



TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, April 24, 2013
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

ITEM

STAFF PERSON

1. CALL TO ORDER

Daryl Halls, Chair

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC COMMENT

(1:30 -1:35 p.m.)

4. REPORTS FROM CALTRANS, METROPOLITAN
TRANSPORTATION COMMISSION (MTC), AND STA STAFF

(1:35 -1:40 p.m.)

- 2013 Bike to Work Day

5. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

(1:40 – 1:45 p.m.)

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

Johanna Masielat

Recommendation:

Approve TAC Meeting Minutes of March 27, 2013.

Pg. 5

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

Jessica McCabe

Recommendation:

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

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

TAC MEMBERS

Table with 8 columns: Name, City, and County for each TAC member.

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

**Pg. 11**

**C. CNG Feasibility Study for Solano County**

Robert Guerrero

Recommendation:

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

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

**Pg. 25**

**6. ACTION FINANCIAL ITEMS**

**None.**

**7. ACTION NON FINANCIAL ITEMS**

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

Robert Guerrero

Recommendation:

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

(1:45 – 2:00 p.m.)

**Pg. 31**

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

Danelle Carey

Recommendation:

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

(2:00 – 2:05 p.m.)

**Pg. 35**

- C. Draft Safe Routes to School Countywide Plan Update** Danelle Carey  
Recommendation:  
 Forward a recommendation to the STA Board to release the STA’s Safe Routes to School Draft Countywide Plan Update for public input at the SR2S Summit on May 23, 2013 for a 30 day comment period.  
 (2:05 – 2:15 p.m.)  
**Pg. 41**
- D. STA Regional Transportation Impact Fee (RTIF) Nexus Study Update** Robert Guerrero  
Recommendation:  
 Recommend forwarding the updated list of RTIF Implementation Package and Projects specified in Attachment B to the RTIF Policy Committee and STA Board for approval.  
 (2:15 – 2:20 p.m.)  
**Pg. 47**
- 8. INFORMATIONAL ITEMS – DISCUSSION**
- A. Transit Sustainability Plan – Financial Assessment of Solano County Transit Operators** Liz Niedziela  
 (2:20 – 2:25 p.m.)  
**Pg. 51**
- B. Follow up to STA Board Retreat/Workshop** Daryl Halls  
 (2:25 – 2:35 p.m.)  
**Pg. 53**
- C. Regional Measure 2 (RM 2) Project Implementation Deadline and Development of Funding Plan** Janet Adams  
 (2:35 – 2:45 p.m.)  
**Pg. 163**
- D. Highway Projects Status Report:** Janet Adams  
  1. I-80/I-680/State Route (SR) 12 Interchange
  2. I-80 Eastbound Cordelia Truck Scales Relocation
  3. I-80 Express Lanes
  4. Jepson Parkway
  5. State Route 12 (Jameson Canyon)
  6. State Route 12 East SHOPP
  7. I-80 SHOPP Rehabilitation
 (2:45 – 2:55 p.m.)  
**Pg. 193**
- E. Legislative Update** Jayne Bauer  
 (2:55 – 3:00 p.m.)  
**Pg. 197**

**NO DISCUSSION NECESSARY**

- |   |                  |
|---|------------------|
| <b>F. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2013-14<br/>Pg. 251</b> | Susan Furtado    |
| <b>G. Fiscal Year (FY) 2012-13 Abandoned Vehicle Abatement (AVA) Program Second Quarter Report<br/>Pg. 257</b>          | Susan Furtado    |
| <b>H. Funding Opportunities Summary<br/>Pg. 259</b>   | Sara Woo         |
| <b>I. STA Board Meeting Highlights of April 10, 2013<br/>Pg. 265</b>  | Johanna Masiclat |
| <b>J. Draft Meeting Minutes of STA Advisory Committees<br/>Pg. 269</b>  | Johanna Masiclat |
| <b>K. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013<br/>Pg. 277</b>                          | Johanna Masiclat |

**9. ADJOURNMENT**

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



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

**1. CALL TO ORDER**

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

**TAC Members Present:**

Mike Roberts	City of Benicia
Joe Leach	City of Dixon
George Hicks	City of Fairfield
John Degele	City of Rio Vista
Dan Kasperson	City of Suisun City
Shawn Cunningham	City of Vacaville
Jill Mercurio	City of Vallejo
Matt Tuggle	Solano County

**TAC Members Absent:**

Melissa Morton	City of Benicia
David Kleinschmidt	City of Vallejo

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

Danelle Carey	STA
Robert Guerrero	STA
Judy Leaks	STA
Robert Macaulay	STA
Johanna Masielat	STA
Liz Niedziela	STA
Sofia Recalde	STA

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

Nick Burton	County of Solano
Steve Hartwig	City of Fairfield

**2. APPROVAL OF THE AGENDA**

On a motion by Dan Kasperson, and a second by Jill Mercurio, the STA TAC approved the agenda with the exception to table Agenda Item 7.B, Draft Mobility Management until the next regular meeting of the TAC on April 24, 2013.

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**4. REPORTS FROM CALTRANS, MTC AND STA STAFF**

Robert Guerrero provided a brief status update to the Consortium/TAC regarding the Alternative Fuels Study. Mr. Guerrero explained that the consultant spent the last 2 months developing implementation strategies and working on Public Private Partnership opportunities. Mr. Guerrero indicated a working group meeting is planned next month to discuss these items in context with draft elements of the Alternative Fuel and Infrastructure Plan.

**5. CONSENT CALENDAR**

On a motion by Mike Roberts, and a second by Matt Tuggle, the STA TAC approved Consent Calendar Items A & B. Items C & D were pulled for discussion.

**A. Minutes of the TAC Meeting of February 27, 2013**

Recommendation:

Approve TAC Meeting Minutes of February 27, 2013.

**B. Minutes of the TAC Special Meeting of March 6, 2013**

Recommendation:

Approve TAC Meeting Minutes of March 6, 2013.

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

George Hicks commented that he considers the SR2S-AC to be a neighborhood issue not a regional policy issue and suggested creating a separate advisory body that reports to the Technical Advisory Committee (TAC) under a sub-committee. He stated that it interferes with funding that is already competitive. He used Complete Streets and Roads funding as an example.

Matt Tuggle concurred. He suggested adding a local representative from an agency that knows how to deliver federal projects.

Mike Roberts commented that the funding for the individual agencies was more formulaic before the OneBayArea Grant (OBAG). He stated that there are projects competing within the County for the available funding as opposed to having set amounts funding each jurisdiction. He recommended keeping a strong sense of localism throughout this regional approach.

Shawn Cunningham commented on the importance of being more specific on the "Engineering Profession Representative".

Judy Leaks described that many engineers are a part of the SR2S-AC and concurred that the section on “Engineering Profession Representative” needs to be rephrased.

Robert Macaulay stated that this specific change will be communicated to the TAC members to help avoid confusion.

Dan Kasperson asked which committees were appointed by member of the jurisdiction and not by the STA Board of Directors.

Robert Macaulay responded that the Bicycle Advisory Committee, Pedestrian Advisory Committee, Paratransit Coordinating Council committees are all nominated by the jurisdictions.

Judy Leaks stated that the purpose of the bylaws is to keep composition to help avoid members leaving due to job changes and also to fill in school district and law enforcement groups.

Dan Kasperson commented that this would enforce the anti-regional aspect of it tying it to the TAC would allow the TAC body to weigh in on potential issues.

After discussion, the TAC recommended to table until the next meeting in April to refine the issues.

On a motion by Dan Kasperson, and a second by George Hicks, the STA TAC voted to table this item until the next TAC meeting in April.

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

Liz Niedziela announced that at their March 26<sup>th</sup> meeting, the Consortium modified the recommendation to read as follows:

Recommendation:

Forward a recommendation to the STA Board to:

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

On a motion by George Hicks, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendations as amended above in ***bold italics***.

**6. ACTION FINANCIAL ITEMS**

**A. Solano County Priority Development Area Investment and Growth Strategy**

Robert Guerrero distributed and reviewed the updated Solano County PDA Investment and Growth Strategy listing all the sections that have been modified by staff. He cited that the STA is required by MTC to complete the PDA Investment and Growth Strategy and submit it to MTC by May 1, 2013.

After discussion, the TAC requested more time to provide comments via email to STA staff and voted to amend the recommendation to read as follows:

Recommendation:

Forward a recommendation to the STA Board to approve the STA PDA Investment and Growth Strategy as shown in Attachment B *and incorporating comments received by 5:00 p.m. on Tuesday, April 2, 2013.*

On a motion by Mike Roberts, and a second by Dan Kasperson, the STA TAC unanimously approved the recommendation as amended shown above in *bold italics.*

**7. ACTION NON FINANCIAL ITEMS**

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

Robert Macaulay noted that in August 2012, Caltrans staff asked for changes to the SR 12 Comprehensive Evaluation and Corridor Management Plan. He indicated that the changes do not impact the recommendations of the Plan, however, because the STA Board had approved the original version of the Plan, it is recommended that the Board approve the updated version at their April 10, 2013 meeting.

Recommendation:

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

On a motion by George Hicks, and a second by Shawn Cunningham, the STA TAC approved the recommendation.

**B. Draft Mobility Management Plan**

Liz Niedziela informed the TAC that based on input from the Consortium at their March 26<sup>th</sup> meeting, staff recommended to table this item until a future meeting.

On a motion by Dan Kasperson, and a second by Mike Roberts, the STA TAC voted to table this item until a future meeting of the TAC.

**8. INFORMATIONAL - DISCUSSION**

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

Robert Macaulay cited that MTC will release the draft of Plan Bay Area on March 22<sup>nd</sup> and the Draft Environmental Impact Report (DEIR) on March 29<sup>th</sup>. He added that the release of these documents begins the formal public review process, designed to allow MTC to take final action to adopt the RTP in the summer of 2013. He noted that MTC and ABAG staff are planning to make a presentation to Solano County elected officials at the STA Board meeting of April 10, 2013.

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

Jessica McCabe reported that STA staff anticipates programming actions for the remaining of \$5.710 M in STP and CMAQ to be taken by the Board in May. She added that these federal funds would be available to project sponsors by November 2013, should MTC's 2013 Transportation Improvement Program (TIP) development process remain on schedule.

**NO DISCUSSION**

- C. Legislative Update**
- D. Funding Opportunities Summary**
- E. STA Board Meeting Highlights of March 13, 2013**
- F. Draft Meeting Minutes of STA Advisory Committees**
- G. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013**

**9. ADJOURNMENT**

The meeting was adjourned at 2:30 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, April 24, 2013.**

This page intentionally left blank.



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

---

**Background:**

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

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

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

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

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

**Discussion:**

*STA Programming Requirements*

STA is requesting programming actions for the remaining of \$5.710 M in STP and CMAQ to be taken by the Board in May. These federal funds would be made available to project sponsors by November 2013, should MTC’s 2013 Transportation Improvement Program (TIP)

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

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

#### *2013 Transportation Improvement Program (TIP) Requirements*

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

MTC's Plan Bay Area is currently slated for adoption in June/July 2013, per the attached TIP development schedule (Attachment D). Once adopted, a 2013 TIP amendment will add or remove projects not included in the new RTP. August 1<sup>st</sup> is the deadline for submitting changes, including new projects, to be included in the first amendment to the 2013 TIP. To adhere to this deadline, STA will need to submit new projects to be amended into the 2013 TIP to MTC by July 30<sup>th</sup>. The attached 2013 TIP Preparation Schedule (Attachment E) shows the STA's project programming and delivery schedule, along with each of MTC's expected programming milestones.

#### *STA OBAG Funding Recommendation*

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

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

#### **Fiscal Impact:**

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

**Recommendation:**

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

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

**Attachments:**

- A. STA OneBayArea Grant (OBAG) Project Funding Strategy, 2-15-13
- B. Project Delivery Schedules, 4-12-13
- C. Sample OBAG Funding Agreement (To be provided by Legal Counsel under separate cover.)
- D. Tentative 2013 TIP Development Schedule. 1-17-12
- E. 2013 TIP Preparation Schedule

This page intentionally left blank.

STA OBAG Funding Recommendation

2/15/2013

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

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

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

This page intentionally left blank.

### Detail Project Information Table

**BASIC INFORMATION**

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

**FUNDING INFORMATION**

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

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

Project Map

---

Potential Project Issues

**Additional Comments:**

## Detail Project Information Table

### BASIC INFORMATION

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

### FUNDING INFORMATION

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

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

Project Map

---

Potential Project Issues

Additional Comments:

## Detail Project Information Table

### BASIC INFORMATION

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

### FUNDING INFORMATION

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

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



Project Map

#### Potential Project Issues

--

Additional Comments:

## Detail Project Information Table

### BASIC INFORMATION

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

### FUNDING INFORMATION

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

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



Project Map

#### Potential Project Issues

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

Additional Comments:

## Project Delivery Sheet

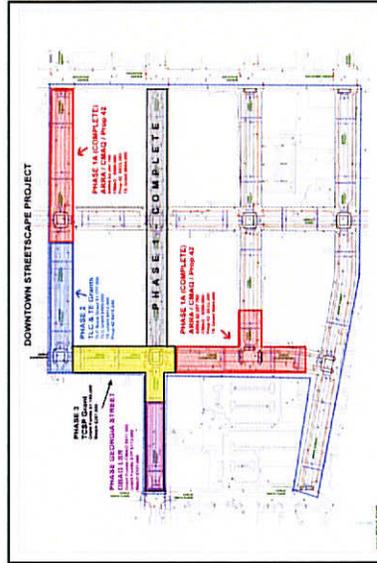
### BASIC INFORMATION

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

### FUNDING INFORMATION

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

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



Potential Project Issues

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

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

This page intentionally left blank.



