,287	172	\$ 26,862	52	\$ 10,273	383	\$ 70,049

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DATE: March 2, 2015
TO: STA Board
FROM: Sarah Fitzgerald, SR2S Program Administrator
RE: Safe Routes to School (SR2S) GIS Mapping Contract

Background:

The Solano Safe Routes to School (SR2S) Program works to increase the number of students walking and bicycling to school by helping to make the journey safe, fun and healthy. Using a comprehensive approach, the program includes 5 “E’s”: education, encouragement, enforcement, engineering and evaluation. The program is available to all schools countywide and focuses on activities and programs that educate students on safety, health awareness and identifying improvements within communities countywide to enhance active student travel safety.

In 2008, the STA Board adopted Solano's first Safe Routes to School Plan and authorized STA staff to create a Safe Routes to School Program in Solano County. This Plan provided the direction for the SR2S Program through 2012 when the STA and the various SR2S Advisory Committees began the process of updating the 2008 Plan. In October 2013, the SR2S Plan Update was adopted by the STA Board.

Discussion:

In 2011, STA entered into a \$355,000 contract with Alta Planning for the 2013 SR2S Plan Update and Mapping. The SR2S Plan update was completed and the funds for this contract have been exhausted. A large portion of this contract (\$265,000) was allocated to producing 68 school-specific maps using a GIS-based route suitability model to map the safest routes to school and measure travel times and make this information available on the Safe Routes to School website. Part of this contract was subcontracted to Brian Fulfroost and Associates (BFA) to gather the GIS data, produce the maps, develop an online Interactive Google Mapping Tool and develop a training manual for staff to customize the mapping tool per a school’s requirements.

The online mapping tool is a powerful information tool, which staff utilizes at parent meetings and walking school bus trainings. Information about school-specific walking school buses is listed online, including details about the routes as well as contact information.

The mapping tool is in need of an update and revision since it was first developed. In addition, staff will need to be trained on utilizing the mapping tool once it is revised. Since BFA developed the mapping tool and developed the training and staff was satisfied with the work by BFA, it is recommended to enter into a contract with BFA to complete the update and revision.

Fiscal Impact:

A maximum amount of \$17,000 is allowed for this contract, which will be paid for by TDA-Article 3 and YSAQMD Clean Air Funds.

Recommendation:

Authorize the Executive Director to enter into an agreement with Brian Fulfrost and Associates for an amount not-to-exceed \$17,000 as specified in Attachment A.

Attachment:

- A. Scope of Services for Solano Transportation Authority's (STA) Safe Routes to School Program by Brian Fulfrost and Associates (BFA)



Scope of Services

for services to be performed for

Solano Transportation Authority (STA)
Safe Routes to School Program
by
Brian Fulfrost and Associates (BFA)

Scope Overview

This proposal outlines the scope of services and budget for GIS programming and training services for the Safe Routes to School Program for the Solano Transportation Authority (STA). Proposed services scoped include edits to the existing STA SR2S google map tool, develop procedures/process for utilizing google map for mapping walking school buses, and for training in use of these new procedures. Also included in the proposed budget are costs and services for ongoing maintenance and support.

Scope of Services

Task 1. Modifications to STA SR2S Google map tool

- a) Develop procedure/process for using new google maps for generating walking school bus routes and meetup locations

BFA will update the procedure/process for digitizing walking school bus routes and meetup location and formatting associated popup windows BFA will evaluate a number of possible solutions including using the new Google MyMaps, Google Maps Engine, or STA SR2S Google Map Tool to identify the most efficient and cost-effective solution that meet the Safe Route to School program's existing and ongoing needs.

- b) Modify "look and feel" of STA SR2S Google map tool to open in separate browser window

Includes adding logo and minor changes to text and layout impacted by STA SR2S Google map tool running in separate browser window.

- c) Create Tabs and Updates to Maps for School District(s)

BFA will add "tabs" for each school district that zoom to the extent of that schools district and limit he choices of schools to that district. BFA will also update the "purple" polygons currently on the web tool to reflect the current locations of schools. BFA will also update associated PDF maps of those schools.

Task 2. Tutorial and Training for STA staff for new google maps procedure/process

The tutorial will describe and provide guidance on the steps necessary for using google maps to create walking school buses routes and meetup locations and for formatting the associated popup windows. The tutorial will be provided in a PDF format. Task includes one (up to 4 hour) in-person training.

Task 3. Maintenance and Support Tasks

3.1. *BFA Hosting*

BFA will provide web hosting for STA SR2S google map tool. Responsible for providing public web access to STA SR2S google map tool. This includes necessary maintenance to ensure the exiting application is web accessible (using Google Maps API v3). BFA is *not* responsible for down time associated with google maps, gmail or changes to Google Maps API v3.

3.2. *On-Call support for google map tool*

BFA will provide on-call support (hourly) for both (a) google map tool developed for STA SR2S and (b) for support for using google maps for STA SR2S staff for digitizing walking school bus routes and meetup locations.

Timeline

Work to be completed **within 2 months from the Notice To Proceed (NTP) date** anticipated to be on or around March 1st, 2015.

Budget

Task	GIS Specialist (Brian Fulfroft) # of hours	Cost
Task 1a. Develop Procedure/Process for using new google maps for generating walking school buses	60	\$7,200
Task 1b. Modify "look and feel" of STA SR2S Google map tool to open in separate browser window	8	\$960
Task 1c. Create Tabs and Updates to Maps for School District(s)	28	\$3,360
Task 2. Tutorial and Training for STA staff for new google maps procedure/process	32	\$3,840
Task 3. Maintenance and Support Tasks		
Task 3.1: BFA hosting (hosting only)		\$180 /year + transfer fee \$220 (one time)
Task 3.2: On-Call web-tool support (includes hosting)		-\$1,280 year (up to 16 hours) and/or \$100/hour
Total Cost (not including maintenance and support)	128	\$15,360

Rates

Principal - \$120 / hour



DATE: February 26, 2015
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Bernadette Curry, Legal Counsel
RE: I-80 Cordelia Truck Scales and I-80/I-680/State Route (SR) 12 Interchange –
Response to Pacific Gas and Electric (PG&E) Project Cost Increases

Background:

STA is the lead for utility relocation work associated with the I-80 Cordelia Truck Scales Relocation and the I-80/I-680/SR 12 Interchange Projects. Although STA is the lead for the work and funding, these projects are overseen by Caltrans, thus the established procedures and agreements were required to be used. For example, Caltrans has a Master Agreement with PG&E that sets out the procedures for determination of cost by the parties and for entering onto project specific agreements. Pursuant to that Master Agreement, each project enters into a specific utility agreement that details the relocation work and cost responsibility between the parties.

For the I-80 Cordelia Truck Scales Relocation Project, STA/PG&E entered into a Utility Agreement, PG&E's total estimated cost for the relocation of the 12kV electric distribution line was \$201,247 with STA's share of this cost was estimated at \$167,035. This work was completed in October 2011 and STA reimbursed PG&E \$44,266.01 per their invoice, dated July 10, 2012. On July 17, 2013, PG&E stated the total cost of this relocation was \$311,259.22, or nearly double the original estimated cost of the work. STA staff has disputed this invoice and requested additional information from PG&E numerous times dating back to September 2013. On February 17, 2015, PG&E sent a past due notice for this amount as the issue remains unresolved (Attachment A).

For the I-80/I-680/SR 12 Interchange Project, the STA has been working with PG&E since 2009 for the relocation of the gas valve lot. In January 2013, STA/PG&E entered into a Utility Agreement for \$13,025,022 with STA's share being \$11,972,600, an amount derived by PG&E based on its expertise in this area. This work was completed in April 2014. As of 2014, STA paid PG&E \$10,968,384.08 in response to PG&E's invoices, the last one dated November 2013. Subsequently, on January 6, 2015 PG&E requested an additional \$8,249,829 from STA for the additional costs to relocate this facility (Attachment B).

Discussion:

STA staff and legal counsel has reviewed the requests for additional compensation by PG&E on both projects and finds the requests without merit as discussed below:

For the *I-80 Cordelia Truck Scales Relocation Project*, PG&E's justification for the increased costs are as follows:

1. The original contract estimate was based on an old estimate. By the time the estimate was completed in April 2010, to the time the project was actually constructed in 2011, the labor rates were higher than those used in the estimate.
2. PG&E did not have adequate internal resources to complete the project by General Construction. The project was bid out to contract at the 2011 rate of doing business. The contract cost was higher than the estimate using internal work force based on 2010 rates.
3. Due to the schedule delays and extended time duration of the job, the associated administrative cost and overheads also increased higher than the estimate that was prepared in 2010.

After review of the project history, STA staff has the following responses:

1. The Notice to Owner for this relocation was sent to PG&E on December 13, 2010, and stated that the relocation was to begin in July 2011 and be complete no later than August 31, 2011. PG&E's most recent cost estimate was received on November 29, 2010 and the relocations were completed in October 2011 - this does not support the assertion that there would be significant increases in administration costs or "overheads" during that time.
2. While the project was completed 2 months beyond the original schedule, the slight extension was not due to any delay by STA or Caltrans, but due to PG&E's own scheduling issues.
3. PG&E's relocation cost estimate was received on November 29, 2010 and there was no indication at that time that the April 2010 estimate was already outdated. In any case, PG&E had every opportunity prior to the execution of the utility agreement in 2011 to update the estimate and the amount included in the agreement.

Attachment C is STA's draft letter to PG&E denying the request for additional payment for the I-80 Cordelia Truck Scales Relocation Project, for the relocation of the 12kV electric distribution line.

For the *I-80/I-680/SR 12 Interchange Project*, PG&E's justifications for the increased costs are as follows:

1. Increased material costs due to Buy America and an additional 32" pressure control fitting.
2. Costs for Re-Mobilization due to cold weather shut down.
3. Costs for closing down job site for winter shut down.
4. PG&E's extended labor costs due to job extension from cold weather shut down.
5. Added construction contract costs due to various factors including; project acceleration, condensed job duration and additional labor and equipment costs.
6. Construction contract change orders.
7. Increase environmental site restoration and hazardous waste disposal fee.

After review of information related to this, STA staff has the following responses:

1. PG&E is responsible for the completeness of its own plans and specifications.
2. The Utility Agreement requires STA's prior consent for any deviation.
3. PG&E failed to comply with the terms of the Utility Agreement and submit timely billings
4. PG&E's billing that were submitted do not correlate to the information PG&E is now submitting with regard to costs and timing of when the costs were incurred.

5. PG&E has failed to document any impact or delay from the Buy America program since the waiver was granted before construction began.
6. Documentation submitted fails to comply with federal cost principles.

In conclusion, PG&E deviated from the plans and failed to notify STA in advance or seek its concurrence before incurring an additional \$9,299,150.54 in costs, \$8,249,829 of which PG&E is now claiming the STA is responsible to pay. PG&E had multiple opportunities to notify STA of potential cost increases and to address the issues prior to incurring these costs; however, no notice was ever provided. Attachment D is STA's draft letter to PG&E denying the request for additional payment for the I-80/I-680/SR 12 Interchange Project.

Fiscal Impact:

None at this time, however, should the STA ultimately be found responsible for these costs, staff would return to the Board with proposed options for payment.

Recommendation:

Authorize the Executive Director to send the letters as shown in Attachments C and D to PG&E denying their requests for additional payment for allocation costs associated with the Cordelia Truck Scales and I-80/I-680/SR 12 Interchange Projects.

Attachments:

- A. PG&E's Past Due Invoice Dated February 17, 2015
- B. PG&E's Letter of January 6, 2015 regarding the Gas Valve Lot Relocation, requesting an additional \$8,249,829
- C. STA's Response Letter to PG&E Regarding the I-80 Cordelia Truck Scales Relocation Project
- D. STA's Response Letter to PG&E Regarding the I-80/I-680/SR 12 Interchange Project, Gas Valve Lot

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**Pacific Gas and
Electric Company®**

Non-Energy Collection Unit
P.O. Box 8329
Stockton, CA 95208-8329

URGENT RECEIVED

FEB 20 2015
**SOLANO TRANSPORTATION
AUTHORITY**

Date: February 17, 2015

Page: 1

Customer No. : 726579

Solano County Transportation Agenc
Government Agency
One Harbor Center, Ste 130
SUISUN CA 94585-2473

This report takes into consideration
postings up to and including
02/17/2015

Our records indicate an urgently past due amount of \$9,565,305.05 .
**In order to prevent further collection action, your immediate
payment is required.**

Please remit your payment before 03/10/2015. Please return this
letter with payment to :

Pacific Gas & Electric Company
Payment Research
P.O. Box 997310
Sacramento, CA 95899-7310

**If full payment has already been made, thank you, and please disregard this
notice.**

If you have any questions, please call (800)945-5251.