DATE: April 10, 2013  
TO: STA TAC  
FROM: Robert Guerrero, Project Manager  
RE: Compressed Natural Gas (CNG) Feasibility Study for Solano County

---

**Background:**

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

**Discussion:**

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

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

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

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

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

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

**Fiscal Impact:**

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

**Recommendation:**

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

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

Attachments:

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



---

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

April 3, 2013

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

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

Dear Mr. Halls,

Handwritten signature in blue ink that reads "Daryl".

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

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

Sincerely,

Handwritten signature in blue ink, appearing to read "Mona A. Babauta".

MONA A. BABAUTA  
Executive Director

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

This page intentionally left blank.

## DRAFT- CNG Feasibility Study

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

Scope of Services Includes:

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

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

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

2. Meeting and site visit for CNG Station study:

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

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

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

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

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



DATE: April 11, 2013  
TO: STA TAC  
FROM: Robert Guerrero, Project Manager  
RE: Solano County Project Initiation Document (PID) 3-Year Work Plan for Caltrans

---

**Background:**

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

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

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

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

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

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

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

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

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

**Discussion:**

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

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

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

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

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

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

**Fiscal Impact:**

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

**Recommendation:**

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

This page intentionally left blank.



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

---

**Background:**

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

**Discussion:**

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

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

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

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

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

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

Funding recommendations pertaining to the Safe Routes to School Program and Plan updates are also agendaized for consideration by the TAC prior to being agendaized for the STA Board.

**Fiscal Impact:**

None.

**Recommendation:**

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

Attachment:

- A. SR2S-AC By-Laws



## SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE BY-LAWS

---

### ARTICLE I

#### **Name of Organization:**

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

### ARTICLE II

#### **Authorizing Agency:**

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

### ARTICLE III

#### **Purpose:**

##### Section 1: Duties/Responsibilities

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

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

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

##### Section 2: Review Process

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

### ARTICLE IV

#### **Membership:**

##### Section 1. Representation

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

The SR2S-AC shall include: two (2) representatives from engineering profession appointed by the STA Technical Advisory Committee (TAC), two (2) from schools, two (2) from law enforcement appointed by Solano County Police Chiefs' Association, one (1) from public health, one (1) STA Bicycle Advisory Committee (BAC), one (1) STA Pedestrian Advisory Committee (PAC), and one (1) from air quality for a total membership of ten (10). Members of the SR2S-

AC shall be approved by majority vote of the STA Board of Directors. Each representative shall be a member or professional in the category they represent.

### Section 2: Voting Members

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

### Section 3: Non-Voting Members

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

### Section 4: Appointments

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

### Section 5: Vacancies

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

### Section 6: Role of STA Staff

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

## **ARTICLE V**

### **Officers:**

#### Section 1: Elected Officers

The elected officers of the SR2S-AC shall be the Chair and Vice-Chair.

#### Section 2: Election of Officers

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

#### Section 3: Role of Chair

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

#### Section 4: Role of Vice-Chair

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

### Section 5: Vacancy in the Office of Chair

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

## **ARTICLE VI**

### **Meetings:**

#### Section 1: Meetings/Attendance

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

#### Section 2: Special Meetings

The SR2S-AC may convene special meetings as necessary to conduct its business.

#### Section 3: Public Process

All meetings shall be posted public meetings conducted in compliance with the Brown Act.

#### Section 4: Definition of a Quorum

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

#### Section 5: Actions

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

## **ARTICLE VII**

### **Subcommittees:**

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

## **ARTICLE VIII**

### **Parliamentary Authority:**

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

## ARTICLE IX

### **Adoption and Amendments to the By-Laws:**

#### Section 1. Adoption of the SR2S-AC By-laws

Adoption of the SR2S-AC by-laws will be by a majority vote of the STA Board of Directors.

#### Section 2. Amendments to the SR2S-AC By-laws

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

#### Section 3. Approval of Amendments to SR2S-AC By-laws

Official amendments to the SR2S-AC by-laws will be by a majority vote of the STA Board of Directors.

## ARTICLE X

### **Safe Routes to School Advisory Committee Letter Writing Policy:**

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



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

---

**Background:**

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

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

**Discussion:**

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

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

Staff plans to present the draft SR2S Plan Update to the STA Board upon approval of the Technical Advisory Committee (TAC). The plan is then scheduled to be released for public input at the SR2S Summit on May 23, 2013. After comments are collected and necessary updates are made to the plan, the goal is to bring a final draft to the SR2S-AC for a final review and forwarded to the STA Board for adoption in July 2013.

**Fiscal Impact:**

None.

**Recommendation:**

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

Attachment:

- A. Draft SR2S Plan Update  
(Provided to the TAC members under separate enclosure. The Executive Summary is attached, but for review and printing of the Plan, please visit STA's website at [www.sta.ca.gov](http://www.sta.ca.gov))

## Executive Summary

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

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

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

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

### Using the 2013 STA SR2S Plan

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

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

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

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

## Program Accomplishments

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

- **Traffic Safety Assemblies & Bicycle Rodeos.** Class assemblies and skills training have reached over 50,000 kids since 2010 with training to ride and walk safely, with confidence, and for fun. Over 700 helmets have been properly fitted and distributed at these events.
- **Walk & Roll Encouragement Events.** Schools and neighbors celebrate International Walk and Bike to School days in the fall and spring, and are supported to hold similar events and contests throughout the year.
- **Safe Routes to School Capital Improvements.** After more than a dozen walk audits<sup>1</sup> were held at schools in 2007, local jurisdictions received funding to install 40 speed feedback radar signs and a number of major roadway safety projects. These upgrades ranged from sidewalk widening and new crosswalks at school entrances, to a new Class I shared use trail overcoming a major barrier, to substantial reconfigurations of intersections and corridors that improve pedestrian safety and support more walking and biking.

## Program Expansion

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

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

---

<sup>1</sup> See Appendix E for a more detailed description of walk audits.

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

## **Moving Forward**

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

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

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

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

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

This page intentionally left blank.



DATE: April 18, 2013  
TO: STA TAC  
FROM: Robert Guerrero, Project Manager  
RE: STA Regional Transportation Impact Fee (RTIF) Nexus Study Update

---

**Background:**

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

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

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

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

**Discussion:**

The STA's RTIF Nexus Study has a separate process from the County Public Facility Fee analysis. The STA is working on completing a draft RTIF Nexus Study for the STA TAC to review by their May meeting. A tentative schedule is included as Attachment A. Three new projects were included in the RTIF implementation package as of February 2013:

- 1) I-680 Industrial Park Access Improvements
- 2) Columbus Parkway Improvements near I-780
- 3) SR 113 Corridor Improvements

Attachment B includes the current list of RTIF Implementation Packages.

The County of Solano is currently working to complete the Facility Fee update analysis in the coming months. STA staff will continue to coordinate with County staff to ensure the STA RTIF and the County Fee are compatible. A meeting of the RTIF Policy Committee has been scheduled for May 8 at 4:00 p.m. at Suisun City Hall. A combined public process for both efforts is anticipated by summer 2013.

**Recommendation:**

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

Attachments:

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

## **Tentative Regional Traffic Impact Fee Nexus Study Schedule**

### **April 15th**

---

#### Week of April 15<sup>th</sup>

- Benicia and Dixon to finalize RTIF Project Descriptions

#### April-May

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

#### Week of June 3<sup>rd</sup>

- Tentative RTIF Working Group:
  - Draft Nexus Study (Action)
  - Public Input Process (information)

#### Wednesday, June 26th

- TAC reviews RTIF Working Group Action and forwards recommendation to the Board

#### July 10th

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

Draft Regional Traffic Impact Fee (RTIF) Implementation Packages  
 April 8, 2013

Agencies	Project	
<i>Package 1, Jepson Parkway Corridor</i>		
Fairfield	Remaining Segments of Jepson Parkway	
Vacaville	Remaining Segments of Jepson Parkway	
<i>Package 2, State Route 12 Corridor</i>		
Suisun City, Fairfield	State Route 12 & Pennsylvania Ave Interchange	
Rio Vista	State Route 12, Church Road Interchange	
County of Solano		
<i>Package 3, South County</i>		
City of Vallejo	SR37/Redwood St/Fairgrounds Dr	
City of Benicia	I-680 Industrial Park Access Improvements	
City of Benicia	Columbus Parkway Improvements Near I-780	
<i>Package 4, Central County I-80 Reliever Route</i>		
City of Fairfield	North Connector West	
County of Solano	North Connector West	
<i>Package 5, State Route 113 Corridor</i>		
City of Dixon	State Route 113 MIS Priorities	
Solano County	State Route 113 MIS Priorities	
<i>Package 6, Express Bus Transit Centers and Train Stations</i>		
City of Benicia	Benicia Industrial Park Multi-modal Transit Center	
City of Dixon	Dixon Multimodal Transportation Center	
City of Fairfield	Fairfield Transportation Center, next phase	
City of Fairfield	Fairfield/Vacaville Train Station, next phase	5% of total
City of Suisun City	Suisun City Train Station improvements	fees collected
City of Vacaville	Vacaville Transportation Center, next phase	
City of Vallejo	Vallejo Station or Curtola Park & Ride, next phase	
Solano County	360 Project Area Transit Center	
<i>Package 7, Unincorporated County Roadway Improvements</i>		
Countywide	Unincorporated County roadway improvements that address new growth impacts	5% of total fees collected



DATE: April 15, 2013  
TO: STA TAC  
FROM: Liz Niedziela, STA Transit Program Manager  
RE: Transit Sustainability Plan – Financial Assessment of Solano County  
Transit Operators

---

**Background:**

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

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

**Discussion:**

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

Draft financial condition profiles as well as a baseline five-year forecast have been developed for each transit operator, including identifying financial and operating performance measures and trends for the past three years. A revenue analysis was also undertaken that reviews the relative stability of funding public transit. Meetings with the operators were conducted to discuss the initial and draft financial profiles and to seek additional input. All draft reports were reviewed and commented upon by the respective transit operator. The Transit Sustainability Plan baseline financial data when completed will be further analyzed by Coordinated SRTP consultant team to develop a more comprehensive capital and operation financial outlook for the next ten years.

In addition to the Transit Sustainability Plan, a peer review was conducted by the consultant involving the five Solano County transit agencies (Dixon, Fairfield/Suisun City, Rio Vista, SolTrans, and Vacaville) with agencies of comparable size and service profile around the state. The transit systems profiled in this comparative analysis include those operated as part of city or county municipalities, and by independent transit agencies.

Each Solano County transit agency was analyzed with five other transit agencies. The sources of data for this comparable analysis include the Metropolitan Transportation Commission Statistical Summary of Bay Area Operators, Fiscal Years 2006-07 through 2010-11, the California State Controller's Office Transit Operators and Non-Transit Claimants Annual Reports, triennial performance audits, short-range transit plans (SRTPs) and transit agency staff. The comparable agencies were selected based on the following criteria:

- Agency structure/organization
- Service area size (square miles)
- Service area population
- Fleet size

The Transit Agency Peer Review: Comparative Analysis was submitted to the transit operators and the comments received from Vacaville City Coach were incorporated in the review.

The Transit Sustainability Plan and Transit Agency Peer Review: Comparative Analysis are scheduled to be presented to the STA Board following review by the Consortium. The Consortium is scheduled to review the study and peer review at their meeting of April 23<sup>rd</sup>. It is anticipated this item will be agendaized to be forwarded to the Board and the TAC meeting in May.

**Recommendation:**

Informational.

Attachment:

- A. Transit Sustainability Study (to be provided under separate cover)
- B. Transit Agency Peer Review: Comparative Analysis (to be provided under separate cover).



DATE: April 17, 2013  
TO: STA TAC  
FROM: Daryl Halls, Executive Director  
RE: Follow up to STA Board Retreat/Workshop

---

**Background:**

Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's Overall Work Plan (OWP) for the forthcoming two fiscal years. Periodically, the STA Board has scheduled Board retreats or workshops intended to provide a more relaxed forum for the Board Members and Alternates to discuss aspects and query staff regarding topics that may be new, complex, innovative, controversial and/or require the participation and cooperation of multiple agencies to be successful.

Over the past eight years, the STA has held two Board workshops, the first in February of 2005 and a second workshop in June of 2011. Attached are agendas (Attachment A and B) from each of those workshops that highlight the subject matter for each. Five of the six Board Member discussion items from the 2005 workshop are part of the STA's current 2012-13 and 2013-14 Overall Work Plan and all seven topics from the 2011 STA Board Workshop are part of the current STA OWP.