Sincerely,

PG&E Non-Energy Collection Unit

Invoice Number	Invoice Date	Ofc	Type	Description	Amount	Days in Arrears
0007279465-6	07/17/2013	JG	ZSO	PG&E Land Department Contact:	311,259.22	580
0007407477-7	01/07/2015	JG	ZSO		9,254,045.83	41
Total of past-due items					9,565,305.05	



**Pacific Gas and
Electric Company®**

URGENT

Non-Energy Collection Unit
P.O. Box 8329
Stockton, CA 95208-8329

Date: February 17, 2015

Page: 2

Customer No. : 726579

Solano County Transportation Agency
Government Agency
One Harbor Center, Ste 130
SUISUN CA 94585-2473

This report takes into consideration
postings up to and including
02/17/2015

Detach and return bottom portion of this invoice with your payments. **Please specify invoice numbers with remittance check.**

Non-Energy Invoice

Customer	Amount Due	Amount Enclosed
726579	9,565,305.05	

Solano County Transportation Agency
One Harbor Center, Ste 130
SUISUN CA 94585-2473

Please make your checks payable to:
Pacific Gas & Electric Company
Payment Research
P.O. Box 997310
Sacramento, CA 95899-7310



**Pacific Gas and
Electric Company**

Land Services Office
1850 Gateway Boulevard, 7th Floor
Concord, CA 94520

January 6, 2015

Solano Transportation Authority
Ms. Janet Adams, Director of Projects
One Harbor Center, Suite 130
Suisun, CA 94585

RE: Request to Amend Utility Agreement 04-UT-1877.1
Cordelia Valve Lot, Fairfield
80 PM 12.0 to 13.1, SR12 PM 2.3 to 2.8
PG&E's PM 30720751; State's EA 0A5351

Dear Ms. Adams:

The purpose of this letter is to address the need to amend Utility Agreement 04-UT-1877.1 - Cordelia Valve Lot, Fairfield. This letter will provide additional information about the the cost overruns and to request an amendment to the Utility Agreement in the amount of \$8,249,829 representing STA's proportionate share of the increased costs incurred on the gas transmission relocation associated with the Cordelia project construction.

Background: Buy America and the Cordelia Project

As part of the 2012 Congressional reauthorization of federal transportation programs, Congress broadened the existing Buy America statute to include previously excluded utility relocation programs, mandating that iron and steel products used in these projects be of United States origin, even if the relocation work is not funded with federal money.

PG&E, the California Department of Transportation (Caltrans) and the City of Fairfield requested a waiver regarding the Buy America statute for utility relocation work on a federal-aid highway project in Solano County, Calif., (herein "Cordelia" or "the project"). This request was made due to the time sensitivity surrounding the project and the fact that some equipment and material was either not available domestically, or long-lead times were needed to obtain compliant parts.

Caltrans submitted a request to the U.S. Department of Transportation's Federal Highway Administration (FHWA) on June 27, 2013, asking the administration to waive the Buy America requirements for the Cordelia project for specifically identified materials. PG&E secured support

for the expedited review and consideration of this specific waiver so as to allow important highway repairs and improvement work to proceed in a timely manner and to prevent the loss of jobs in Solano County.

Specific support for approval of the Caltrans' waiver included written correspondence from Mayor Harry Price (City of Fairfield), Mayor Steve Hardy (City of Vacaville), and Supervisor James Spering (Solano County), among other elected officials and interested stakeholders.

Ultimately, the FHWA decided that subsequent short-term guidance (or a six (6) month transition period) provided sufficient authority to move forward with the Cordelia project thereby rendering the waiver from Buy America requirements unnecessary. As part of FHWA's decision, PG&E and other utilities across the country were given a reasonable period of time to implement concrete steps to ensure Buy America compliance.

Final Incurred Costs for the Cordelia Project

Utility Agreement 04-UT-1877.1 stated that the estimated cost of the gas transmission relocation would be \$13,025,022 with the STA's share at 91.92% or \$11,972,600. As noted on the attached invoice, the actual cost of the gas transmission relocation is \$22,000,032 with STA's share being \$20,222,429.

Contributing factors to the overrun are:

- The difference between the estimated material costs and actual material costs incurred due to various factors including:
 - The decision on whether or not to use "Buy America" compliant material was made late which led to expedited material costs.
 - Additional 32" pressure control fitting for operational requirements
(\$374,394)
- The remobilization to complete station work after system constraints due to cold weather. This also includes the items that were on rent during the work stoppage. **(\$303,625)**
- Costs associated with performing additional excavation, backfill and tie-in following the cold weather system constraint. **(\$1,893,373)**
- Additional PG&E construction inspection labor and overheads for extended timeframe of job. **(\$531,782)**
- Difference between estimated contract construction costs and competitively bid, awarded contract costs due to various factors including:
 - Project Acceleration
 - Condensed duration
 - Additional contract labor and equipment
(\$4,619,575)

- Changes to the construction contract for items encountered during construction, including:
 - Additional labor and equipment for 32" pressure control fitting (\$150K)
 - Additional Hydrovac excavation for tie-ins (\$115K)
 - Costs due to defective "tee" fitting (\$91K)
 - Twelve (12) Other change orders (\$582K)**(\$939,246)**

- Increased environmental site restoration and hazardous waste disposal fee
(\$313,015)

Please prepare and forward an Amendment to Utility Agreement No. 04-UT-1877.1 reflecting the actual cost of the gas transmission relocation for our approval and execution.

Given the scope of the aforementioned efforts, including PG&E's commitment to partner with Caltrans to implement the requirements of Buy America, PG&E welcomes the opportunity to meet directly with you regarding payment options for the updated Utility Agreement 04-UT-1877.1.

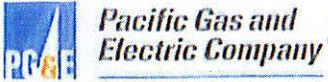
I would appreciate it greatly if you could contact me at (925) 459-8086 as soon as possible to schedule a time to discuss this matter. In the meantime, please let me know if I can be of further assistance or provide further information.

Sincerely,



Michael Gigliotti
Senior Land Agent

Cc:
Amit Pal



Final Invoice

AGENT: Mike Gigliotti/Maureen Souza
Land Agent
1850 Gateway Blvd, 7th Floor
Concord, CA 94520

TO: Janet Adams
Solano County Transportation Authority
One Harbor Center, Suite 130
Suisun, CA 94585-2473

DIVISION: North Coast
DATE: 12/23/2014
AMOUNT: \$ 9,254,045.83
PM#: 30720751
APP JOB#: OA5351
DISTRICT#: 4

Customer #: 726579

DETACH AND MAIL WITH PAYMENT

BILLING DOCUMENT NO. 7407477

WORK DESCRIPTION AND DETAIL OF COSTS	QUANTITY	DETAIL AMOUNT	TOTAL AMOUNT
<u>FINAL INVOICE</u>			
To cover 91.92% of the total cost for the relocation of PG&E's Gas Transmission facilities to accommodate the State's reconstruction of existing Interstate 80 / Interstate 680 / State Route 12 Interchange in and near the City of Fairfield, Solano County, CA.			
This is in accordance with the Utility Agreement No. 04-1877.1 dated 10/01/2012.			
All records are located locally in the Land Rights Services Department, 1850 Gateway Blvd, 7th Floor, Concord, CA 94520			
DEBITS:			
Labor			
Engineering		\$ 1,159,183.30	
Construction		\$ 1,318,087.29	
Material		\$ 2,144,394.70	
Transportation and Equipment		\$ 16,648.98	
Contract Costs		\$ 16,236,169.01	
Other Direct Costs		\$ 544,558.43	
<i>Subtotal Direct</i>			\$ 21,419,041.71
Indirect Costs		\$ 166,522.20	
Overhead Costs		\$ 315,687.60	
Allowance for Funds Used During Construction (AFUDC)		\$ 422,921.03	
<i>Subtotal Indirect</i>			\$ 905,130.83
Total Debits:			\$ 22,324,172.54

Final Invoice

 AGENT: Mike Gigliotti/Maureen Souza
 Land Agent
 1850 Gateway Blvd, 7th Floor
 Concord, CA 94520

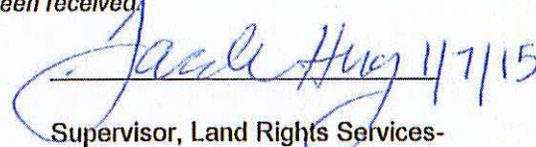
 TO: Janet Adams
 Solano County Transportation Authority
 One Harbor Center, Suite 130
 Suisun, CA 94585-2473

 DIVISION: North Coast
 DATE: 12/23/2014
 AMOUNT: \$ 9,254,045.83
 PM#: 30720751
 APP JOB#: OA5351
 DISTRICT#: 4

 Customer #: 726579

DETACH AND MAIL WITH PAYMENT

BILLING DOCUMENT NO. 7407477

WORK DESCRIPTION AND DETAIL OF COSTS	QUANTITY	DETAIL AMOUNT	TOTAL AMOUNT
FINAL INVOICE			
CREDITS:			
Standard Credits			
Joint Pole Credits		\$ -	
Betterment		\$ (161,587.00)	
Salvage		\$ -	
Depreciation		\$ (162,553.00)	
Total Standard Credits:			\$ (324,140.00)
Total Job Costs:			\$ 22,000,032.54
<i>Less -8.08 % PG&E Company Cost:</i>			\$ (1,777,602.63)
Billing Credits			
Preliminary Billing BD 6948950 - 08/19/2009		\$ (50,000.00)	
Preliminary Billing BD 6976134 - 12/08/2009		\$ (50,000.00)	
Preliminary Billing BD 7038199 - 09/02/2010		\$ (120,826.02)	
Preliminary Billing BD 7258540 - 04/05/2013		\$ (916,390.66)	
Preliminary Billing BD 7309681 - 11/26/2013		\$ (9,831,167.40)	
Total Billing Credits			\$ (10,968,384.08)
TOTAL AMOUNT DUE:			\$ 9,254,045.83
<p><i>The undersigned, on behalf of Pacific Gas and Electric Company, hereby certifies that the above is true and accurate statement of its costs; that the statement has been prepared in accordance with the conditions of all agreements with the state of California covering this work; that this company is not obligated in any way to perform this work at its own expense; and that payment thereof has not been received.</i></p> <p style="text-align: center;">  Supervisor, Land Rights Services- Sarah Hug </p>			

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March 12, 2015

Sent Via US Mail

Anthony F. Earley, Jr.
Chief Executive Officer
Pacific Gas and Electric Company
245 Market Street
San Francisco, CA 94105

Michael Gigliotti
Senior Land Agent
Pacific Gas and Electric Company
1850 Gateway Boulevard, 7th Floor
Concord, CA 94520

SUBJECT: Response to PG&E Letter Dated January 6, 2015: Request to Amend Utility Agreement 04-UT-1877.1

**REFERENCE: Cordelia Valve Lot, Fairfield, CA
80 PM 12.0 to 13.1, SR12 PM 2.3 to 2.8
PG&E's PM 30720751; State EA 0A5351**

Dear Mr. Earley and Mr. Gigliotti:

This letter is in response to your letter dated January 6, 2015 (the "Letter") in which you requested an amendment to Utility Agreement 04-UT-1877.1 to increase STA's proportionate share of costs for the above-referenced project ("Project") by \$8,249,829. Your request to amend the agreement and, subsequently for STA to provide additional compensation, is denied.

Background

As PG&E is aware, STA began the initial coordination with PG&E during the development of the 65% plan phase of the I-80/I-680/ State Route (SR) 12 Interchange Complex. In 2009, STA's consultant developed a series of options to relocate the valve lot from its existing location on the east side of Green Valley Road. The initial concept was to re-locate the gas pipelines and valves on the westside of Green Valley Road adjacent to the eastbound I-80 ramp terminal to Green Valley Road. During this process, STA provided two advance payments (\$50,000 each) to PG&E for advance engineering and coordination which were paid in 2009 and 2010, respectively. These payments compensated PG&E for the costs to complete preliminary designs and develop cost estimates for the proposed valve lot construction.

Ultimately, it was determined that the old school site just north of the Central Way and Ritchie Road Intersection would be an ideal location for the new valve lot such that it would provide PG&E access through a local road while relocating the valve lot to a location that would provide for the ultimate

future configuration of the I-80/I-680/SR 12 Interchange Complex, though the improvements of the Interchange Complex would not likely not occur for up to 20 years. As a result of this decision, the STA then worked with the Fairfield-Suisun Unified School District to purchase the property while coordinating with PG&E on the design of the valve lot (including the donation of the 1.33 acre valve lot parcel to PG&E). At that time, the cost estimate provided by PG&E was approximately \$5 million (\$4 million for valve lot construction and \$1 million for land acquisition).

Because this is a Caltrans oversight project, a Utility Agreement, consistent with the Caltrans Right of Way Manual, was developed pursuant to Cal. Streets & Highway Code section 707.5, which included PG&E's preparation of a cost estimate and a calculation of the proportional liability for the work. At that time, the total cost of the valve lot was then dramatically increased from the original estimate of \$5 million to \$13 million, and (after credits for depreciation and the liability calculation) the STA cost share for this was \$11.49 Million or 91.92% of the overall total. This cost increase represented a 260% cost increase. Since this significant increase is far beyond what any public project would budget for contingency, the STA was then required to defund the limited bridge toll funds available from the I-80 Express Lanes work in the City of Vallejo to fund this cost increase. Nevertheless, STA negotiated in good faith with PG&E and the parties ultimately executed the Utility Agreement 04-UT-1877.1 ("Agreement") in January of 2013.

Admittedly, during the time that the Utility Agreement was being finalized, Caltrans and Federal Highway Administration ("FHWA") introduced changes to the Buy America provisions required for utility relocations for federalized projects, including the I-80/I-680/SR 12 Interchange. However, as noted in your Letter, STA and PG&E requested in June of 2013 that a waiver be granted for the valve lot relocation project which was granted in July 2013. PG&E subsequently secured competitive bids for the valve lot construction. Our understanding is that these bids were received around August of 2013 without any indication from PG&E that there was a cost increase in the construction bid.

Construction proceeded with PG&E's contractors, and STA contracted with Parsons Brinkerhoff to provide review and oversight for the construction. According to the attached construction schedule dated September 4, 2013 prepared by PG&E, construction began on August 5, 2013 and was to be completed on December 27, 2013. On November 26, 2013, PG&E sent an invoice to STA in the amount of \$9,831,167.40 which specifically stated that the invoice was "to cover 91.2 percent of the actual costs of expenditures recorded as of November 7, 2013". This billing represented to STA in writing as of the date of the invoice that the project was on time and on budget. It was not until fall of 2014 – over eight months after the completion of the Project- did PG&E first provide notice to STA that the Project came in over budget, and then only verbally.