On March 13<sup>th</sup>, the STA held a third Board workshop meeting at the Rancho Solano Meeting Facility in Fairfield with a focus on the following three subject matters:

1. The I – 80 Corridor: Specifically System Management and Operational Improvements
2. Mobility Management Plan and Program
3. Discussion of Local Funding Sources

The workshop format approved by the STA Board was as follows:

- Introduction of the topic;
- Engaging the Board in a policy discussion pertaining to the subject matter;
- Obtaining policy direction; and
- Providing recommended follow up steps based on the participants' discussion.

**Discussion:**

Attachment C is the agenda from the March 13<sup>th</sup> Board workshop and copies of the presentations provided on the three topics.

STA staff introduced each subject matter with presentations and/or guest presenters. A package of relevant background information and policy questions pertaining to each subject matter was provided to each of the participants prior to the workshop.

This was provided the eight STA Board members and their eight alternates with an opportunity to be more familiar and current on the subject matter. The policy questions were intended to focus some of the discussion on forthcoming decisions that will be facing the STA Board in the current year or could be considered as part of the STA's development and update of its OWP for FY 2013-14 and 2014-15. At the meeting, STA staff and relevant staff from TAC and/or Consortium or other partner agencies participated in the discussion and/or answered questions. Staff is in the process of summarizing the discussion at the Board workshop and will provide an update at the TAC meeting and discuss next steps to bring recommendations and/or follow up steps back to the STA for their discussion and subsequent policy direction.

**Recommendation:**

Informational.

Attachments:

- A. Agenda from STA Board Workshop of February 17, 2005
- B. Agenda from STA Board Workshop of June 27, 2011
- C. Agenda from STA Board Workshop of March 13, 2013
- D. Powerpoint Presentations from Board Workshop:
  1. I-80 Overview
  2. Managing I-80 Corridor
  3. Ramp Metering
  4. Express Lanes
  5. Mobility Management Plan Update
  6. MTC's Public Transit Coordinated Plan
  7. Senior & People with Disabilities
  8. Mobility Training
  9. Mobility Management Status
  10. Status of Federal & State Funding Sources
  11. Local Funding

**SPECIAL MEETING NOTICE**

**February 17, 2005**

**STA Board Retreat  
Travis Credit Union  
2020 Harbison Drive  
Vacaville CA  
9:00 A.M. Meeting Time**

**MISSION STATEMENT - SOLANO TRANSPORTATION  
AUTHORITY**

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

*Time set forth on agenda is an estimate. Items may be heard before or  
after the times designated.*

**STA Board Members:**

Mary Ann Courville, Chair  
*City of Dixon*

Len Augustine, Vice-Chair  
*City of Vacaville*

Steve Messina  
*City of Benicia*

Karin MacMillan  
*City of Fairfield*

Eddie Woodruff  
*City of Rio Vista*

Jim Spering  
*City of Suisun City*

Anthony Intintoli  
*City of Vallejo*

John Silva  
*County of Solano*

**STA Alternates:**

Gil Vega

Steve Wilkins

Dan Smith

Harry Price

Ron Jones

Michael Segala

Pete Rey

John Vasquez

**ITEM**

**BOARD/STAFF PERSON**

- I. CALL TO ORDER – CONFIRM QUORUM** Chair Courville
- II. APPROVAL OF AGENDA**
- III. OPPORTUNITY FOR PUBLIC COMMENT**
- IV. STAFF PRESENTATIONS/SETTING THE STAGE**  
(9:15 a.m. – 10:00 a.m.)
- A. Progress Report on STA’s Overall Work Program (OWP)** Daryl Halls
- 1.) Planning the Future  
2.) Project Development  
3.) Transit/Rideshare  
4.) Funding the OWP and CTP  
*Informational*
- B. Development of a Five-Year Vision for the Solano Transportation Authority (STA)** Daryl Halls  
*Informational*
- C. Overview of STA’s Roles and Responsibilities as the Congestion Management Agency (CMA) for Solano County** Dan Christians  
*Informational*
- V. BOARD MEMBER DISCUSSION ITEMS**
- A. Initiation of Regional Impact Fee Study** Dan Christians  
*Discussion*  
(10:00 a.m. – 10:45 a.m.)
- MEETING BREAK – 10:45 a.m. to 11:00 a.m.**
- B. Initiation of Transit Consolidation Study** Elizabeth Richards  
*Discussion*  
(11:00 a.m. – 11:45 a.m.)
- C. Implementation of TLC Program Countywide/Improving the Linkages and Coordination Between STA’s Transportation Planning and Local Land Use Planning** Daryl Halls  
*Discussion*  
(11:45 a.m. – 12:15 p.m.)

**LUNCH BREAK – “Guest Speaker on Land Use and Transportation Planning”**

(12:15 p.m. – 1:00 p.m.)

- D. Acceleration of Project Development and Project Delivery** Mike Duncan

Discussion

(1:00 p.m. – 1:15 p.m.)

- E. Setting Near Term Priorities for Funding Priority Projects** Mike Duncan

- 1.) Federal Funding Priorities
- 2.) STIP Funding Priorities
- 3.) SHOPP Funding Priorities
- 4.) Regional Funding Priorities

Discussion

(1:15 p.m. – 1:45 p.m.)

- F. Follow Up to Measure A/Development of an Expenditure Plan of Critical Project that Require a Local Funding Source** Daryl Halls  
D.J. Smith

Discussion

(1:45 p.m. – 2:45 p.m.)

**VI. BOARD MEMBER COMMENTS/NEXT STEPS**

**VII. ADJOURNMENT** – Next Meeting: March 9, 2005 at 6:00 p.m., at Suisun City Hall

This page intentionally left blank.



**STA BOARD WORKSHOP**

**10:00 a.m. – 2:00 p.m., Monday, June 27, 2011**

**Conference Room B**

**Solano County Events Center**

**MEETING AGENDA**

- I. CALL TO ORDER / INTRODUCTIONS** Chair Price
  
- II. APPROVAL OF THE AGENDA**
  
- III. OPPORTUNITY FOR PUBLIC COMMENT**
  
- IV. WORKSHOP ITEMS**
  - A. The Status of Solano County’s Comprehensive Transportation System** Daryl Halls  
(10:05 – 10:25 a.m.)  
**Pg. 1**
  
  - B. STA Priorities for SR 12 Corridor – (Funding, 2 Lanes versus 4 Lanes, Rio Vista Bridge, and Economic Analysis)** Robert Macaulay  
(10:25 – 11:00 a.m.)  
**Pg. 31**
  
  - C. Implementation on I-80 Corridor - Express Lanes, Freeway Performance Initiative and Ramp Metering** Janet Adams  
(11:00 – 11:30 a.m.)  
**Pg. 37**
  
  - D. Opportunities for Public Private Partnerships** Janet Adams  
(11:30 – 12 Noon)  
**Pg. 73**
  
- LUNCH BREAK**  
(12 Noon – 12:20 p.m.)

The complete STA Board Workshop Packet is also available on STA’s Website at [www.sta.ca.gov](http://www.sta.ca.gov)

**E. Solano County Transit Long Range Sustainability** Elizabeth Richards  
(12:20 – 12:50 p.m.)  
**Pg. 83**

**F. Implementation of Sustainable Communities Strategy –** Robert Macaulay  
**Development of Alternative Fuels Strategy and**  
**Infrastructure for Transit**  
(12:50 – 1:20 p.m.)  
**Pg. 91**

**G. Funding of Local Priorities such as Safe Routes to School,** Daryl Halls  
**Senior and People with Disabilities Mobility and Local** Elizabeth Richards  
**Streets and Roads** Sam Shelton  
(1:20 – 1:50 p.m.)  
**Pg. 101**

**V. WRAP-UP / BOARD COMMENTS**  
(1:50 – 2:00 p.m.)

**VI. ADJOURNMENT**



## STA BOARD WORKSHOP

**1:00 – 5:00 p.m., Wednesday, March 13, 2013**  
**Clubhouse Terrace Room**  
**Rancho Solano Country Club**  
**3250 Rancho Solano Pkwy**  
**Fairfield, CA 94533**

### MEETING AGENDA

- |  |  |
|--|--|
| <b>1. CALL TO ORDER / INTRODUCTIONS</b>  | Chair Hardy  |
| <b>2. APPROVAL OF THE AGENDA</b>   |  |
| <b>3. OPPORTUNITY FOR PUBLIC COMMENT</b>   |  |
| <b>4. WORKSHOP ITEMS</b>   |  |
| <b>A. I-80 Corridor – System Management and Operational Improvements</b><br>(1:00 – 2:15 p.m.) | Daryl Halls  |
| 1. Overview of the I-80 Corridor   | Janet Adams  |
| ○ Historical Perspective   |  |
| ○ Current Status   |  |
| 2. Presentation from Caltrans  | Bijan Sartipi, Caltrans  |
| ○ Managing the Corridor  |  |
| 3. Implementation of Countywide Ramp Metering  | Janet Adams  |
| ○ Local Concerns to Convey to the STA Board  | Shawn Cunningham,<br>City of Vacaville<br>(TAC Representative) |
| 4. Regional Express Lanes Network  | Melanie Crotty,<br>MTC   |
| ○ Governance and Regional Schedule   |  |
| 5. Express Lanes Implementation in Solano  | Janet Adams  |
| ○ Project Schedule   |  |
| ○ Funding Priorities   |  |
| ○ Revenue Forecast   |  |
| <br><b>Board Discussion/Comments</b>   | <br>Group  |
| <br><b>BREAK</b><br>(2:15 – 2:25 p.m.)   |  |

**B. Mobility Management Plan and Program**  
(2:25 – 3:50 p.m.)

Daryl Halls

1. MTC Regional Coordinated Public Transit/Human Services Transportation Plan  
Jennifer Yeaman,  
MTC
2. Presentations:
  - Senior Transportation Needs  
Rochelle Sherlock,  
Senior Coalition of  
Solano County
  - People with Disabilities Mobility Needs  
Danielle Roundtree,  
Independent Living  
Resource Center
  - Low Income Mobility Needs  
Christina Arrostuto,  
First Five Solano
3. Draft Solano Mobility Management Plan  
Elizabeth Richards,  
STA Project Manager

**Board Discussion/Comments**

Group

**BREAK**

(3:50 – 4:00 p.m.)

**C. Discussion of Local Funding Sources**  
(4:00 – 5:00 p.m.)

Daryl Halls

- Presentation on State Funding  
Jim Earp (Tentative)
- Status of Traditional Transportation Funding Sources  
Daryl Halls
  - Federal
  - State
  - Regional
- Local Funding Sources  
Daryl Halls
  - Bridge Tolls
  - Private-Public Partnership (P3)
  - Sales Tax
  - Vehicle License Fee
  - Transit (District/Parcel Tax)
  - RTIF

**Board Discussion/Comments**

Group

**5. WRAP-UP / BOARD COMMENTS / NEXT STEPS**

**6. ADJOURNMENT**

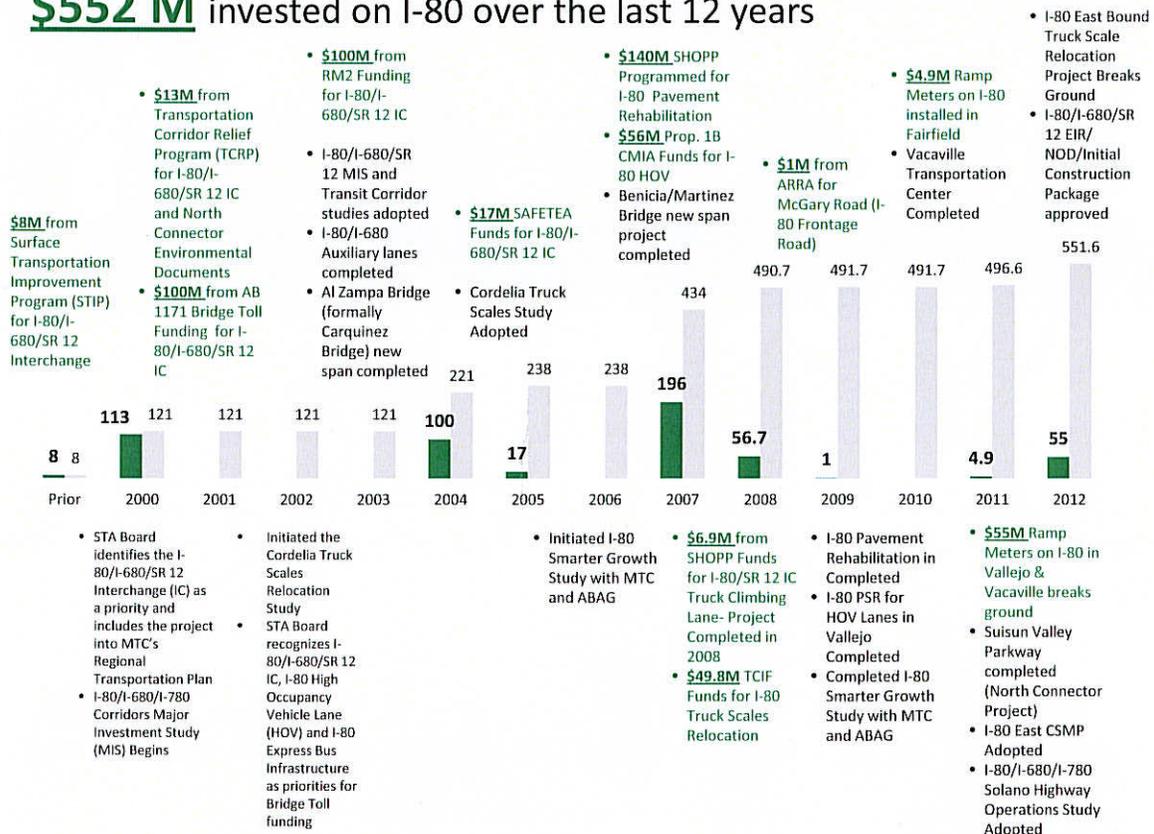


Overview of I-80 Corridor in Solano County, Historical Perspective & Current Status



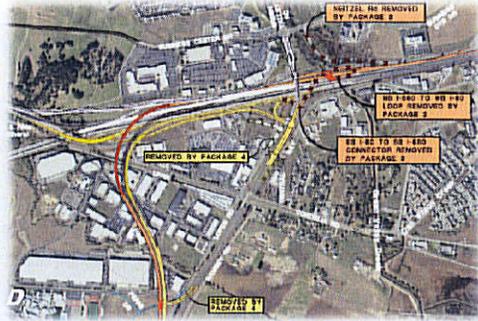
Photos courtesy of Caltrans D4 Photography

**\$552 M** invested on I-80 over the last 12 years



# Next Steps

- Receive May 2013 CTC Vote for I-80/680/SR12 project to meet delivery deadlines
- Begin designing the next I-80/680/SR12 construction package
- Express Lanes to I-505
- Pave 80 SHOPP Vacaville to Dixon





# Managing Interstate 80 Corridor

Solano County Transportation Authority Board Workshop

March 13, 2013

## CALTRANS...



We're here to get you there.