Reasons for Denial

PG&E is requesting to amend the Utility Agreement after the costs were incurred ***and*** without prior consultation from STA. The project record and information submitted to document PG&E's request to amend the Utility Agreement shows that PG&E poorly managed the project, failed to consult with the project sponsor (STA) on the necessity of potential cost increases prior to incurring costs, failed to consult with the project sponsor (STA) on measures to mitigate potential cost increases, and failed to provide the project sponsor (STA) with any opportunity to avoid incurring these costs. Specifically:

1) PG&E is responsible for the completeness of its plans and specifications. The amount of Utility Agreement 04-UT-1877.1 is \$13,025,022 with STA's share being \$11,972,600, an amount derived by PG&E based on its expertise in this area. In fact, PG&E billed STA \$1,246,948.12 through April 5, 2013, prior to the field work even beginning. This indicates that PG&E spent significant resources to plan, design, and estimate the cost of the work. Therefore, the amount of the Utility Agreement was clearly based on complete plans and specifications.

In your letter of January 6, 2015, you state the total actual cost of the work to be \$22,000,032 with STA's share being \$20,222,429. This represents a cost increase of 69% above the 260% cost increase previously incurred. Though you provided high level descriptions of the factors contributing to the overrun, you failed to identify the cause of the increase and why PG&E's original stated cost was so far off. STA should not be liable for PG&E's negligence.

2) The Agreement requires STA's prior consent for any deviation. Section I of the Utility Agreement specifically provides, "Deviations from the OWNER's plan described above initiated by either the STA or OWNER, shall be agreed upon by both parties hereto under a Revised Notice to Owner. Such Revised Notices to Owner, approved by the STA and agreed to/acknowledged by the OWNER, will constitute an approved revision of the OWNER's plan described above and are hereby made a part hereof. **No work under said deviation shall commence prior to written execution by the OWNER of the Revised Notice to Owner. Changes in the scope of the work will require an amendment to this Agreement in addition to the Revised Notice to Owner**" (emphasis added).

Section IV of the Utility Agreement reiterates this by stating "Any and all increases in costs that are the direct result of deviations from the work described in Section 1 of this Agreement shall have the prior concurrence of the STA."

Black's Law Dictionary¹ defines "deviation" as "a change made in the progress of a work from the design or method agreed upon."

By your own admission in your Letter, there were 12 change orders plus an additional deviation from the original plans with the inclusion of a 32" pressure control fitting for operational requirements. As the attached Project schedule indicates, the original schedule did not include the remobilization due to the cold weather system constraint. These are deviations that required negotiation and pre-authorization from STA **before** costs were incurred. Therefore, these costs were incurred at PG&E's own expense and are not STA's responsibility.

3) Not only did PG&E fail to comply with the terms of the Agreement and submit timely billings but the work referenced in the final bill does not correlate with the previous bill or to the timing of work performed. Not only did PG&E fail to provide STA the required notice of its massive cost overrun, but PG&E failed to comply with the terms of the Agreement with regards to billing. Prior to receiving the final billing attached to your Letter, the previous progress billing submitted to STA was for work performed through November 7, 2013. This invoice stated that the total cost to that date was \$12,026,736.93 and STA's share was \$10,968,384.08 – well below STA's maximum amount of

¹ Black's Law Dictionary 311 (Abridged 6th ed. 1991)

\$11,972,600 stated in the Agreement. Shortly after this progress billing was submitted, PG&E made a unilateral decision to suspend work for the winter. When field work resumed in mid-February of 2014, the new valve lot and new transmission lines had already been installed, so basically the majority of the remaining field work consisted of performing the final tie-ins and restoring the site. The final tie-in was made on April 3, 2014, and transmission work was substantially complete by April 17, 2014. Thus, PG&E submitted a cost increase of more than \$10M, or 83%, for work that took place in only about 8 weeks. It defies reason that the relatively small amount of work performed during those 8 weeks could result in an 83% cost increase.

Furthermore, the Agreement required that “[n]ot more frequently than once a month but at least quarterly, OWNER will prepare and submit progress bills for costs incurred not to exceed OWNER’s recorded costs as of the billing date less estimated credits applicable to completed work.” At a minimum, PG&E should have submitted an invoice during the 1st quarter of 2014, which, at a minimum, would have alerted STA that Project costs were skyrocketing.

4) PG&E has failed to document any impact or delay from the Buy America program since the waiver was granted before construction began. You allege that the federal Buy America program was a main cause of the cost overruns; however, the waiver was granted prior to the field work beginning. Because of the waiver, there is no reason why the program should have caused cost overruns and you failed to substantiate that it did. STA’s records indicate that PG&E originally stated that it needed the waiver granted by July 17, 2013 or else there would be a cost impact to the project. STA provided PG&E a Notice to Proceed on July 12, 2013 – five days in advance of your deadline. Up until the date of your Letter, STA was neither aware nor notified that there had been any alleged adverse impact to the project by the program.

5) Documentation submitted fails to comply with federal cost principles. Sections IV and V of the Agreement state that this project is federally funded and subject to State and/or Federal auditors and that “OWNER agrees to comply with Contract Cost Principles and Procedures as set forth in 48 CFR...” and that “...23 CFR is incorporated by reference...” To date, none of the cost records submitted by PG&E comply with these requirements. Moreover, because PG&E contracted some of the work to a private contractor, the above stated cost principles may apply to their records and any claims paid to your contractor must comply with all applicable federal requirements, including but not limited to, 18 U.S.C. 1020 regarding representation of costs requested on federal – aid highway contracts (e.g., Federal False Claims Act). As with PG&E’s other costs, detailed cost records were not submitted for your contractor(s).

Conclusion

PG&E deviated from the plans and failed to notify STA in advance or seek its concurrence before incurring an additional \$9,299,150.54 in costs, \$8,249,829 of which you are now claiming STA is responsible to pay. PG&E had multiple opportunities to notify STA of potential cost increases and to address the issues prior to incurring these costs; however, no notice was ever provided.

Not only did PG&E fail to provide advance notice of massive cost overruns, PG&E waited until January 6, 2015 to officially notify STA of the final project costs - approximately 9 months after the field work was completed. By PG&E's failure to provide the required notification of its cost overruns, STA lost any and all opportunity to mitigate costs or participate in key decisions relative to the scope or sequencing of the work. STA agreed to pay for 91.92% of the cost of the Project, yet PG&E did not allow STA to be a part of any decision on how to either mitigate the cost of this massive overrun, or possibly re-scope the Caltrans freeway project prior to bidding in order to re-direct funds to cover a partial cost overrun of this PG&E gas transmission work. Accordingly, for the reasons stated above, your request is denied. If you have any questions regarding this correspondence, please contact Janet Adams, STA's Deputy Executive Director of Projects at (707) 424-6075.

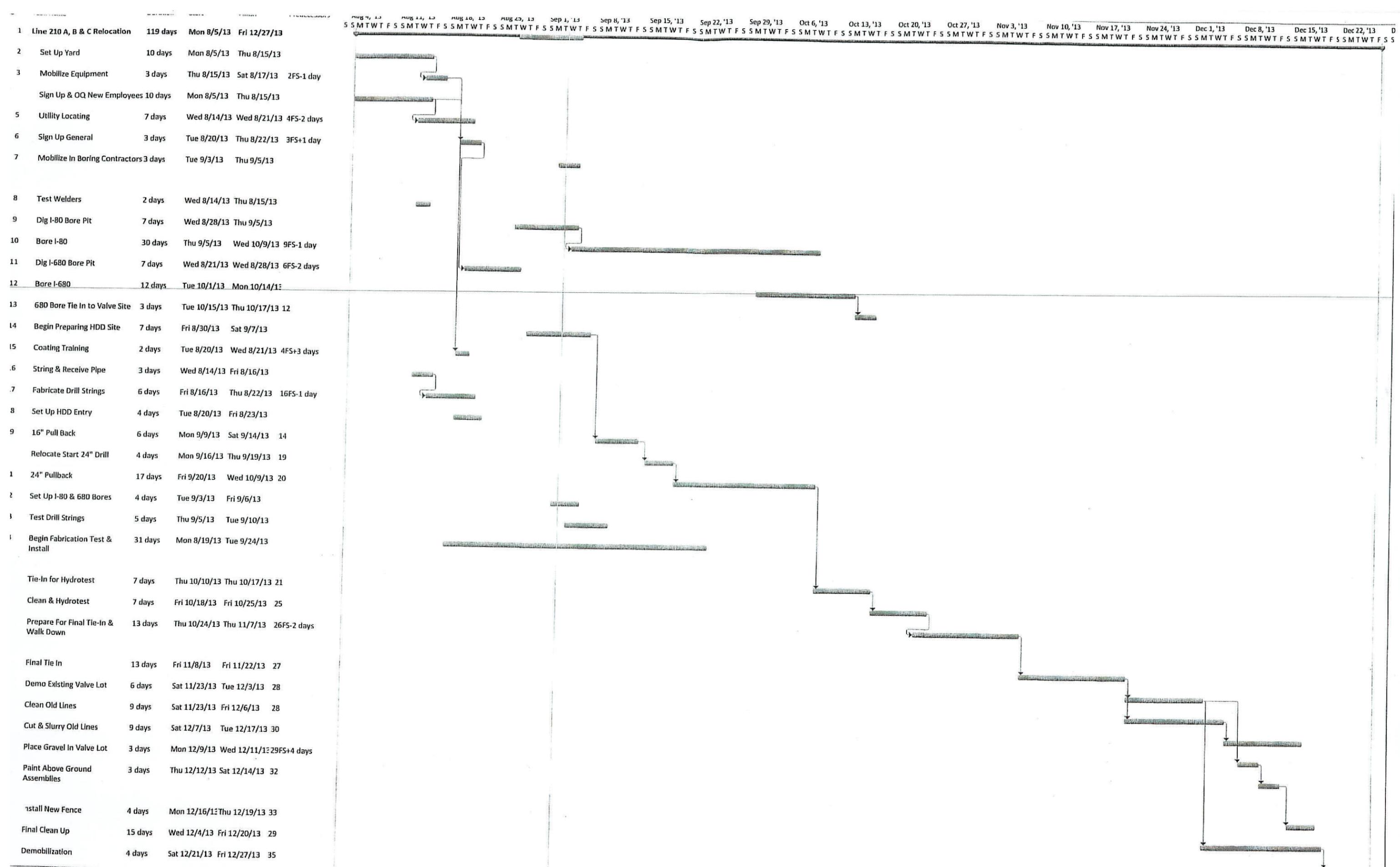
Sincerely,

Daryl K. Halls,
Executive Director

Attachments

Cc: STA Board Members
Bernadette Curry, STA Legal Counsel
Janet Adams, Deputy Executive Director, Director of Projects
Bijan Sartipi, District Director, Caltrans District IV

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t: cordelia schedule 9-3 Wed 9/4/13	Task Split	Task Milestone Summary	Project Summary External Tasks	External Milestone Inactive Task	Inactive Milestone Inactive Summary	Manual Task Duration-only	Manual Summary Rollup Manual Summary	Start-only Finish-only	Deadline
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March 12, 2015

Sent via US Mail

Anthony F. Earley, Jr.
Chief Executive Officer
Pacific Gas and Electric Company
245 Market Street
San Francisco, CA 94105

Michael Gigliotti
Senior Land Agent
Pacific Gas and Electric Company
1850 Gateway Boulevard, 7th Floor
Concord, CA 94520

SUBJECT: Response to PG&E Collection Letter Dated February 17, 2015

**REFERENCE: PG&E Invoice No.7279465 dated July 17, 2013
I-80 EB Cordelia Commercial Vehicle Enforcement Facility (Truck
Scales) Caltrans UT 04-1810.1 (PG&E 12kV Electric Distribution Line
Relocation) State EA 0A5351**

Dear Mr. Earley and Mr. Gigliotti:

This letter is in response to PG&E's collection letter dated February 17, 2015 in which PG&E requests payment for invoice no. 7279465, dated July 17, 2013, in the amount of \$311,259.22.

Per Utility Agreement No. 04-UT-1810.1 (or "04-UT-1810.1") dated December 13, 2010 which was executed by PG&E on March 21, 2011 and by STA on April 4, 2011, PG&E's total estimated cost for the relocation of the 12kV electric distribution line was \$201,247. STA's share of this cost was estimated at \$167,035. Invoice No. 7279465 requests payment of \$311,259.22, which is nearly double the estimate for STA's share of the cost. Section IV Payment for Work of the Utility Agreement No. 04-UT-1810.1 includes the following terms:

"...the STA shall not pay final bills, which exceed the estimated cost of this Agreement without documentation of the reason for the increase of said cost from the OWNER."

"In any event if the final bill exceeds 125% of the estimated cost of this Agreement, an amended Agreement shall be executed by the parties to this Agreement prior to payment of the OWNERS final bill."

"The OWNER shall submit a final bill to the STA within 180 days after the completion of the work described in Section I above. If the STA has not received a final bill within 180 days after notification of completion of OWNERS work described in Section I of this Agreement, and STA has delivered to OWNER fully executed Director's Deeds, Consents to Common Use or Joint Use Agreements as required for OWNER'S facilities;

STA will provide written notification to OWNER of its intent to close its file within 30 days and OWNER hereby acknowledges, to the extent allowed by law that all remaining costs will be deemed to have been abandoned."

PG&E's July 17, 2013 cover letter for invoice no. 7279465, signed by Maureen Souza, included the following explanation for the overrun:

"Contributing factors to the overrun are:

- Rerouting of distribution facilities and access from Highway 80 due to land owner on the west side of project refusing entry on to their property.
- Rerouting was necessary on the overhead distribution line on the east side of Highway 80 per Caltrans request.
- Increased administration costs since the job was originally estimated in 2010.
- Additional overheads for extended timeframe of job.
- Additional costs associated with construction due to delays."

Beginning with an email from Mark Shippen of HDR Engineering to Mike Gigliotti of PG&E on September 6, 2013, STA repeatedly requested that PG&E staff provide additional information regarding this invoice. Nearly three months later, Mike Gigliotti of PG&E wrote in a November 21, 2013 email:

"I reviewed the project and the Amendment Letter with Phil Chan on Monday. We agreed on the following as explanation for the project cost increase:

1. The Amendment letter dated July 17, 2013 was incorrect in that there were no rerouting of Distribution facilities issues on the project. The bridge and access road were constructed as part of the Transmission portion of the project. The cost for both bridge and access road was charged to the Transmission project and not the Distribution project as might have been implied by the Amendment Letter.
2. The original contract estimate was based on an old estimate. By the time the estimate was completed in April 2010, to the time the project was actually constructed in 2011, the labor rates were higher than those used in the estimate.
3. In addition, we did not have adequate internal resources to complete the project by General Construction. The project was bid out to contract at the 2011 rate of doing business. The contract cost was higher than the estimate using internal work force based on 2010 rates.
4. Due to the schedule delays and extended time duration of the job, the associated administrative cost and overheads also increased higher than the estimate that was prepared in 2010."

The Notice to Owner for this relocation was sent to PG&E on December 13, 2010, and stated that the relocation was to begin in July 2011 and be complete no later than August 31, 2011. PG&E's most recent cost estimate was received on November 29, 2010 and the relocations were completed approximately eleven months later which does not support the assertion that there would be significant increases in administration costs or "overheads" during that time. PG&E actually completed the relocation in October 2011, two months behind the original schedule, not due to any delay by STA or Caltrans, but due to PG&E's own scheduling issues. PG&E provided its

relocation cost estimate to STA on November 29, 2010 but never indicated at that time that the estimate was already outdated. PG&E had every opportunity prior to the execution of the Utility Agreement No. 04-UT-1810.1 in 2011 to update the estimate and the amount included in the Utility Agreement No. 04-UT-1810.1 yet chose not to do so.

Per an email from Mark Shippen of HDR to Maureen Souza on July 9, 2014, STA requested additional information to address the major line item cost increases listed in invoice no. 7279465 compared to PG&E's November 2010 cost estimate, as follows:

“PG&E Direct Costs”

- Engineering – what are the specific reasons for PG&E’s Engineering costs to have risen from \$66,710 in the November 2010 estimate to \$135,496.71 in the July 2013 invoice? This large an increase cannot be due to labor rate increases alone.
- Construction – construction was done by a contractor – what are the \$19,239.97 in PG&E construction charges for?
- Materials – \$16,637.03 - did PG&E supply the materials rather than PG&E's contractor?

“Contracted Out”

- Please provide a detailed breakdown of your contractor’s \$193,625.65 charges, showing labor, materials and incidentals. Your contractor’s invoices should include these details.

PG&E submitted invoice no. 7279465, dated July 17, 2013 to STA well beyond the 180 day window after the October 2011 completion of PG&E's work as required by Utility Agreement No. 04-UT-1810.1. PG&E failed to notify STA during the 180 day window following completion of the work that additional charges were still pending. STA sent PG&E a written 30 day final notice on April 25, 2014, but PG&E has never responded to the final notice.

Invoice No. 7199860

Concurrent with the work associated with Utility Agreement No. 04-UT-1810.1, the parties had also entered into Utility Agreement No. 04-UT-1810.2 (or “04-UT-1810.2”) for work associated with the relocation of PG&E’s 115kv overhead transmission line. Per an email from Mark Shippen on April 30, 2014, STA believes that PG&E erroneously invoiced STA \$44,266.01, pursuant to PG&E invoice no. 7199860 dated July 10, 2012, for work associated with 04-UT-1810.2, but should have been credited to 04-UT-1810.1. This invoice clearly stated that it was for "the Electric Distribution relocation work" for Agency EA 0A5351. In response to an inquiry about this invoice, Mike Gigliotti replied via email on November 21, 2013 that the "\$44K should have, and did go towards the Electric Transmission project." However, PG&E invoice no. 7227327 dated November 16, 2012 for the 115kv electric transmission line relocation makes no mention whatsoever of any \$44,266.01 credit for payment of the July 10, 2012 invoice. It has even been suggested by PG&E that payment for this invoice was credited to another project entirely. STA requests that PG&E correctly credit this \$44,266.01 payment to STA as partial payment for the 12kV distribution line relocation.

Salvage Credit for 115kV Transmission Line Relocation

Per the terms of Utility Agreement No. 04-UT-1810.2, PG&E is required to provide STA with a credit for salvage for the 115kV transmission line relocation for the truck scales project. PG&E's estimate for the 115kV transmission line indicated that there could be as much as \$127,558 in salvage and depreciation credits for this relocation, which PG&E has not yet credited to STA in any invoices submitted to date.

STA cannot and will not execute an amended utility agreement or submit any further payment for this work until PG&E provides satisfactory responses to all items listed in this letter. Please note that STA has communicated promptly and in good faith with PG&E with regards to the issues listed in this letter, without timely or adequate response from PG&E. If you have any questions regarding this correspondence, please contact Janet Adams, STA's Deputy Executive Director of Projects at (707) 424-6075.

Sincerely,

Daryl K. Halls,
Executive Director

Cc: STA Board Members
Bernadette Curry, STA Legal Counsel
Janet Adams, Deputy Executive Director, Director of Projects
Bijan Sartipi, District Director, Caltrans District IV



DATE: February 27, 2015
TO: STA Board
FROM: Robert Guerrero, Senior 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 STA's summary flow chart which illustrates each step outlined in the proposed policy.

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. Additionally, a city may need to amend their General Plan if there is a conflict with Soundwall installations. 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 February 25, 2015 meeting and unanimously approved STA staff's recommendation.

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:

Approve the STA Soundwall Retrofit Policy as outlined in Attachments A and B.

Attachments:

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

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Solano Transportation Authority (STA) Freeway Sound Wall Policy

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.

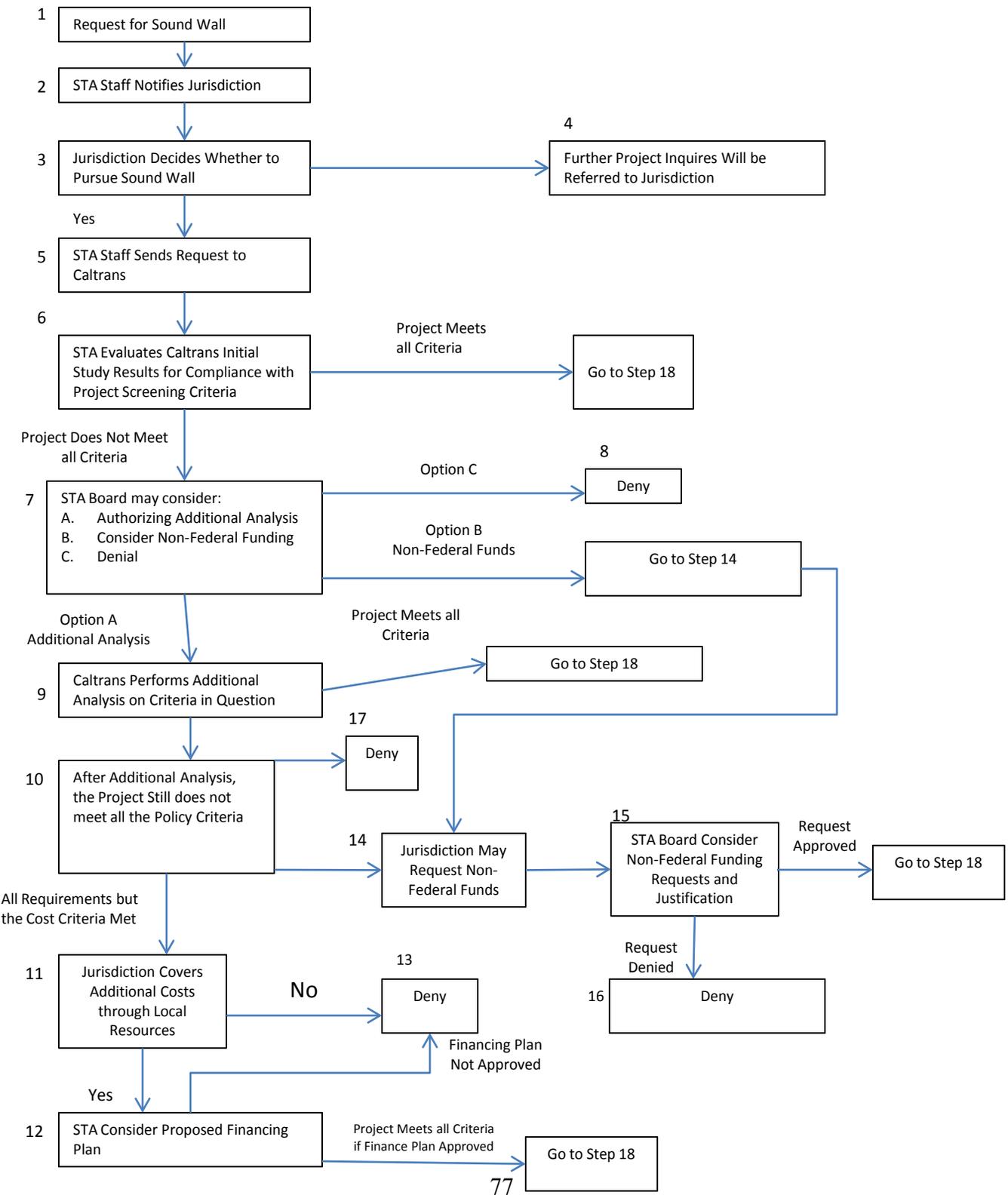
The jurisdiction must also pass a resolution of support as an agenda item at one of its meetings for alternative noise abatement projects. The resolution should be forwarded to the STA with the written signatures of the affected property owners acquiescing to the project.

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

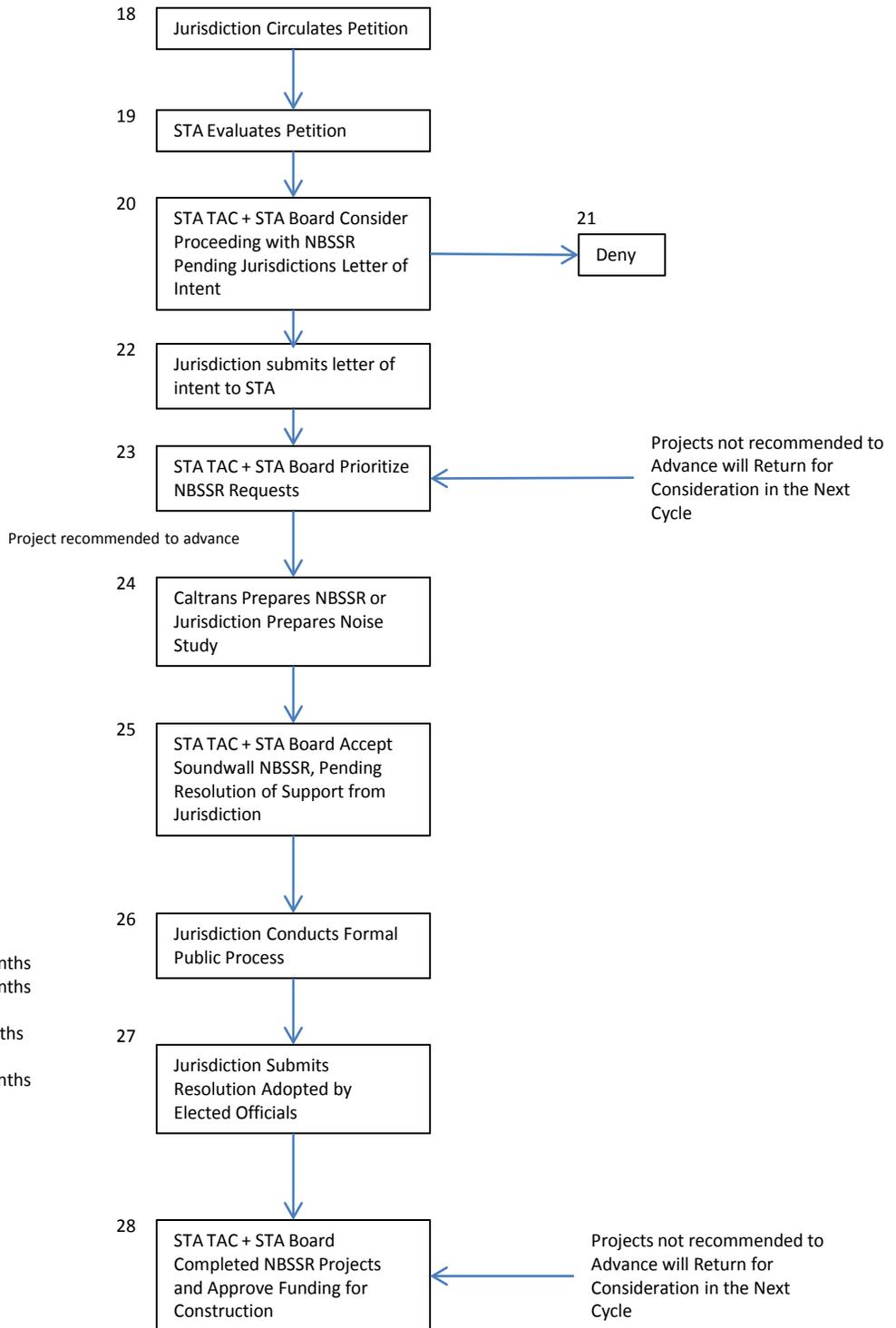
In the event that there is neither the staff time nor the funds available for all the requested projects, STA TAC will recommend which project should receive the highest priority. The criteria outlined in Step 23 to prioritize studies will be used in this step to prioritize the projects for funding. 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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Proposed Solano Transportation Authority Freeway
Sound wall Policy
PHASE 1 INITIAL SCREENING
PROCESS



**PHASE 2
NBSSR AND PUBLIC
INPUT**



Steps 18-19 = approx. 2 months
 Steps 20-22 = approx. 2 months
 Step 23 = approx. 2 months
 Step 24 = approx. 9-12 months
 Step 25 = approx. 2 months
 Steps 26-27 = approx. 4 months
 Step 28 = approx. 2 months



DATE: March 5, 2015
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains 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). The deadline for submitting bills for the California 2015 Legislative year is Friday, February 27th. An updated 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.