## Presentation Overview

- District Overview
- Freeway Congestion Trends
- Mobility Now
- Future Vision



# Presentation Overview

- **District Overview**
- Freeway Congestion Trends
- Mobility Now
- Future Vision



3



## District 4 – Bay Area

- Encompasses the 9 counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Solano, Sonoma, and Santa Clara.
- Over 3,400 positions with an annual operating budget of over \$500 million.
- Manages 6,468 lane miles on over 770 centerline miles of conventional highways and 690 centerline miles of freeways including 442 miles of carpool lanes.
- Over \$5.27 billion and 189 capital outlay projects currently under construction.
- Operates seven state owned toll bridges: Antioch, Benicia, Carquinez, Richmond-San Rafael, San Mateo-Hayward, San Francisco-Oakland, and Dumbarton.





## California State Highway System

Inventory	Statewide	District 4	Solano County
Lane Miles	50,000	6,468	650
Bridges	12,559	2,500	212
Acres of Landscape	29,000	4,600	969
Culverts	205,000	43,059	3,386
Roadside Rest Area	87	3	1
Park & Ride Lots	325	46	6
Vista Points	146	20	3

5



## California State Traffic Operation System

Inventory	District 4	Solano County
CCTV – Closed Circuit Television Camera	371	27
TMS – Traffic Monitoring Station	2,334	137
CMS – Changeable Message Sign	123	9
HAR – Highway Advisory Radio	25	2
EMS – Extinguishable Message Sign	81	7
RM – Ramp Meters	360	0

6

# Presentation Overview

- District Overview
- **Freeway Congestion Trends**
- Mobility Now
- Future Vision

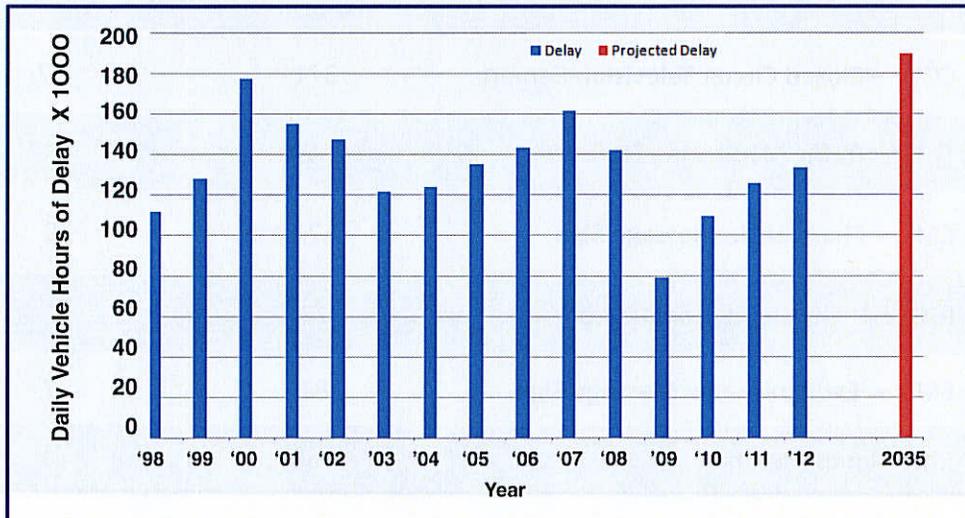


7



## San Francisco Bay Area Freeway Congestion Trends

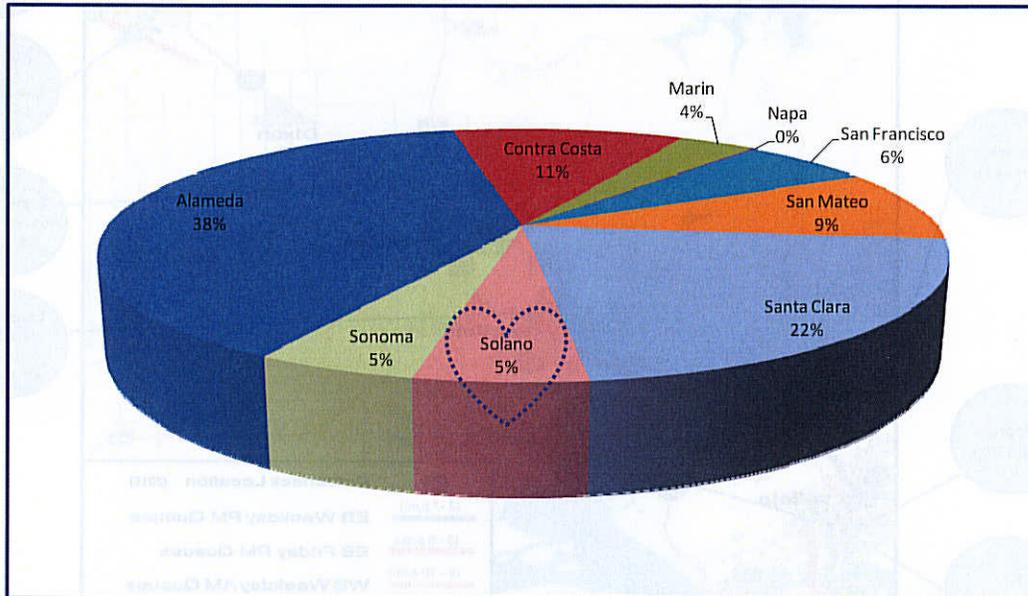
- 133,000 daily vehicle hours of delay in 2012.
- 3<sup>RD</sup> most congested region in U.S.
- 2<sup>nd</sup> most congested region in California.



Source: Year 1998 – 2008 data taken from HICOMP reports. Year 2009 – 2012 data taken from PeMS as of September 30, 2012.



## San Francisco Bay Area Freeway Congestion By County

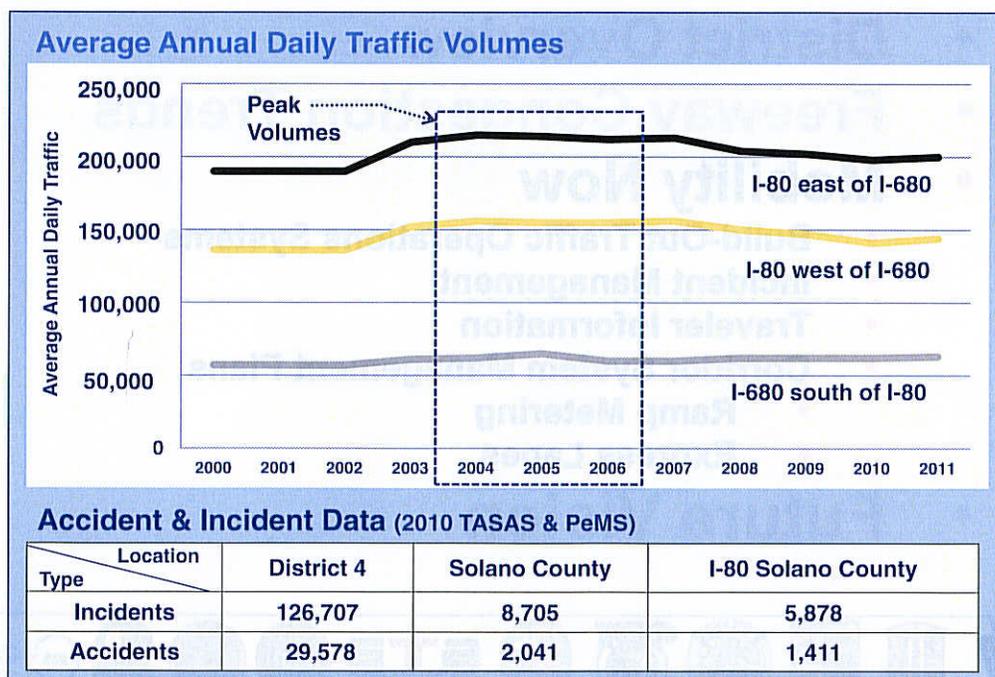


Source: Based on delays at 60mph recorded by PeMS 01/01/2012 – 09/30/2012.

9

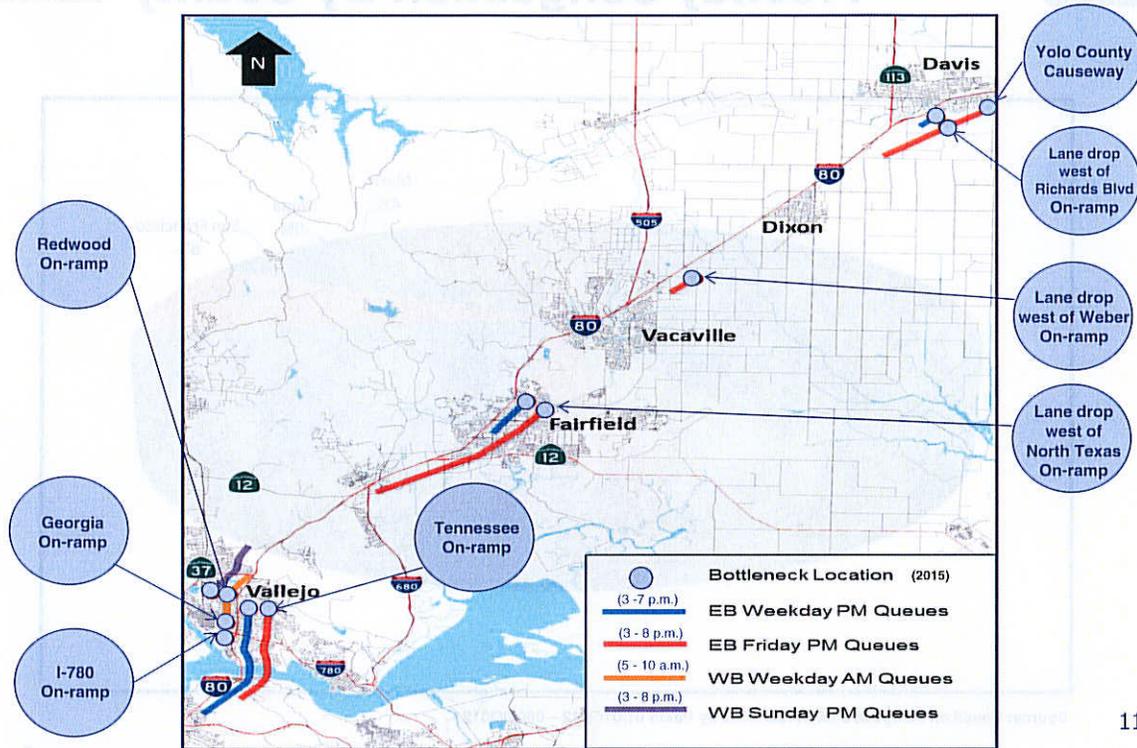


## Solano County Freeway Traffic Volumes & Incidents





# Solano County Interstate 80 2015 Expected Congestion & Bottlenecks



11

## Presentation Overview

- District Overview
- Freeway Congestion Trends
- **Mobility Now**
  - Build-Out Traffic Operations Systems
  - Incident Management
  - Traveler Information
  - Corridor System Management Plans
    - Ramp Metering
    - Express Lanes
- Future Vision

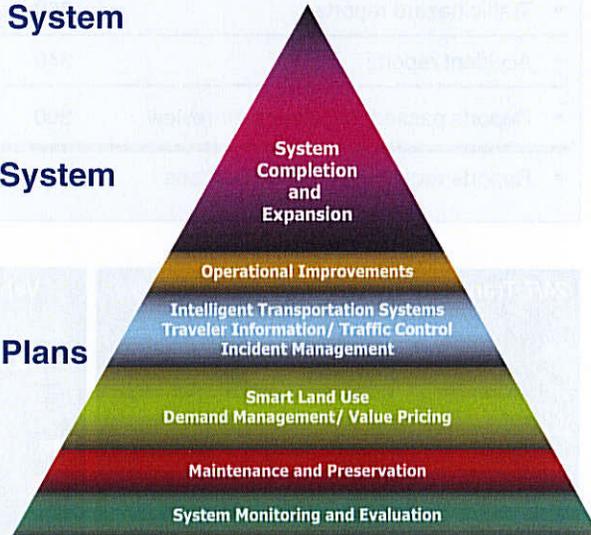




# Mobility Now

## Caltrans' Current Key Focus Areas

- Build-out of Traffic Operations System (TOS):
  - System Monitoring
  - Performance Measurement System
  - Incident Management
- Traveler Information
- Corridor System Management Plans
  - Ramp Metering
  - Express Lanes

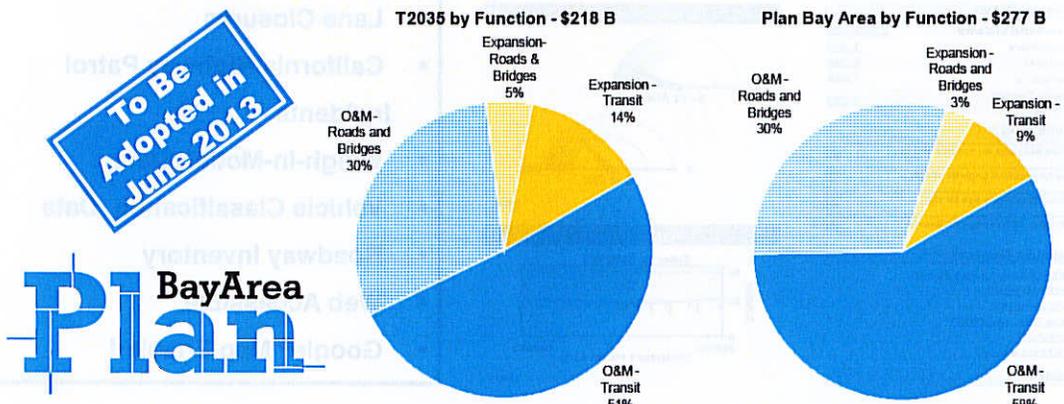


13



## Mobility in San Francisco Bay Area

- **MTC's Plan Bay Area** investment strategies are consistent with Caltrans' vision for mobility and commits to significant investments in Freeway Performance Initiative and Express Lanes Network.
- **Investment Strategy No. 5, "Squeeze More Efficiency Out of the Existing System"**, improves reliability and reduces delays in congested corridors by maximizing efficiency and management of existing freeway, highway, and arterial infrastructure.



71

14



## San Francisco Bay Area System Monitoring

### CHP CAD Incidents (per day)

• Total "incidents" reported	2,700
• Traffic hazard reports	660
• Accident reports	340
• Reports passed to Caltrans for review	300
• Reports requiring action by Caltrans	50

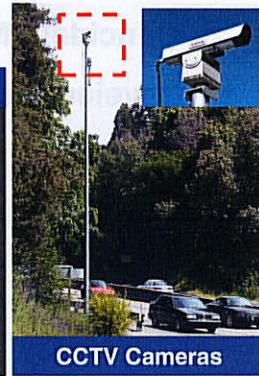
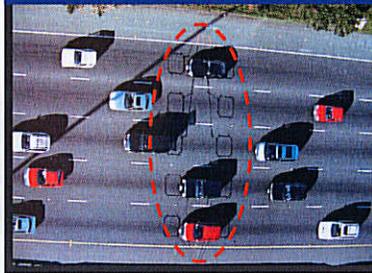


CHP Computer Aided Dispatch Incident Data

### 24/7 Transportation Management Center



### Vehicle Detection Stations



CCTV Cameras

15



## Performance Measurement System (PeMS)

**PeMS 12.2**  
District 4: Bay Area

Current Location: [Dashboard](#) [Facilities & Devices](#) [Performance](#) [Data Query](#)

**Status Check**

**Delay by Day of Week**

**Travel Time Reliability**

**Detector Health**

**Freeway Details**

- Directional Distance: 2,870.9 mi
- Controllers: 1,260
- Stations: 2,329
- Detectors: 7,698
- Traffic Census Stations: 3,233

**Featured Sections**

- [Mobility Performance Report](#)
- [Detector Health](#)
- [CHP Incidents](#)
- [Lane Closure System](#)
- [Corridors](#)
- [Photolon Viewer](#)

- Statewide (Districts/Regions/Cities)
- Real Time & Archived since 1998
- Dashboards
  - Delay
  - Travel Time Reliability
  - Detector Health
- Lane Closures
- California Highway Patrol Incidents
- Weigh-In-Motion Data
- Vehicle Classification Data
- Roadway Inventory
- Web Accessible
- Google® Map Enabled

16



## San Francisco Bay Area Incident Management Goals

- **Clear Incidents:**
  - Caltrans & CHP's goal is to clear major highway incidents within 90 minutes or less.
  - Caltrans and CHP responded to 1,339 major incidents in 2012.
  - More than 75% of incidents cleared in less than 90 minutes.
- **Inter-agency Coordination & Interoperable communication:**
  - Greater responder safety.
  - Quicker incident clearance.
  - Reduced congestion.

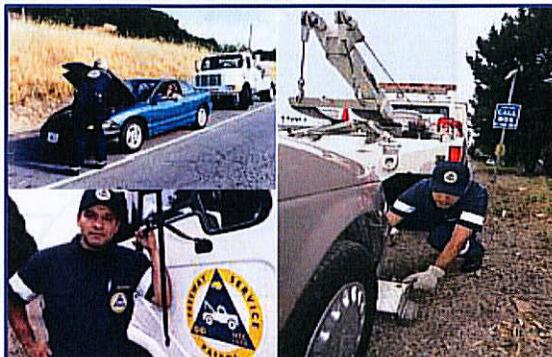


17



## San Francisco Bay Area Freeway Service Patrol (FSP)

- 80 contracted roving tow trucks on 36 beats
- Over 10,000 assists/month (Avg.)
- 8 minutes, average response time
- Roved just under 4 Million miles/year
- Joint Operation: Caltrans/CHP/MTC



73

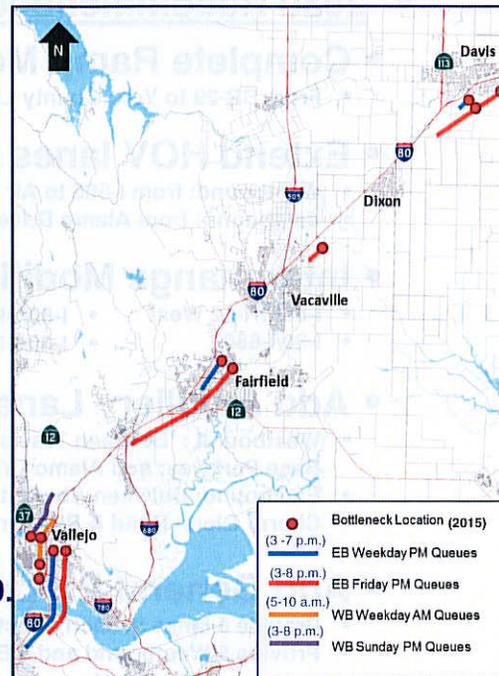
18





# Solano County Interstate 80 Corridor System Management Plan

- **I-80 is designated as:**
  - Statewide Lifeline Route;
  - Inter-Regional Route System (IRRS);
  - Surface Transportation Assistance Act (STAA) National Network;
  - State Highway Extra Legal Road (SHELL) network.
- **I-80 carries the third highest truck volume in the region**
  - connects with the transcontinental truck network and interregional freight corridors including I-5, SR-99, US 101 and I-880.
- **I-80 serves both recreational & commuter traffic** (with weekday and weekday congestion patterns).
- **I-80 will be 60% gridlocked by 2030.**



21



# Solano County Interstate 80 Corridor System Management Plan

## • 2015 Recommended Improvement Strategies

- **Complete TOS:**
  - Close gaps in current TOS coverage (add 89 TOS elements)
  - Extend coverage eastward from Air Base Parkway to Yolo County Line (add 73 TOS elements)
- **Complete Ramp Metering:**

Route (PM)	Limits	Scope	Capital Cost	Schedule
Sol 80 (11.4/20.1)	From Red Top to Air Base Parkway	16 Ramp Meters	\$6.9 M	Completed Fall 2012
Sol 80 (0.0/R28.4)	From Redwood Street to junction I-80/505	27 Ramp Meters	\$12.8 M	In Construction (2014)
Sol 80 (R27.4/R44.7)	From Junction I- 80/505 to Yolo County Line	23 Ramp Meters	\$20.0 M	In PA/ED (TBD)

- **Extend HOV Lane/Convert to Express lane** (Air Base Parkway to Alamo Drive)

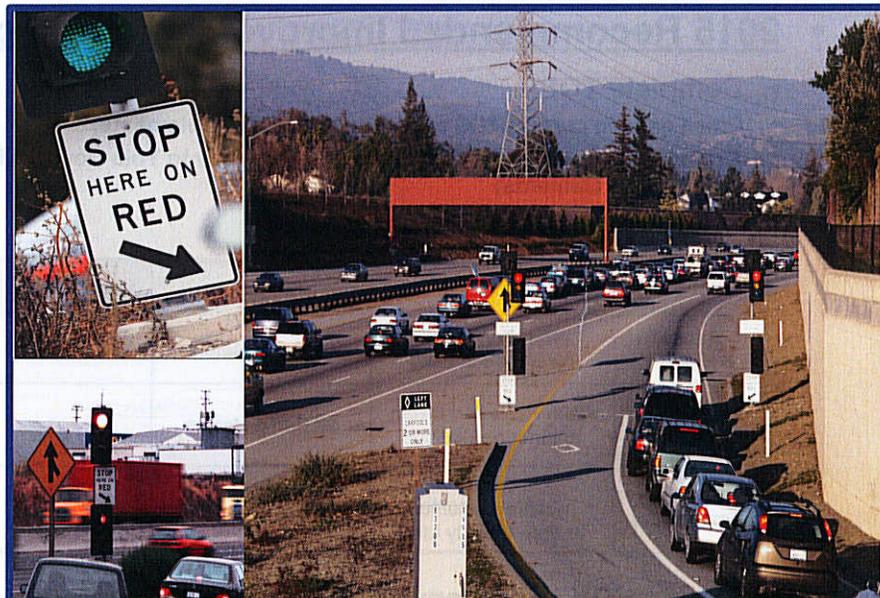


## Solano County Interstate 80 Corridor System Management Plan

- **2030 Recommended Improvement Strategies**
  - **Complete Ramp Metering**
    - From SR-29 to Yolo County Line
  - **Extend HOV lanes**
    - Westbound: from I-505 to Air Base Parkway, and from SR-37 to Carquinez Bridge
    - Eastbound: from Alamo Drive to I-505 and from SR-29 to Red Top Road
  - **Interchange Modifications**
    - I-80/SR-12 West      • I-80/SR-12 East      • I-80/SR-37
    - I-80/I-680            • I-80/SR-29
  - **Add Auxiliary Lanes**
    - Westbound : Between Travis Boulevard & Air Base Parkway; North Texas Street & Air Base Parkway; and Alamo Drive & Pleasant Valley Road
    - Eastbound: Between Abernathy Road & West Texas; Cliffside Drive & Allison Drive; Cherry Glenn Road & Pleasant Valley Road; and SR-12 & I-680
  - **Add General Purpose Lanes**
    - Provide 5 lanes in each direction, between I-680 and SR-12 West
    - Provide 5 Westbound and 6 Eastbound lanes, between SR-12 East and I-680



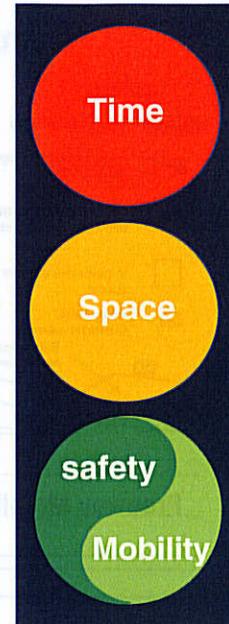
## Ramp Metering





## What is Ramp-Metering?

- Signals regulate traffic to enhance safety & mobility.
- At intersections, traffic signals ensure safety by eliminating conflicting traffic movements to prevent accidents.
- At on-ramps, ramp-metering signals minimize congestion and enhance safety by balancing conflicting traffic demands commensurate with available capacity.