Assembly Member Alejo introduced Assembly Bill [\(AB\) 227](#) (Attachment D), 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. This bill has been discussed in more detail by the author, the California State Association of Counties (CSAC) and the League of California Cities.

At the TAC meeting on February 24th, the TAC recommended the STA consider a support position on AB 4 to help highlight their concern about the potential loss of state excise tax on gasoline funds for transportation in FY 2015/16. Subsequently, STA staff discussed both AB 4 and AB 227 with STA's State Legislative Advocates, Shaw/Yoder/Antwih and they recommended a watch position on AB 4 due to the bill needing more vetting and discussion by the author, but a support for AB 227. This would accomplish the intent of the TAC to highlight the issue. Staff recommends a watch for AB 4 and support for AB 227.

Assembly Member Frazier has introduced Assembly Bill [\(AB\) 194](#) (Attachment E), 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 plans to bring a recommendation for this bill to a future Board meeting.

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

Assembly Member Frazier has also introduced [ACA 4](#) (Attachment G) which would lower the voter threshold for a local transportation tax from a super majority of 2/3 to a 55% threshold for passage. This legislation is consistent with one of the priorities of the STA's 2015 Legislative Platform and staff is recommending a support position for ACA 4.

State Senator Jim Beall, the Chair of the Senate Housing and Transportation Committee, has introduced [SB 321](#) (Attachment H) to help address future fluctuations in the excise tax. This replaced the state sales tax on gasoline with an excise tax (described as the "gas tax swap"). This legislation would require the Board of Equalization (BOE) to use a five year average of the sales tax when the calculating the adjustment to the excise tax to avoid large fluctuations in this revenue source. Staff is recommending a support in concept position for SB 321.

The Administration (CalSTA) has introduced a budget trailer bill (Attachment I) 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 addressing sea level rise/inundation impacts and funding improvements to the SR 37 Corridor. Staff will monitor the progress of this bill.

Fiscal Impact:

None.

Recommendation:

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; *Support*
- Assembly Constitutional Amendment (ACA) 4 (Frazier) - Lower the voter approval requirements from 2/3 to 55 percent for the imposition of special taxes used to provide funding for transportation purposes; *Support*
- Senate Bill (SB) 321 (Beall) - Stabilization of the gasoline excise tax; *Support in concept*

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. AB 4 (Linder)
- D. AB 227 (Alejo)
- E. AB 194 (Frazier)
- F. Administration Trailer Bill re Highway Tolling
- G. ACA 4 (Frazier)
- H. SB 321 (Beall)
- I. Administration Trailer Bill re Highway Relinquishment



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

March 4, 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 – March 2015**

Legislative Update

February 27 marked the last day for members of the Legislature to introduce bills for consideration in the first year of the 2015-16 Legislative Session. It total, 1,569 Assembly bills and 839 Senate bills were introduced by the deadline. We have flagged several bills for STA's consideration and discuss some of the more relevant bills under ***Bills of Interest***, below. The Legislature breaks for Spring Recess on March 26.

Gasoline Excise Tax Lowered By Board of Equalization

On February 24, the Board of Equalization (BOE) took an action, which would take effect on July 1, 2015, to lower the excise tax on gasoline from 18 cents a gallon to 12 cents a gallon. This action could reduce transportation funding by an estimated \$1 billion in 2015-16, which will directly impact local streets and roads, state highways, and mass transportation.

Pursuant to the 2010 "Gas Tax Swap," which reduced the sales tax on gasoline and replaced it with an additional excise tax, the BOE is statutorily required to adjust the state excise tax on gasoline so that it equals the anticipated revenue that would have been generated by the sales tax on gasoline. Due to the recent decline in the price of gasoline (projected by BOE to have a base price of \$2.66 per gallon), the sales tax revenue that would have been produced is projected to decline. In order to keep the gas taxes revenue neutral, BOE is required to lower the "swap-based" excise tax from the 2014-15 rate of 18 cents per gallon to 12 cents per gallon in 2015-16.

Revenue from the "swap-based" excise tax is used to support the loss of weight fee revenues in the State Highway Account (approximately \$1 billion in 2014-15), with what remains distributed on a formula basis to cities and counties for local streets & roads (44 percent), the STIP (44 percent), and the SHOPP (12 percent). The BOE's action would result in revenues from the excise tax dropping from \$2.6 billion in 2014-15 to \$1.6 billion in 2015-16, leaving an estimated \$600 million for the aforementioned formula split after weight fees are transferred.

SB 321 has been introduced by Senator Jim Beall, Chair of the Senate Transportation and Housing Committee, to address future fluctuations in the excise tax. We provide further information on this bill

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below under ***Bills of Interest***. A coalition of public agencies and transportation interest groups has emerged to deal with this revenue decline; we participate in that effort, and we will continue to engage members of the Legislature, the Administration, and BOE on this issue.

Assembly Democratic Leadership Transportation Funding Package

Assembly Speaker Toni Atkins (D-San Diego) announced her intention that the Assembly develop a comprehensive transportation funding package, including: the repayment of vehicle weight fees; early repayment of outstanding transportation loans; and, the creation of a new Road User Charge as a fee on vehicle registrations in state (not to be confused with the mileage-based fee the Administration is working on). We will update the STA as this proposal comes to fruition.

The Administration Proposes Managed Lanes and Highway Relinquishments

Last month, the California State Transportation Agency (CalSTA) released draft language for two potential budget trailer bills related to managed lanes and highway relinquishments. The first would follow one of the recommendations in CalSTA's California Transportation Infrastructure Priorities report by eliminating the cap on the number of managed lanes in California and allowing Caltrans and regional transportation agencies to apply to the CTC to establish "toll facilities" on state highways, which include high occupancy toll lanes, express toll lanes, & toll roads, as well as allow for the financing of these facilities through the sale of bonds. Conditions are placed on the use of revenues generated from the tolls collected and all revenues must be used in the corridor from which they are collected. The proposal defines corridor to mean "the state highway or highways, where tolls could be collected" and allows revenues to be used for "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."

The second proposal would establish a general authorization for Caltrans and the CTC to relinquish state highways to cities and counties for those highways deemed to present more of a regional significance. The goal of the Administration's proposal is to streamline the relinquishment process and deter the Legislature from introducing one-off bills dealing with specific segments of the state highway system.

Cap and Trade Programs Underway

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 administration's estimate is far too low and that Cap and Trade revenues will likely be in excess of \$2 billion.

Concept proposals for **the Affordable Housing and Sustainable Communities (AHSC) Program** were due February 19. The Strategic Growth Council is now reviewing the concept proposals and will invite applicants to submit full proposals by March 11, with the full proposal application due April 15. The Council anticipates awarding projects in June.

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. Project applications are due to CalSTA by April 10, with projects awarded in June.

Bills of Interest

ACA 4 (Frazier) Lower-Voter Threshold for Transportation Taxes

This bill would lower voter approval requirements from two-thirds to 55 percent for the imposition of special taxes used to provide funding for transportation purposes. ***We recommend the STA Board adopt a SUPPORT position on this bill.***

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.

AB 194 (Frazier) Managed Lanes

This bill 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 (e.g. 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.

AB 227 (Alejo) Vehicle Weight Fees

This bill would undo the statutory scheme that allows vehicles weight fees from being transferred to the general fund from the State Highway Account to pay debt-service on transportation bonds and requires the repayment of any outstanding loans from transportation funds by December 31, 2018. This bill would also extend the authorization of public-private partnerships. ***We recommend the STA Board adopt a SUPPORT position on this bill.***

SB 32 (Pavley) Extension of the California 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 (e.g. 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.

SB 321 (Beall) Stabilization of Gasoline Excise Tax

The gas tax swap replaced the state sales tax on gasoline with an excise tax that was set at a level to capture the revenue that would have been produced by the sales tax. The excise tax is required to be adjusted annually by the Board of Equalization (BOE) to ensure the excise tax and what would be produced by the sales tax remains revenue neutral. This bill would, for purposes of adjusting the state excise tax on gasoline, require the BOE to use a five-year average of the sales tax when calculating the adjustment to the excise tax. ***We recommend the STA Board adopt a SUPPORT IN CONCEPT position on this bill.***

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M E M O R A N D U M

February 25, 2015

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: February 2015 Report

Fiscal Year 2016 President's Budget

On February 2, President Obama sent Congress a \$4 trillion budget for fiscal year 2016 that includes a revised version of the Administration's proposed multiyear surface transportation legislation. The proposed bill, which the Administration calls the *Grow America Act*, would authorize \$478 billion over six years. The original version of the bill, included in last year's Budget, authorized \$302 billion over four years. The *Grow America Act* would be funded with revenues from a one-time 14 percent tax on overseas income of U.S. corporations, which is estimated to generate \$238 billion in revenue, in addition to revenues from the gasoline tax.

The *Grow America Act* would authorize a total of \$114.6 billion for transit over six years and \$18.3 billion in fiscal year 2016, an increase of about \$7 billion over fiscal year 2015 spending. Within the amount, funding for transit formula grants would increase from \$8.5 billion in fiscal year 2015 to \$13.9 billion in fiscal year 2016. Capital Investment grants would increase from \$2.1 billion in fiscal year 2015 to \$3.25 billion in fiscal year 2106.

The Act would authorize \$317 billion over six years for the federal highway program. The bill would authorize \$51.3 billion in fiscal year 2016, a \$35 million increase over fiscal year 2015 funding. Funding would increase by \$9 billion annually through 2021. The bill would provide \$1.25 billion annually for the TIGER grant program. The bill also would provide \$1 billion for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which issues low interest loans and loan guarantees to transportation projects.

The Budget proposes funding for two new programs that would address freight movement and highway congestion. The Budget would provide \$1 billion in fiscal year 2016 (and \$18 billion over the life of the bill) for a new freight infrastructure program. These projects could be multi-modal, multi-jurisdictional and corridor-based projects. The Budget also proposes \$500 million annually for a new Fixing and Accelerating Surface Transportation (FAST) program that would make competitive grants to projects that develop innovative solutions to transportation challenges and create performance improvements that address safety and congestion.

Solano Transportation Authority
<February 25, 2015>
Page 2

The President's budget also proposes establishing two new types of bonds -- America Fast Forward Bonds (AFFB) and Qualified Public Infrastructure Bonds (QPIBs). Under the AFFB bond program, the federal government would make direct borrowing subsidy payments to governmental issuers (through refundable tax credits) at a subsidy rate equal to 28-percent of the coupon interest on the bonds. The subsidy rate would be revenue neutral relative to the estimated future federal tax expenditures for tax-exempt bonds. The QPIBs would finance public-private infrastructure projects. Projects must be owned by state or local governments and be available for public use. Eligible projects would include airports, docks and wharves, mass transit facilities, water and sewage facilities, solid waste disposal facilities, and qualified highway or surface freight transfer facilities.

DOT's 30-Year Outlook

The Department of Transportation (DOT) released a 30-year outlook called "Beyond Traffic" which highlighted a greater reliance on mass transit and increased freight volume on February 3. The report is intended to encourage a discussion of how to respond to demographic trends, including: 1) projected population growth by 70 million by 2045; 2) declining rural population with 75 percent of U.S. population living in emerging megaregions by 2050; 3) rising population growth in the South and West that may overwhelm existing infrastructure; and 4) increasing freight volume estimated at 45 percent by 2045. DOT has requested that the stakeholders - users, developers, owners, and operators of the transportation network – provide feedback and enter into a discussion with policymakers concerning the future of transportation based on projections in the report.

Surface Transportation Reauthorization

The House Transportation and Infrastructure Committee and Senate Environment and Public Works Committees continued to hold hearings in preparation for consideration of a multi-year reauthorization bill. On February 11, DOT Secretary Foxx testified before the House Committee to promote the Administration's 6-year, \$478 billion multimodal reauthorization proposal. During the hearing, Chairman Bill Shuster (R-PA) spoke in support of a fiscally-responsible, long-term bill to provide certainty for states and non-federal partners to accomplish large projects. He also emphasized the need to adopt innovative financing and new transportation technologies, accelerate project delivery through regulatory reform, and focus funding in areas of greatest need.