25



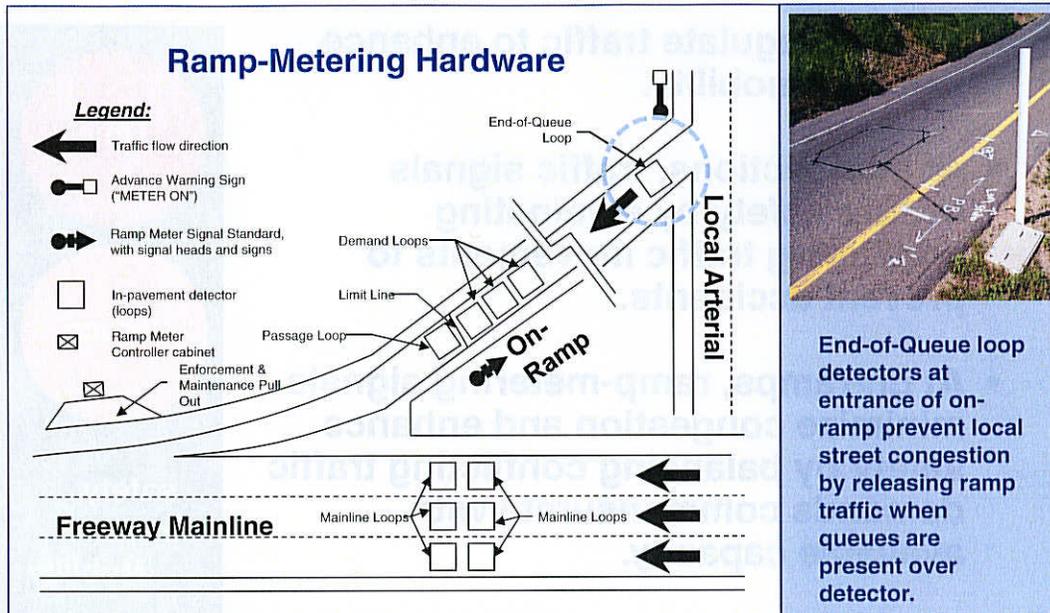
## Why Ramp-Metering?

- Maintains peak performance flow at freeway on-ramps.
- Breaks up vehicle “platoons”, making merges safer.
- Reduces total delay for a driver’s entire commute.
- Reduces cut-through traffic on local roads and reduces ramp volumes.
- Provides reliability & consistent travel times for travelers.
- Promotes Carpool incentives with Bypass Lanes.





## Typical Ramp-Meter Design



27



## How Is Ramp-Metering Implemented?

- **Corridor Approach:** Implemented on corridor level and in appropriate phases.
- **On-going communication:** Information sharing with elected officials, community outreach with public groups, chambers of Commerce and service clubs; advance notification via highway signs, websites and 511, and coordination with media.
- **Local Engagement:** Ramp metering technical committee comprised of representatives from affected local agencies, technical staff, CMA, MTC, CHP & Caltrans develops consensus on metering strategies and sets metering rates.
- **Local Sensitivity:** Impact on local streets is avoided through end-of-queue detectors, ramp widening, or improvements at local intersections.
- **Measuring Effectiveness:** Before & After studies; real-time adjustments; telephone hotline for addressing complaints.
- **Develop & Execute Single Countywide MOU,** taking into account local concerns.



## San Francisco Bay Area Ramp-Metering Benefits: Reduction in Travel Times

County/ Route	Corridor	Reduction In Travel Time		Reduction In Duration of Peak Period, hours
		Minutes	%	
SM 101	SB Hillsdale to University	19	57	1
ALA 580	EB Foothill to Greenville	11	33	2
SM 280	NB Sneath to Serramonte	3	28	1
SCL 85	SB Almaden to Cottle	4	52	1
SCL 87	NB Route 85 to Skyport	4	30	2
SCL 87	SB Charcot to Santa Teresa	9	41	1
ALA 580	WB Interstate 205 to Foothill	7	24	1
SCL 101	SB Embarcadero to De La Cruz	1	5	N/A
SCL 880	SB Route 237 to Stevens Creek	11	38	1

- **Travel Time:** Reduced 1 to 19 minutes of (or 5 to 57%)
- **Duration of Peak Period:** Reduced 1 to 2 hours

29



## Ramp Metering Benefits Reduction in Accidents on Eastbound I-580, Alameda County

Before/After	Total Accidents	Fatal	Injury	Property damage Only	% Change in Total Accidents
<b>Phase I: Hopyard On-ramp to Santa Rita On-ramp</b>					
<b>"Before"</b> (6/1/02 to 5/30/03)	248	0	59	189	-21%
<b>"After:"</b> (6/1/03 to 5/30/04)	205	1	58	146	
<b>Phase II: Foothill On-ramp to Greenville On-ramp (including Phase I)</b>					
<b>"Before"</b> (1/1/07 to 10/30/07)	197	0	58	138	-25%
<b>"After:"</b> (1/1/08 to 10/30/08)	157	0	37	120	

- Notes:
1. Source: Caltrans Traffic Surveillance and Analysis System (TASAS)
  2. Metering Period (M - F 2-7 p.m.)



## Interstate 80 Ramp-Metering

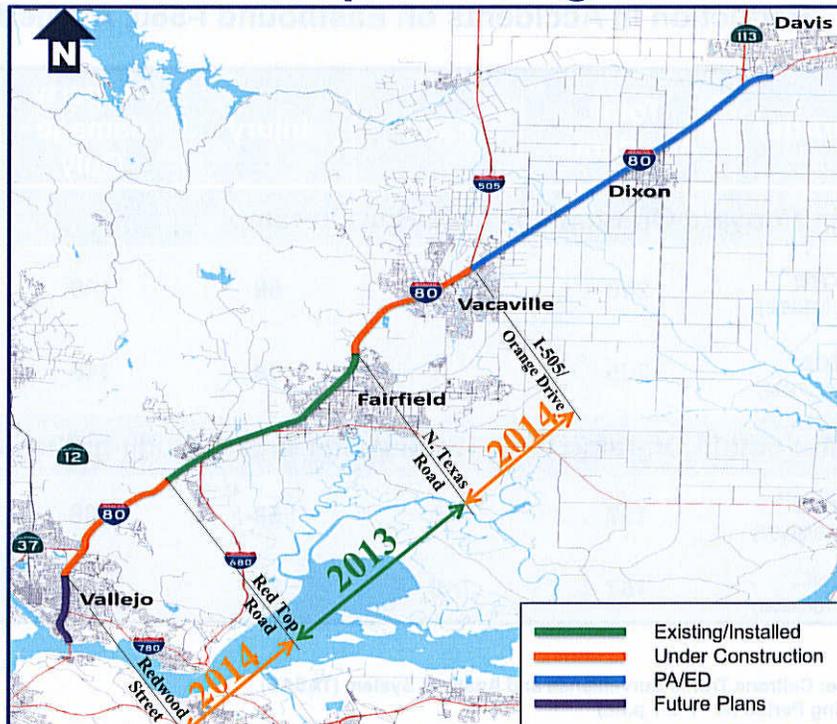
- **Sacramento County:**
  - Operational - Truxel Road to Antelope Road
- **Yolo County:**
  - Operational -- Two Eastbound ramps @ Mace Bl.
  - Future -- Both directions from Richards Bl. to Route 50
- **Solano County:**
  - 2014 - Vallejo to Vacaville
  - Future: Other segments
- **Contra Costa County:**
  - 2015
- **Alameda County:**
  - 2015



31



## Solano County I-80 Planned Ramp Metering Activation



32



## Express Lanes (High Occupancy Vehicle/Priced Lanes)

- Conversion of HOV lanes to Express operations optimizes use of existing system.
- Improved mobility for all, utilizing available unused capacity in HOV Lanes.
- **Dynamic Pricing** controls demand & preserves ridesharing incentives.
- **Added Choice & Reliability**
- **Enhanced Environment**
- **New funding source to close gaps in network**, to provide additional time savings and incentives for transit & carpools.

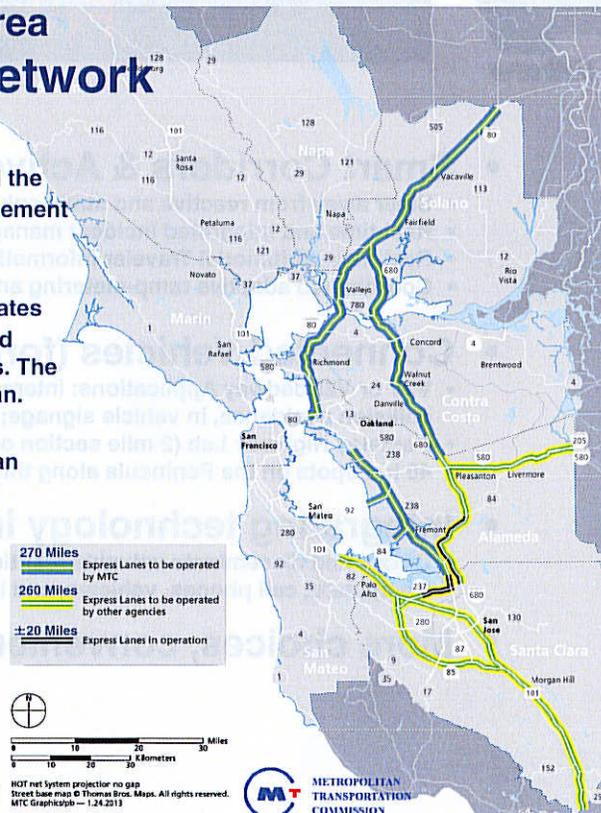


33



## San Francisco Bay Area Express Lanes Network

- **Collaboration:** Caltrans, MTC, and the Bay Area CMAAs are working together to implement initial projects.
- **Funding:** The financial plan contemplates using toll revenue, equity contributions, bond financing, TIFIA, and federal and local grants. The Network is included in the current T-2035 Plan.
- **Cost Effective:** The Network has an estimated benefit-cost ratio of 3.3 (including reductions in travel delay, emission, and collision but excluding revenue).
- **Success requires:**
  - A regionally recognizable, consistent, seamless, and connected **system**;
  - Preserved incentives for transit and ridesharing through optimized operational hours and carpool eligibility, requirements as well as sensitive pricing policy.



81

34

# Presentation Overview

- District Overview
- Freeway Congestion Trends
- Mobility Now
- **Future Vision**
  - **SMART Corridors & Active Traffic Management**
  - **Connected Vehicles**



35



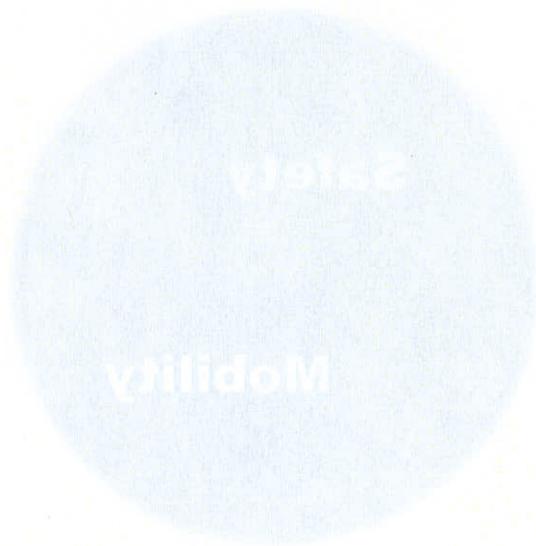
# Future Vision

- **Smart Corridors & Active Traffic Management:**
  - Steer away from reactive and static solutions to proactive and dynamic strategies.
  - Real-time and integrated incident management from TMCs.
  - Real-time multimodal Traveler Information: freeway, arterial, transit, rail, ferry.
  - Coordinated adaptive ramp-metering and local arterial signals .
- **Connected Vehicles (formerly IntelliDrive or VII):**
  - V2V or V2Roadway Applications: intersection safety such as lane departure warning or collision avoidance, in vehicle signage; tolling; & enforcement.
  - Berkeley Highway Lab (2 mile section on I-80)
  - 40 hot spots on the Peninsula along three corridors.
- **Integrating technology in everyday tools:**
  - Obtain and disseminate valuable real-time multimodal data for travelers.
  - Computers, cell phones, vehicles, and infrastructure.
- **More choices, convenience, reliability, and safety.**