On February 25, the Senate Environment and Public Works Committee held a hearing to emphasize the importance of a long-term authorization to users, owners and operators of the transportation system. Witnesses included: Metropolitan Transportation Commission Executive

Solano Transportation Authority
<February 25, 2015>
Page 3

Director Steve Heminger; Neenah Enterprises President and CEO Thomas J. Riordan; Utah Department of Transportation Executive Director Carlos Braceras; Susquehanna Glass Company President Walt Rowen; and Ingredion Vice President of Supply Chain and Customer Experience David Gardner. Chairman Inhofe (R-OK) took the opportunity to make a strong statement against “devolution,” a policy that would return responsibility for the highway system to the states, explaining that the policy would not create a transportation network sufficient to maintain U.S. competitiveness.

Congress is coming under increasing pressure to enact a reauthorization bill. Recently, the States of Arkansas, Delaware and Tennessee have issued statements that they will postpone a total more than a billion dollars in construction until more funding becomes available. A bipartisan group of 285 House members sent a letter to Speaker John A. Boehner, R-Ohio, and Minority Leader Nancy Pelosi, D-Calif., urging them to enact a long-term paid-for surface transportation bill this year.

Identifying a stable funding source remains the greatest impediment to enacting a multi-year bill. Some Republican Senators have stated their support for an increase in the gas tax, including Chairman Inhofe, Commerce Committee Chairman John Thune (R-SD) and Sen. Bob Corker (R-TN). Speaker John Boehner (R-OH) and Chairman Shuster have ruled out an increase in the gas tax to bolster revenue to the trust fund, because of opposition within the Republican caucus.

The Administration has proposed imposing a 14 percent tax on foreign revenues of U.S. corporations as part of corporate tax reform, a deep discount to current rates up to 15 percent. However, the Administration opposes proposals to create a voluntary “tax holiday.” Senators Barbara Boxer (D-CA) and Rand Paul (R-KY) have announced that they will introduce legislation (*The Invest in Transportation Act*) which would allow companies to voluntarily return their foreign earnings to the United States at a tax rate of 6.5 percent. A proposal introduced by Rep. John Delany tax repatriated funds at 8.75% percent.

While some Members of Congress and the Administration appear open to using revenue generated by tax reform for transportation funding, congressional staff does not expect that comprehensive tax reform or a standalone repatriation bill will be enacted before the May 31 deadline. It appears increasingly likely that Congress will be forced to pass another short term extension of MAP-21 and to seek alternative tax measures to sustain the trust.

Legislation Introduced

Many bills have been introduced that may be considered as part of the surface transportation reauthorization:

Solano Transportation Authority
<February 25, 2015>
Page 4

- *The Highway Runoff Management Act*, S. 518 (Cardin, D-MD) - Requires states to conduct a hydrological impact analysis of storm water runoff from federal aid highways on water resources and develop approaches to reduce the destructive impact of pollution and erosion.
- H.R. 1046 (Norton, D-DC) - Amends the Internal Revenue Code of 1986 to make permanent the rule providing parity for the exclusion from income for employer-provided mass transit and parking benefits. Currently, the monthly benefit for transit expenses is \$130, while the limit for parking is \$250.
- *The Commuter Benefit Parity Act* (King, R-NY) – Amends the Internal Revenue Code of 1986 to make permanent the rule providing parity for the exclusion from income for employer-provided mass transit and parking benefits. The bill would cap the monthly benefit at \$235 for all commuters.
- *The Prohibiting Automated Traffic Enforcement Act*, H.R. 950 (Perlmutter, D-CO) - Prohibits a state or local government authority from using an automated traffic enforcement system for law enforcement purposes, except in a school zone or construction zone. The bill has no cosponsors.
- *The National Freight Network Trust Fund Act*, H.R. 935 (Hahn, R-CA) – Creates a National Freight Network Trust Fund to support grants to states, regional or local transportation organization or port authorities to improve the performance of the national freight network.
- *The Vehicle-to-Infrastructure Safety Technology Investment Flexibility Act*, H.R. 910 (Miller, R-MI) – Makes projects to install vehicle-to-infrastructure communication equipment eligible for funding under the National Highway Performance Program, the Surface Transportation Program, and the Highway Safety Improvement Program.
- *The Rail Crossings Safety Improvement Act*, H.R. 705 (Maloney, D-NY) – Authorizes Rail Line Relocation & Improvement Capital Grant Program (RLR) at \$100 million a year for the next four years to improve safety at rail grade crossings.
- *The State Transportation and Infrastructure Financing Innovation Act (STIFIA)*, H.R. 652 (Hanna, R-NY and Hahn, D-CA) -- Allows states to use up to 15 percent of federal transportation dollars to establish an infrastructure bank for local road and transit projects.

Solano Transportation Authority

<February 25, 2015>

Page 5

- *The Update, Promote, and Develop America's Transportation Essentials (UPDATE) Act*, H.R. 680 (Blumenauer, D-OR) - Increases the tax on gasoline and diesel gradually by 15 cents per gallon over three years. There are no cosponsors.
- *The Road Usage Fee Pilot Program Act*, H.R. 679 (Blumenauer, D-OR) – Creates a pilot program to study the feasibility of moving towards a road mileage charge to pay for transportation funding.
- *The Infrastructure 2.0 Act*, H.R. 625 (Delaney, D-MD and Hanna, R-NY) -- Imposes a mandatory, one-time 8.75% tax on existing overseas profits accumulated by U.S. multinational corporations and uses those revenues to fund the Highway Trust Fund for six years and establish a new infrastructure fund for state and local governments.

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ASSEMBLY BILL**No. 4**

Introduced by Assembly Member LinderDecember 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. 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 therefor, 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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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.

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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

Assembly Constitutional Amendment**No. 4**

Introduced by Assembly Member Frazier
(Coauthor: Senator Wolk)

February 27, 2015

Assembly Constitutional Amendment No. 4—A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 4 of Article XIII A thereof, and by amending Section 2 of Article XIII C thereof, relating to taxation.

LEGISLATIVE COUNSEL'S DIGEST

ACA 4, as introduced, Frazier. Local government transportation projects: special taxes: voter approval.

The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of $\frac{2}{3}$ of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.

This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.

Vote: $\frac{2}{3}$. Appropriation: no. Fiscal committee: no.
 State-mandated local program: no.

1 *Resolved by the Assembly, the Senate concurring,* That the
 2 Legislature of the State of California at its 2015–16 Regular
 3 Session commencing on the first day of December 2014, two-thirds
 4 of the membership of each house concurring, hereby proposes to
 5 the people of the State of California that the Constitution of the
 6 State be amended as follows:

7 First— That Section 4 of Article XIII A thereof is amended to
 8 read:

9 ~~SEC. 4. Cities, Counties and special districts, Except as~~
 10 ~~otherwise provided by Section 2 of Article XIII C, a city, county,~~
 11 ~~or special district, by a two-thirds vote of the qualified electors of~~
 12 ~~such district its voters voting on the proposition, may impose~~
 13 ~~special taxes on such district a special tax within that city, county,~~
 14 ~~or special district, except an ad valorem taxes tax on real property~~
 15 ~~or a transaction transactions tax or sales tax on the sale of real~~
 16 ~~property within such City, County that city, county, or special~~
 17 ~~district.~~

18 Second— That Section 2 of Article XIII C thereof is amended
 19 to read:

20 ~~SEC. 2. Local Government Tax Limitation. Notwithstanding~~
 21 ~~any other provision of this Constitution:~~

22 (a) ~~All taxes A tax~~ imposed by any local government ~~shall be~~
 23 ~~deemed to be is~~ either a general taxes tax or a special taxes. Special
 24 ~~purpose districts tax. A special district or agencies agency,~~
 25 including a school districts, ~~shall have district, has no power~~
 26 ~~authority to levy a general taxes tax.~~

27 (b) ~~No A~~ local government ~~may shall not~~ impose, extend, or
 28 increase any general tax unless and until that tax is submitted to
 29 the electorate and approved by a majority vote. A general tax ~~shall~~
 30 ~~is not be~~ deemed to have been increased if it is imposed at a rate
 31 not higher than the maximum rate so approved. The election
 32 required by this subdivision shall be consolidated with a regularly
 33 scheduled general election for members of the governing body of
 34 the local government, except in cases of emergency declared by
 35 a unanimous vote of the governing body.

36 (c) Any general tax imposed, extended, or increased, without
 37 voter approval, by any local government on or after January 1,

1 1995, and prior to the effective date of this article, ~~shall~~ *may*
 2 continue to be imposed only if *that general tax is* approved by a
 3 majority vote of the voters voting in an election on the issue of the
 4 imposition, which election ~~shall be~~ *is held within two years of the*
 5 ~~effective date of this article~~ *no later than November 6, 1998*, and
 6 in compliance with subdivision (b).

7 (d) ~~No~~ *(1) Except as otherwise provided in paragraph (2), a*
 8 ~~local government may~~ *shall not* impose, extend, or increase any
 9 special tax unless and until that tax is submitted to the electorate
 10 and approved by ~~a two-thirds vote of the voters voting on the~~
 11 ~~proposition~~. A special tax ~~shall~~ *is not be* deemed to have been
 12 increased if it is imposed at a rate not higher than the maximum
 13 rate so approved.

14 (2) (A) *The imposition, extension, or increase of a special tax*
 15 *by a local government for the purpose of providing funding for*
 16 *local transportation projects under its jurisdiction, as may*
 17 *otherwise be authorized by law, requires the approval of 55 percent*
 18 *of the voters voting on the proposition. A special tax for the*
 19 *purpose of providing funding for local transportation projects is*
 20 *not deemed to have been increased if it is imposed at a rate not*
 21 *higher than the maximum rate previously approved in the manner*
 22 *required by law.*

23 (B) *For purposes of this paragraph, “local transportation*
 24 *project” means the planning, design, development, financing,*
 25 *construction, reconstruction, rehabilitation, improvement,*
 26 *acquisition, lease, operation, or maintenance of local streets,*
 27 *roads, and highways, state highways and freeways, and public*
 28 *transit systems.*

29 Third— This measure shall become effective immediately
 30 upon approval by the voters and shall apply to any local measure
 31 imposing, extending, or increasing a special tax for the funding of
 32 local transportation projects that is submitted at the same election.

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SENATE BILL**No. 321**

Introduced by Senator BeallFebruary 23, 2015

An act to amend Section 7360 of the Revenue and Taxation Code, relating to taxation, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

SB 321, as introduced, Beall. Motor vehicle fuel taxes: rates: adjustments.

Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided.

Existing law requires the State Board of Equalization, for the 2011–12 fiscal year and each fiscal year thereafter, on or before March 1 of the fiscal year immediately preceding the applicable fiscal year, to adjust the motor vehicle fuel tax rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the sales and use tax exemption on motor vehicle fuel, based on estimates made by the board. Existing law also requires, in order to maintain revenue neutrality, the board to take into account actual net revenue gain or loss for the fiscal year ending prior to the rate adjustment date. Existing law requires this determined rate to be effective during the state's next fiscal year.

This bill would, for the 2015–16 fiscal year and each fiscal year thereafter, instead require the board, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to the

exemption over the next five fiscal years, based on estimates made by the board, and continuing to take into account adjustments required by existing law to maintain revenue neutrality. This bill would authorize, for rate adjustments made after January 1, 2015, in order to reduce the potential volatility of the revenues generated by the motor vehicle fuel tax, the board to make partial adjustments over 3 consecutive years to take into account the net revenue gain or loss of any fiscal year.

This bill would also authorize, if, due to clear changes in either fuel prices or consumption in the state, the board makes a determination that the amount of revenue being generated by the motor vehicle fuel tax will be significantly different than the estimates made by the board, the board to adjust the rate more frequently than annually, but no more frequently than quarterly in order to reduce the potential volatility of the revenues.

This bill would declare that it is to take effect immediately as an urgency statute.

Vote: $\frac{2}{3}$. 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 7360 of the Revenue and Taxation Code
2 is amended to read:
3 7360. (a) (1) A tax of eighteen cents (\$0.18) is hereby imposed
4 upon each gallon of fuel subject to the tax in Sections 7362, 7363,
5 and 7364.
6 (2) If the federal fuel tax is reduced below the rate of nine cents
7 (\$0.09) per gallon and federal financial allocations to this state for
8 highway and exclusive public mass transit guideway purposes are
9 reduced or eliminated correspondingly, the tax rate imposed by
10 paragraph (1), on and after the date of the reduction, shall be
11 recalculated by an amount so that the combined state rate under
12 paragraph (1) and the federal tax rate per gallon equal twenty-seven
13 cents (\$0.27).
14 (3) If any person or entity is exempt or partially exempt from
15 the federal fuel tax at the time of a reduction, the person or entity
16 shall continue to be so exempt under this section.
17 (b) (1) On and after July 1, 2010, in addition to the tax imposed
18 by subdivision (a), a tax is hereby imposed upon each gallon of
19 motor vehicle fuel, other than aviation gasoline, subject to the tax

1 in Sections 7362, 7363, and 7364 in an amount equal to seventeen
2 and three-tenths cents (\$0.173) per gallon.

3 (2) (A) For the 2011–12 fiscal year ~~and each~~ *to the 2014–15*
4 *fiscal year thereafter, inclusive*, the board shall, on or before March
5 1 of the fiscal year immediately preceding the applicable fiscal
6 year, adjust the rate in paragraph (1) in that manner as to generate
7 an amount of revenue that will equal the amount of revenue loss
8 attributable to the exemption provided by Section 6357.7, based
9 on estimates made by the board, and that rate shall be effective
10 during the state’s next fiscal year.

11 (B) *For the 2015–16 fiscal year, the board shall, on or before*
12 *July 1, 2015, adjust the rate in paragraph (1) in that manner as*
13 *to generate an amount of revenue that will equal the average*
14 *amount of revenue loss attributable to the exemption provided by*
15 *Section 6357.7 over the next five fiscal years, based on estimates*
16 *made by the board, and that rate shall be effective during the*
17 *2015–16 fiscal year.*

18 (C) *For the 2016–17 fiscal year and each fiscal year thereafter,*
19 *the board shall, on or before March 1 of the fiscal year immediately*
20 *preceding the applicable fiscal year, adjust the rate in paragraph*
21 *(1) in that manner as to generate an amount of revenue that will*
22 *equal the average amount of revenue loss attributable to the*
23 *exemption provided by Section 6357.7 over the next five fiscal*
24 *years, based on estimates made by the board, and that rate shall*
25 *be effective during the state’s next fiscal year.*

26 (3) In order to maintain revenue neutrality ~~for each year,~~
27 beginning with the rate adjustment on or before March 1, 2012,
28 the adjustment under paragraph (2) shall also take into account the
29 extent to which the actual amount of revenues derived pursuant to
30 this subdivision and, as applicable, Section 7361.1, the revenue
31 loss attributable to the exemption provided by Section 6357.7
32 resulted in a net revenue gain or loss for the fiscal year ending
33 prior to the rate adjustment date on or before March 1. *For rate*
34 *adjustments made after January 1, 2015, in order to reduce the*
35 *potential volatility of the revenues generated by the tax imposed*
36 *under this subdivision, the board may make partial adjustments*
37 *over three consecutive years to take into account the net revenue*
38 *gain or loss of any fiscal year.*

39 (4) *If, due to clear changes in either fuel prices or consumption*
40 *in the state, the board makes a determination that the amount of*

1 *revenue being generated by the tax imposed by this section will*
 2 *be significantly different than the estimates made by the board,*
 3 *the board may adjust the rate in paragraph (1) more frequently*
 4 *than annually, but no more frequently than quarterly in order to*
 5 *reduce the potential volatility of the revenues.*

6 ~~(4)~~

7 (5) The intent of paragraphs (2) and (3) is to ensure that ~~the act~~
 8 ~~adding Chapter 6 of the Statutes of 2011, which added this~~
 9 ~~subdivision and Section 6357.7~~ 6357.7, does not produce a net
 10 revenue gain in state taxes.

11 SEC. 2. This act is an urgency statute necessary for the
 12 immediate preservation of the public peace, health, or safety within
 13 the meaning of Article IV of the Constitution and shall go into
 14 immediate effect. The facts constituting the necessity are:

15 In order to avoid a significant and devastating decrease in the
 16 amount of funding available for the maintenance of California's
 17 local streets and roads, it is necessary that this act take effect
 18 immediately.

O

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: March 3, 2015
TO: STA Board
FROM: Anthony Adams, Assistant Project Manager
RE: Solano County Pothole Report Update – Impact of Proposed State Excise Tax on Gasoline Funding Cuts on Solano County

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 rating 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 is projected to 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.

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 Excise Tax on Gasoline 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 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. The BOE's FY 2015-16 estimate on the State Price-Based Tax rate of \$.12 per gallon was approved on February 27, 2015; decrease of \$.06 a gallon. With the price of gas declining, the BOE has estimated a price of gas at \$2.40 a gallon, which would provide revenue of \$.12 per gallon; this is a decrease of approximately \$840M in revenue for FY 2014-15. 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. Recently, the State Board of Equalization voted to reduce the state excise tax gasoline from 18 cents to 12 cents. 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.

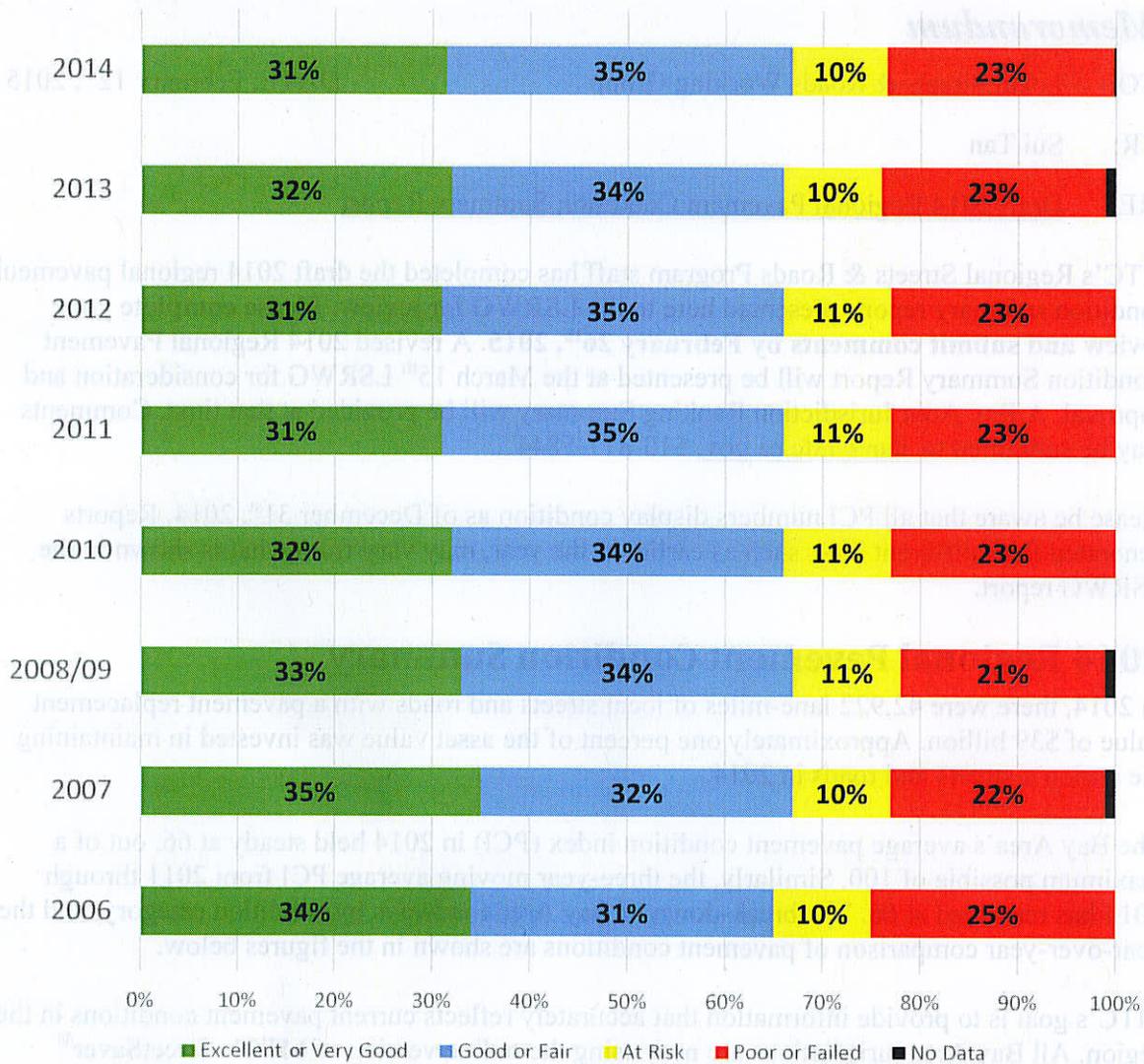
Figure 1: Bay Area Local Roadways by Condition Category

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

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	74	76	77	-1	79	78	77
San Ramon	464	225	8%	68%	80	79	79	80	-1	76	78	78
Walnut Creek	435	218	6%	33%	71	71	72	71	1	71	71	71
Marin	2,049	1,025	28%	31%	64	65	64	65	-1	63	63	64
Belvedere	23	12	1%	41%	83	79	79	80	-1	83	81	80
Corte Madera	71	35	10%	23%	77	67	69	68	1	71	70	69
Fairfax	55	28	21%	30%	62	65	65	67	-2	66	65	65
Larkspur	65	33	71%	7%	43	34	42	37	5	42	40	41
Marin County	846	420	39%	35%	59	63	60	60	0	55	57	59
Mill Valley	117	61	38%	16%	50	59	57	58	-1	62	60	58
Novato	319	152	13%	34%	65	72	70	71	-1	72	71	71
Ross	22	11	10%	42%	92	76	74	70	4	70	72	72
San Anselmo	81	39	33%	35%	62	61	61	57	4	57	58	59
San Rafael	331	173	15%	25%	74	65	68	70	-2	72	70	69
Sausalito	53	27	20%	26%	73	65	68	65	3	63	64	65
Tiburon	65	33	14%	42%	77	71	72	73	-1	73	73	74
Napa	1,508	739	38%	28%	75	55	59	60	-1	60	60	60
American Canyon	112	54	27%	56%	70	72	71	67	4	67	65	67
Calistoga	31	15	44%	11%	64	49	52	56	-4	59	57	55
Napa	465	219	30%	35%	73	62	65	63	2	60	62	64
Napa County	832	416	46%	17%	76	46	53	55	-2	59	58	56
St Helena	51	26	40%	31%	81	55	58	37	21	42	40	55
Yountville	16	8	15%	52%	79	74	73	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	67	66	1	64	65	66
San Mateo	3,876	1,855	15%	41%	76	67	70	70	0	70	70	70
Atherton	106	54	6%	48%	81	76	77	80	-3	81	81	79
Belmont	137	69	31%	31%	85	64	59	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	-2	74	75	75	
Colma	24	10	83%	84	83	89	84	3	70	73	78	
Daly City	254	115	43%	76	76	76	76	-1	78	77	77	
East Palo Alto	79	38	27%	66	74	53	59	0	55	56	58	
Foster City	120	54	60%	77	81	83	81	-1	81	81	81	
Half Moon Bay	54	27	41%	78	63	63	65	-3	56	60	63	
Hillsborough	166	83	20%	76	72	69	71	-3	73	73	72	
Menlo Park	195	96	52%	76	76	75	75	-2	72	76	77	
Millbrae	122	58	25%	71	61	40	54	-2	61	59	56	
Pacifica	188	90	23%	52	64	51	54	-2	59	58	56	
Portola Valley	71	37	47%	81	80	78	79	0	78	78	80	
Redwood City	349	152	54%	80	80	78	79	3	77	76	77	
San Bruno	179	89	34%	75	62	60	63	-3	61	61	62	
San Carlos	175	86	19%	70	61	52	57	-2	63	60	59	
San Mateo	418	195	12%	80	79	71	74	0	72	73	74	
San Mateo County	633	312	31%	80	74	65	69	-1	69	69	69	
South San Francisco	296	139	40%	74	73	71	72	0	71	71	71	
Woodside	96	47	44%	68	75	72	72	-1	62	66	71	
Santa Clara	9,903	4,442	16%	74	70	64	68	0	69	69	68	
Campbell	227	95	8%	77	69	72	72	-2	74	74	73	
Cupertino	298	138	27%	82	78	61	67	4	68	66	65	
Gilroy	264	120	15%	67	69	68	68	-6	74	73	72	
Los Altos	226	111	1%	82	79	76	77	-2	80	79	78	
Los Altos Hills	120	60	42%	72	79	74	76	1	77	77	75	
Los Gatos	221	104	19%	79	67	65	68	-2	69	70	70	
Milpitas	298	128	12%	72	73	76	74	4	69	69	72	
Monte Sereno	25	13	23%	68	72	63	63	-2	70	67	66	
Morgan Hill	256	117	17%	68	69	67	68	-2	76	74	71	
Mountain View	329	139	10%	67	69	71	70	-2	75	73	71	
Palo Alto	414	198	10%	74	81	79	79	2	76	78	78	
San Jose	4,262	1,933	23%	73	68	58	63	1	63	62	62	
Santa Clara	590	247	4%	75	67	74	73	-1	76	75	74	
Santa Clara County	1,452	637	12%	74	67	66	70	-2	75	74	74	

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

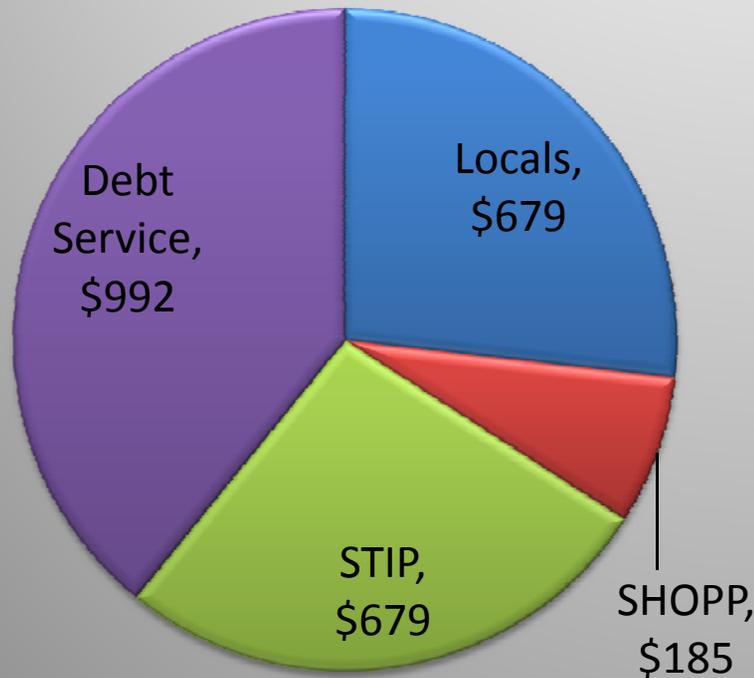
Attachment 2: DRAFT 2015-02-12

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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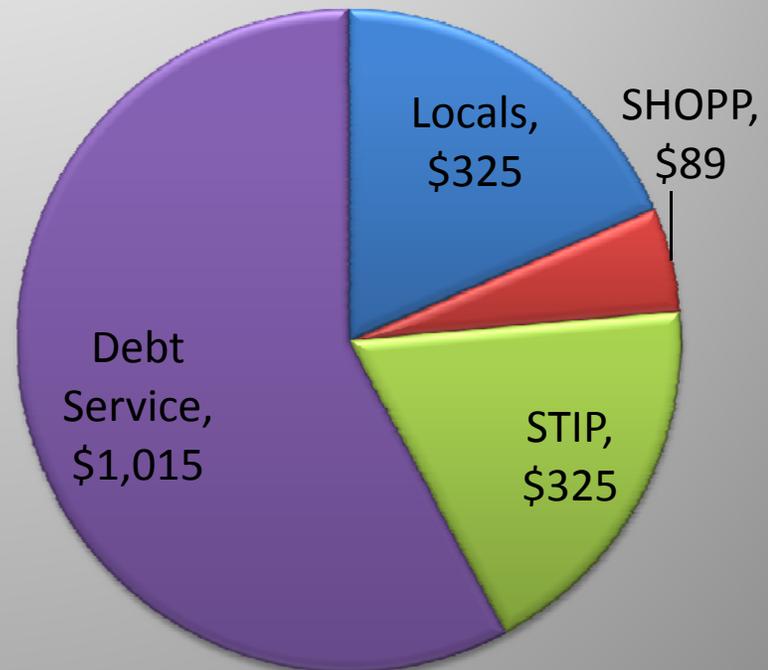
State Price-Based Gas Tax Comparison