82

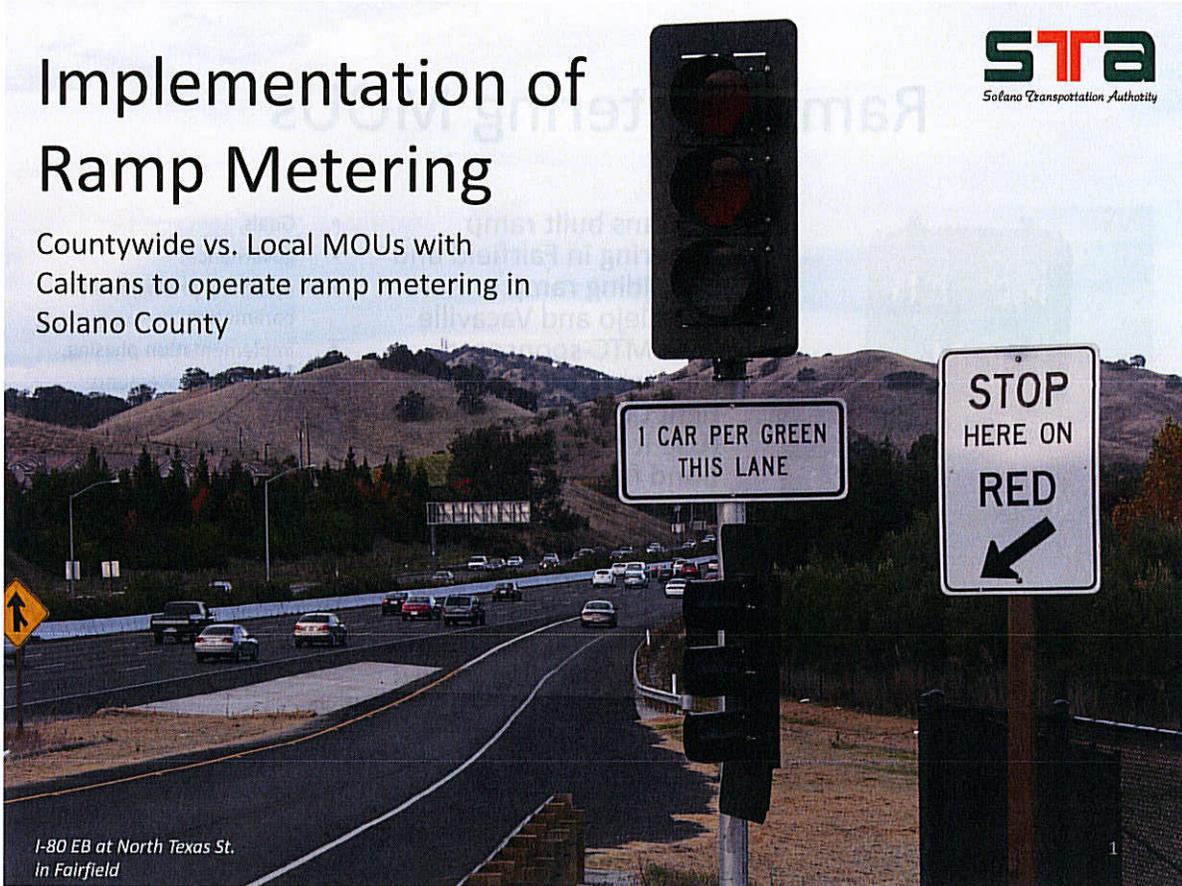
36





# Implementation of Ramp Metering

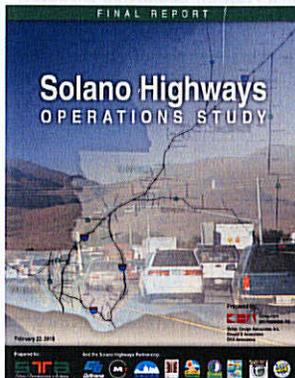
Countywide vs. Local MOUs with Caltrans to operate ramp metering in Solano County



I-80 EB at North Texas St. in Fairfield

## STA's Role in I-80 Corridor Planning and Operations

- 2004, I-80/680 Major Improvement Study (MIS)
- 2008, STA Board Adopts MTC Freeway Performance Initiative (FPI)
- 2010 Solano Highways Operations Study
- Sept 2010, Corridor System Management Plan (CSMP) for I-80 adopted by STA Board
- Dec 2010 Solano Highways Partnership (SoHIP) discusses ramp metering projects
- March 2011 SoHIP approves ramp metering study scope of work
- Dec 2011 Fairfield ramp metering project complete
- Feb 2013 Draft ramp metering study for internal review
- Dec 2014 Vallejo & Vacaville project to be complete



Capacity + operations improvements including Intelligent Transportation Systems (ITS) and Traffic Operations Systems (TOS) elements

# Ramp Metering MOUs



- Caltrans built ramp metering in Fairfield and is building ramp meters in Vallejo and Vacaville with MTC-sponsored funding sources with tight delivery deadlines (Use it or lose it, Prop 1B Bond funds).
- Caltrans will activate ramp meters once an operating agreement through a memorandum of understanding (MOU) is executed with the following sections:
  - Goals,
  - governance,
  - operating principles and parameters,
  - implementation phasing,
  - Capital improvements
  - Monitoring & Maintenance
  - Technical Committee Role
    - Scope of effort
    - Metering plan
    - Capital improvements
    - Agreements
    - Monitoring
    - Membership
    - Desired outcomes

3

## C/CAG & VTA Ramp Metering MOU key principles

- Provide consistent & predictable travel times
- Minimize Corridor delays with ramp metering during peak periods
- Minimize impacts on local streets from ramp metering
- Use spillback loops to avoid local street impacts
- Specific communities are not disproportionately burdened with ramp delays
- Prior to implementation, Local Ramp Metering TACs reviews and recommends metering plan to policy board
- Local Ramp Metering TACs adjust ramp metering timing with Caltrans
- Prompt Caltrans response to local agency metering changes
- Issues resolved at policy board
- Annual Review
- Problem sites become candidates for future improvements



**Richard Napier**  
Exec. Director, City/County Assoc. of Governments of San Mateo County

“Our board now is in a position that we can’t put ramp metering up fast enough ... turn it on as fast as you can.”

*Richard Napier, Executive Director, C/CAG in San Mateo*



**Larry Patterson**  
Public Works Director, City of San Mateo

“As a county, we approached [ramp metering] in a very different way ... I’m very proud of what we’ve done here in [San Mateo] County.”

*Larry Patterson, San Mateo Public Works Director*

# Local Agency Concerns

Shawn Cunningham, City of Vacaville, Director of Public Works

- Ramps could exceed storage if metered too aggressively
- Older, substandard ramps lack capacity to handle ramp metering
- Traffic could divert from freeways to city streets and county roads to avoid ramp meters
- With regard to an MOU, local agencies would have less control of traffic management on city streets if other agencies or even the STA are given authority over ramp metering timing, as a signatory to a Ramp Metering MOU
- The public could push back against unnecessary ramp metering because traffic is relatively light compared to other areas of the Bay Area

5

# Countywide Concerns

- Highway-to-highway meters require countywide consensus to implement
- Ramp meters are one part of a suite of highway operations technology designed to provide predictable travel times
- Future highway improvements (such as express lanes) could be tied to successful implementation of ramp metering operations along the entire corridor, not just in one city

6

# Local Agency MOUs with Caltrans

## PRO:

- Local Ramp Metering TACs recommend plans to City Councils to make final decisions regarding ramp metering implementation
- Local MOUs are consistent with current Caltrans practices of O&M MOUs for interchanges, traffic signals, and landscaping near freeway ramps
- Local issues specific to each interchange ramps are given local focus vs. upstream or downstream benefits or impacts of other jurisdictions

## CON:

- Neighboring city bottleneck issues not addressed
- Highway-to-highway connector implementation delegated to Caltrans
- Future improvements with regional funding are not addressed and may impede full corridor plan implementation

7

# Countywide MOU with Caltrans

## PRO:

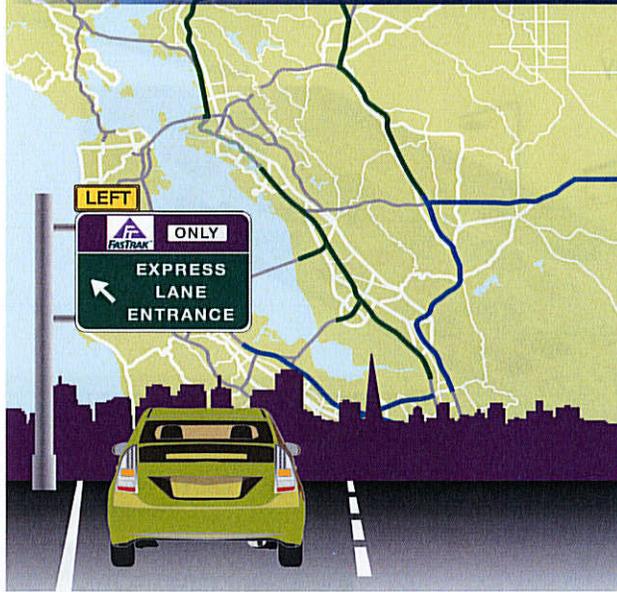
- Local Ramp Metering TACs recommend plans to STA Board to make final decisions regarding ramp metering implementation
- Neighboring city bottleneck issues debated at Solano Highways Partnership & STA Board
- Highway-to-highway connector implementation discussed by Solano Highways Partnership and STA Board
- Future improvements with regional funding are considered by STA Board

## CON:

- City Councils do not make final decisions regarding ramp metering implementation, other than first entering into a Countywide MOU
- A Countywide MOU is inconsistent with current Caltrans practices of O&M MOUs for interchanges, traffic signals, and landscaping near freeway ramps
- Local issues could be outweighed by regional ramp metering benefits

8

# MTC EXPRESS LANE NETWORK



## Solano Transportation Authority Workshop

March 13, 2013

Presented by Melanie Crotty  
Director, Operations

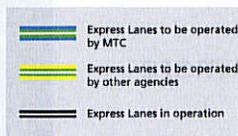


## Bay Area Express Lane System

550 miles total

- MTC — 270 miles (Oct. 2011 CTC action)
- Alameda CMA & Sunol JPA — 90 miles
- Santa Clara — VTA 190 miles

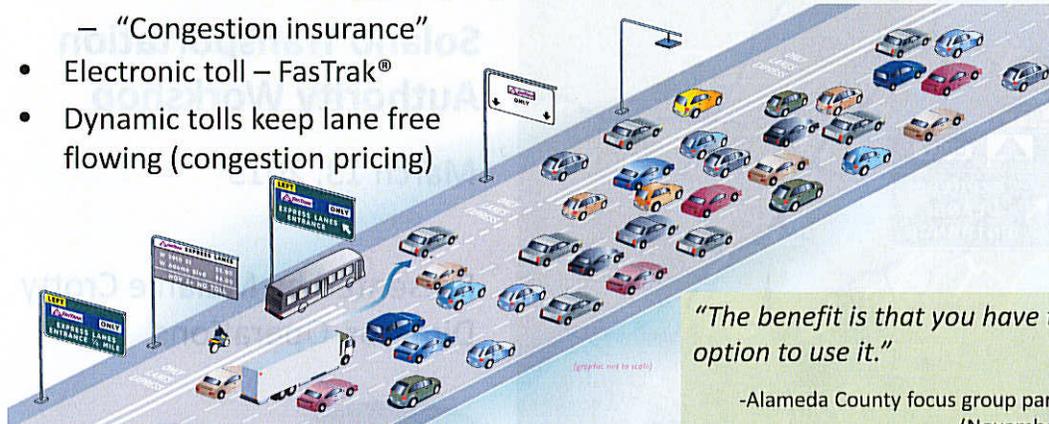
*All parties are committed to making the system seamless for drivers*



HCT net System projection no gap  
Street name map © Thomas Bros. Maps. All rights reserved.  
MTC Graphics/06 — 1.24.2013

# How Express Lanes Work

- High Occupancy Toll (HOT) Lanes
- HOV with toll option
  - Carpools, buses free
  - Other drivers can choose to pay
  - “Congestion insurance”
- Electronic toll – FasTrak®
- Dynamic tolls keep lane free flowing (congestion pricing)



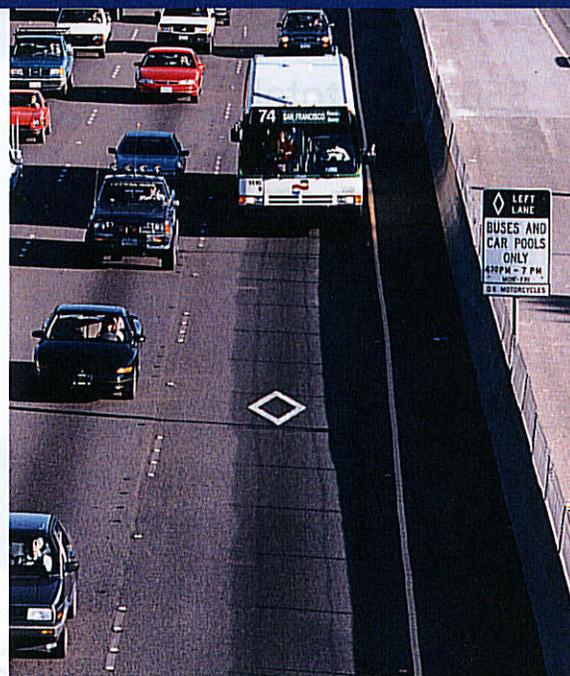
*"The benefit is that you have the option to use it."*  
-Alameda County focus group participant  
(November 2012)