**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: March 3, 2015
TO: STA Board
FROM: Judy Leaks, SNCI Program Manager
RE: Proposed Solano Community College Student Transportation Fee

Background:

Solano Community College (SCC) has three campuses – Fairfield, Vacaville and Vallejo – with a current student enrollment population of 11,000. Over the past couple of years, SCC staff has expressed an interest in and discussed with the local transit agencies and STA, the transit possibilities to and from the three campuses, including increasing transit service and/or linking service between the three campuses. In 2014, STA provided SCC with a Transportation for Clean Air (TFCA) Grant from the Bay Area Air Quality Management District (BAAQMD) for a pilot program to determine how likely free or a reduced cost transit pass would encourage SCC students to use public transit. UC Berkeley, UC Davis and other colleges/universities have similar programs where a transportation fee is included in the students’ overall fees. The students are then eligible to ride the public transit for free or at a reduced cost. SCC is considering adding a Transportation Fee to their students’ annual fees, beginning in the 2015-16 school year.

Discussion:

SCC staff recently contacted STA staff following up on their interest in implementing a student fee for transportation. A Student Transportation Fee at SCC must be voted in by student referendum. SCC would like to add the Transportation Fee to a special Fall Student Election. While the fee amount has not yet been determined SCC staff is optimistic that a majority of the students who vote in the election will vote to put the fee in place. Funds from the transportation fee could potentially be distributed to the transit agencies that provide services to the SCC campuses in exchange for a reduced or free fare for SCC students. The Transportation Fee being considered ranges from \$7 to \$10 per student. This could generate between \$77,000 to \$110,000 per semester or \$154,000 to \$220,000 per year for a SCC Student Transportation Pass Program.

SCC has mentioned two possible goals from the passage of the student transportation fee: 1) free transportation for SCC students to and from SCC campuses; or 2) significant discounts on bus passes for SCC students to and from SCC campuses. They would like to implement the fee by Spring Semester 2016. Rischa Slade, Director of Student Life at SCC, presented the proposal at the Consortium and obtained support from SolTrans, FAST and City Coach to help develop a proposal for the program. STA has been requested by SCC to help convene the group to work out the implementation details. Rischa Slade from Solano Community College is scheduled to attend the STA Board meeting to summarize SCC’s proposal.

Recommendation:

Informational.

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DATE: March 2, 2015
TO: STA Board
FROM: Sarah Fitzgerald, SR2S Program Administrator
RE: Solano Safe Routes to School (SR2S) Program – Evaluation Update

Background:

The Solano Safe Routes to School (SR2S) Program works to increase the number of students walking and bicycling to school by helping to make the journey safe, fun and healthy. Using a comprehensive approach, the program includes 5 “E’s”: education, encouragement, enforcement, engineering and evaluation. The program is available to all schools countywide and focuses on activities and programs that educate students on safety, health awareness and identifying improvements within communities countywide to enhance active student travel safety.

In 2008, the STA Board adopted Solano's first Safe Routes to School Plan and authorized STA staff to create a Safe Routes to School Program in Solano County. This Plan provided the direction for the SR2S Program through 2012 when the STA and the various SR2S Advisory Committees began the process of updating the 2008 Plan. In October 2013, the SR2S Plan Update was adopted by the STA Board.

Discussion:

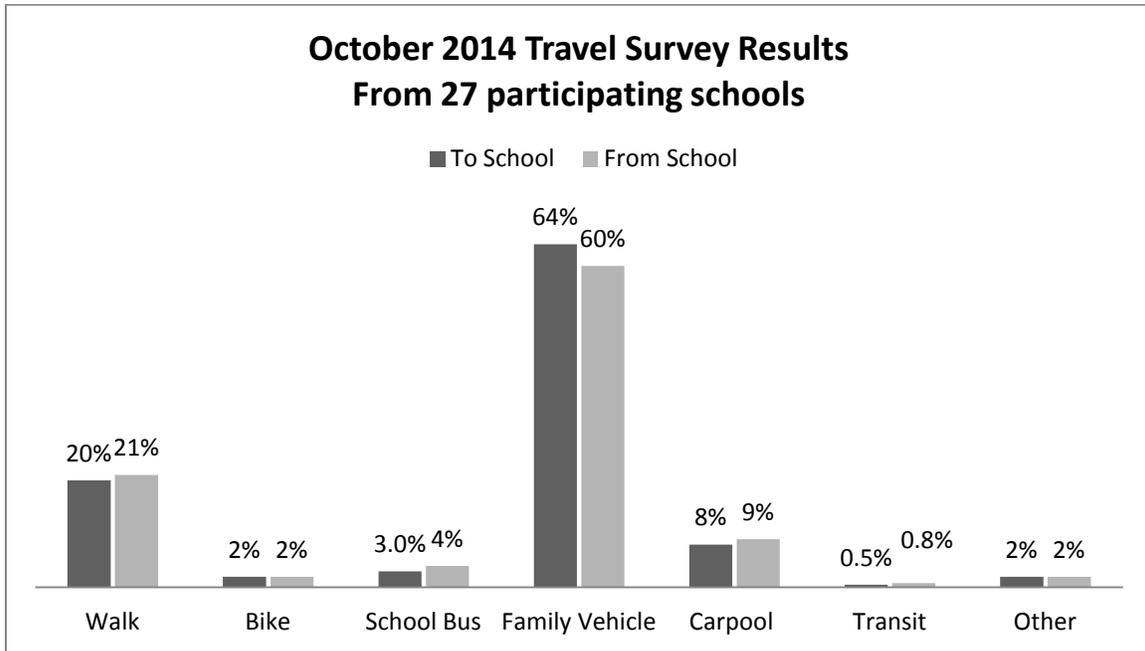
The SR2S program, in partnership with Solano County Public Health, conducts programs to teach students how to walk and bike safely to school and in their communities. Students are also educated on the benefits of walking and biking to school and using the road safely.

The SR2S program is funded through various federal, state and local competitive grant sources. For example, last year, the California Transportation Commission (CTC) approved STA’s SR2S’ \$388,000 grant application under the 2014 Active Transportation Program. This submission was one of 771 projects seeking funding under this highly competitive State grant program, aimed at supporting projects that will encourage walking and bicycling. CTC had approximately \$360 million available for this grant program and received applications for 771 projects, requesting in excess of \$1 billion.

Applying for grant funding is highly competitive. In order for applications to be compete for funding, robust data must be compiled and reported. To this end, the SR2S program works with participating schools to conduct student travel hand tally surveys twice a year (fall/spring). The surveys take approximately 5-10 minutes of classroom time and are administered by the classroom teacher. The SR2S program provides an incentive to the school for participation in these surveys. The most recent hand tally survey was conducted in October 2014. Of the 72 elementary and middle schools in Solano County,

27 (38%) participated in the survey representing over 25,000 trips taken to and from school.

The data shows that the primary way of getting to school is in the family vehicle, while 20% of all trips taken to school are walking trips. This is below the State average of 24% for walking trips. The SR2S program would like to increase the participation in these travel surveys. The more data the program is able to compile, the better we can monitor trends, evaluate our program's effectiveness and become more competitive for future grant funding.



Fiscal Impact

None.

Recommendation:

Receive and file.



DATE: February 26, 2015
TO: STA Board
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:

MTC'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: March 3, 2015
TO: STA Board
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 and financial reimbursement has been claimed on three (3) of the four (4) projects on the list (SR2S, Transit Ambassador, and PDA). STA staff will continue to move forward for reimbursement for the remaining project (PCA) 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 Board
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 18, 2015
TO: STA Board
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>	<u>16,863</u>
Total	1.000	\$308,137	\$64,236	\$372,373

**FY 2015-16 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

Attachment A
Res No. 4177
Page 9 of 17
2/25/2015

FY2014-15 TDA Revenue Estimate			FY2015-16 TDA Estimate		
FY2014-15 Generation Estimate Adjustment			FY2015-16 County Auditor's Generation Estimate		
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		FY2015-16 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,845,406	14. MTC Administration (0.5% of Line 13)	86,791	
FY2014-15 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	86,791	
4. MTC Administration (0.5% of Line 3)	9,227		16. MTC Planning (3.0% of Line 13)	520,743	
5. County Administration (Up to 0.5% of Line 3)	158		17. Total Charges (Lines 14+15+16)		694,325
6. MTC Planning (3.0% of Line 3)	55,362		18. TDA Generations Less Charges (Lines 13-17)		16,663,789
7. Total Charges (Lines 4+5+6)		64,747	FY2015-16 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		1,780,659	19. Article 3.0 (2.0% of Line 18)	333,276	
FY2014-15 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		16,330,513
9. Article 3 Adjustment (2.0% of line 8)	35,613		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		1,745,046	22. TDA Article 4 (Lines 20-21)		16,330,513
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 27, 2015
TO: STA Board
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](#)

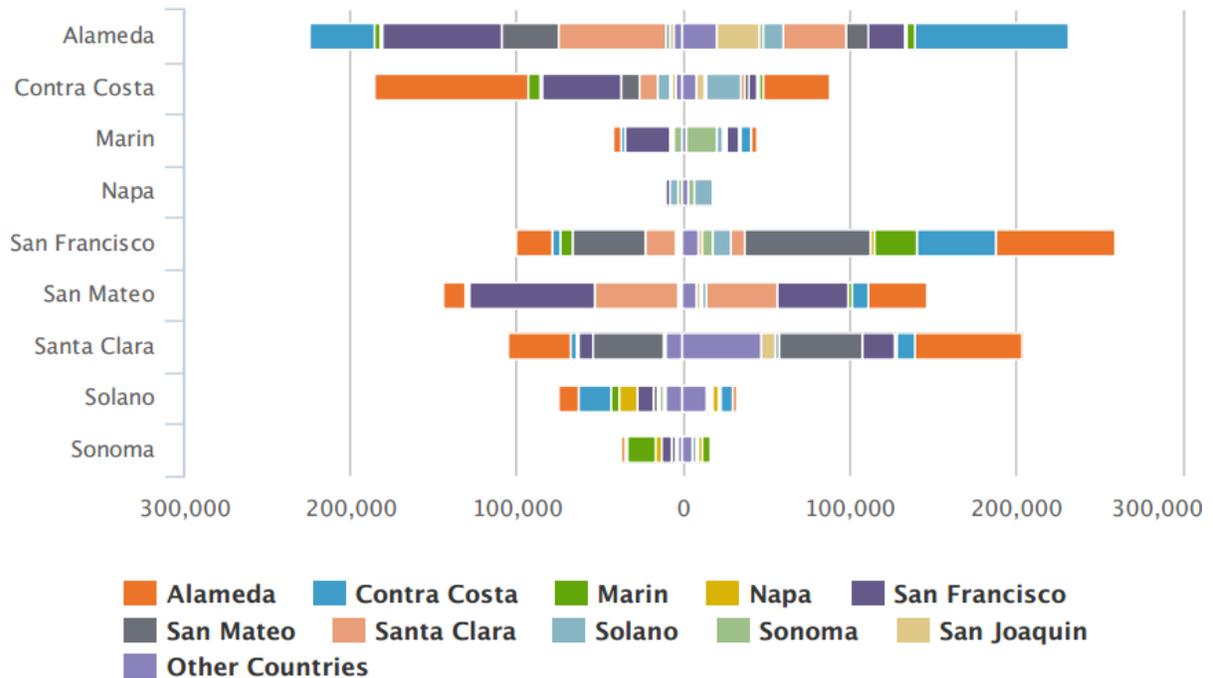
Attachment A
Excerpt of Vital Signs Information

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



DATE: March 2, 2015
TO: STA Board
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: March 3, 2015
TO: STA Board
FROM: Johanna Masiel, 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 Board.

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 : Meets Last Tuesday of Every Month
 TAC: Meets Last Wednesday of Every Month
 BAC: Meets 1st Thursday of every Odd Month
 PAC: Meets 3rd Thursday of every Even Month
 PCC: Meets 3rd Thursday of every Odd Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
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 15	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
Wed., November 4	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