**MTC EXPRESS LANE NETWORK**

# You Don't Have to Pay to Benefit

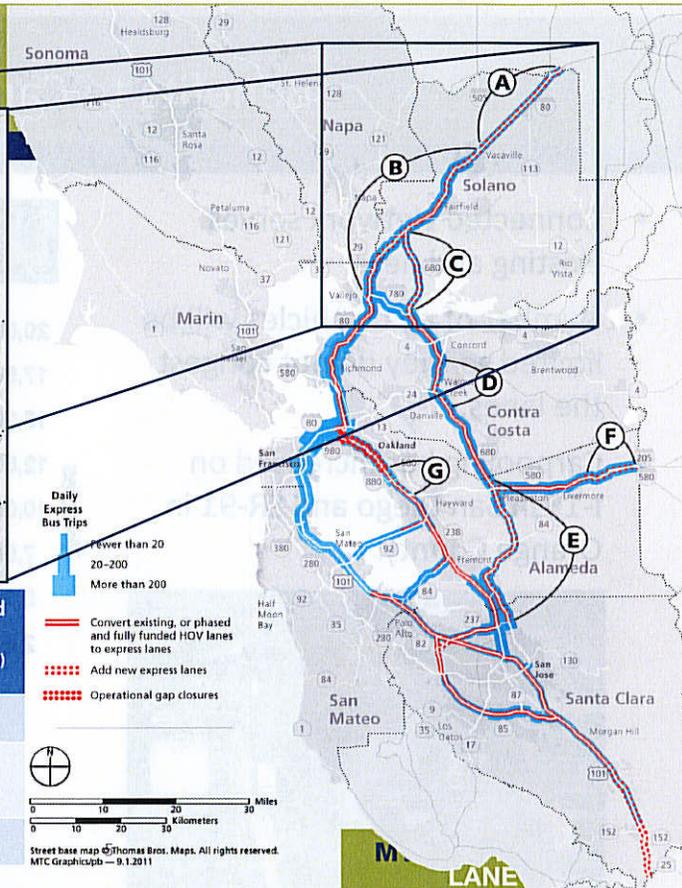
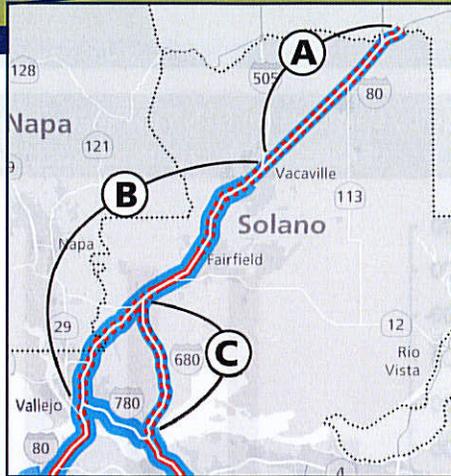
## The Express Lane Network

- Connects HOV lanes to serve buses & carpools better
- Increases HOV lane reliability through better incident detection (cameras, speed sensors, etc.)
- Uses existing capacity more efficiently
- Shifts vehicles from regular lanes



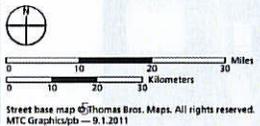
**MTC EXPRESS LANE NETWORK**

# Serving Transit



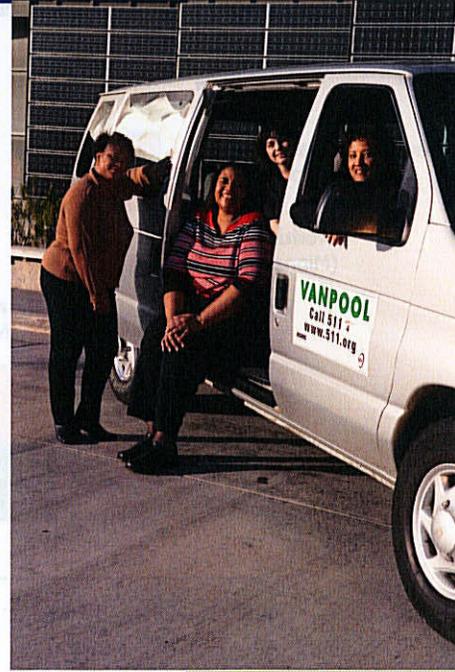
Solano County Route	Peak Period Bus Trips (current service)
A. I-80 Yolo County to I-505	15
B. I-80 I-505 to Carquinez Bridge	108
C. I-680 Gold Hill Rd. to I-780	13

- Blue line: Fewer than 20
- Red line: 20-200
- Orange line: More than 200
- Red line with white dashes: Convert existing, or phased and fully funded HOV lanes to express lanes
- Red line with red dashes: Add new express lanes
- Red line with black dashes: Operational gap closures



# Improvements Serve Van Pools

Solano County Van Pool Route	Van Pools (current service)
I-80 Yolo County to I-505	52
I-80 I-505 to Carquinez Bridge	203
I-680 Gold Hill Rd. to I-780	21



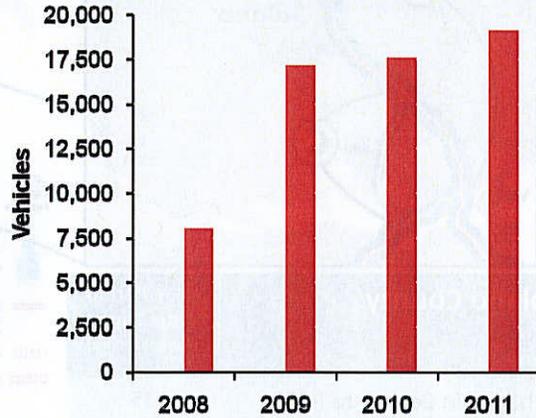
**MTC EXPRESS LANE NETWORK**

# Benefits to Carpools

- Connected Network serves existing and new.
- Number of paid vehicles will be limited so they do not congest the lanes.
- Carpooling has increased on I-15 in San Diego and SR-91 in Orange County.

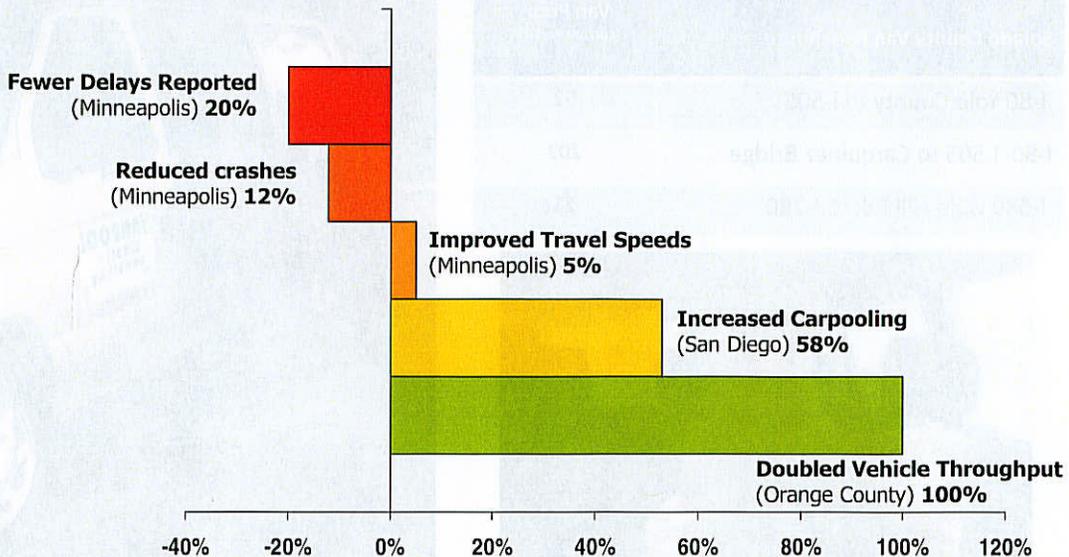


Use by Carpools on I-15 San Diego Since Express Lane Expansion



MTC EXPRESS LANE NETWORK

# Proven Corridor Management Tool



MTC EXPRESS LANE NETWORK

# Complementary Corridor Management Strategies



9

**MTC EXPRESS LANE NETWORK**

# Coordination is Key



10

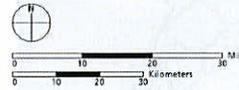
**MTC EXPRESS LANE NETWORK**

# Current Project Plan (MTC Network)

1. Conversions first  
(benefit cost ratio = 5)
  - Low cost & low risk
  - Toll-system comprises most of the investment
  - 150 miles
  
2. Close gaps, segments with better revenue/cost ratios  
(benefit cost ratio = 3)
  - 65 miles

## Current Project Plan

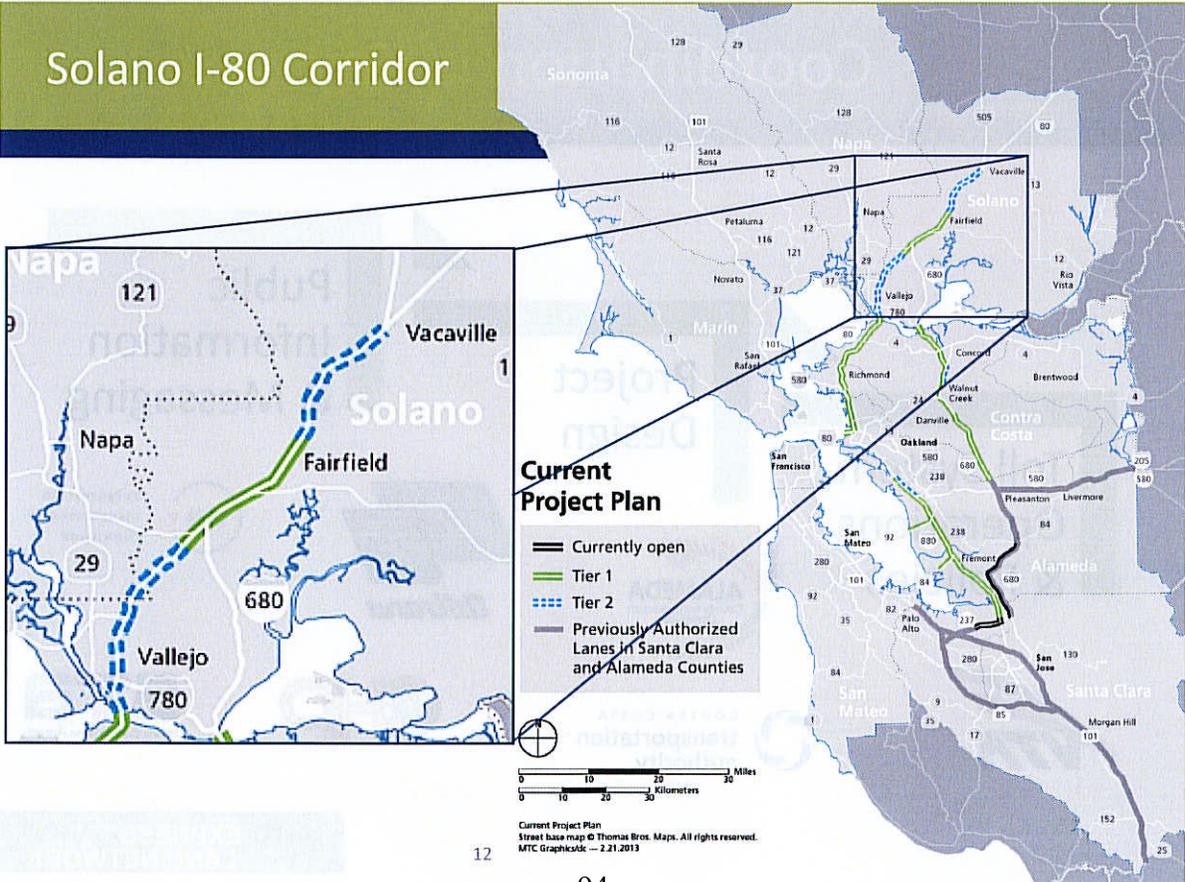
- Currently open
- Tier 1
- Tier 2
- Previously Authorized Lanes in Santa Clara and Alameda Counties



Current Project Plan  
Street base map © Thomas Bros. Maps. All rights reserved.  
MTC Graphics/Map — 2.21.2013



# Solano I-80 Corridor



# Tier 1 Conversions

## MTC Network Projects Underway 90 miles open in 2015

In progress

- Toll system concept
- Environmental clearance

Next steps in 2013

- Toll system requirements & procurement
- Roadway design

## Remaining Conversions 60 miles

Secure funding and initiate studies/environmental clearance in 2013

### Tier 1 Projects

- Currently open
- Tier 1 projects underway
- Remaining conversions
- Tier 2
- Previously authorized lanes: Santa Clara County and Alameda County



Tier 1 projects 2a  
Street base map © Thomas Bros. Maps. All rights reserved.  
MTC Graphics/UC — 3.3.2013

13

# Bay Area Infrastructure Financing Authority (BAIFA)

- Created by MTC and BATA in 2006 to finance the state contribution to the toll bridge seismic program and “to plan, develop and fund transportation and related projects”
- Amended in September 2011 to include development, operation and financing of express lane facilities

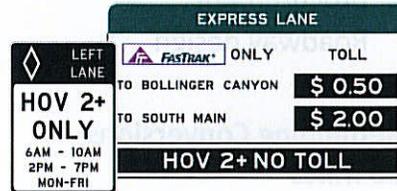
**Recommendation: Revise board membership for express lane responsibilities. Both MTC and BATA must approve this change.**

Current Membership		Proposed Membership	
1. MTC Chair	Tissier	1. MTC Chair	Worth
2. MTC Vice Chair	Worth	2. BATA Oversight Chair	Dodd
3. BATA Oversight Chair	Dodd	3. Alameda County	Haggerty
4. BATA Oversight Vice Chair	Bates	4. Contra Costa County	Glover
5. Programming & Allocations Chair	Glover	5. Solano County	Spering
6. Programming & Allocations Vice Chair	Kinsey	6. Business, Transportation & Housing Appointee (non-voting)	Sartipi

# Policy Decisions and Responsibilities for BAIFA

## Developing, Operating and Funding the Network

1. Approve phasing and financing plans
  - Which projects get built first;
  - How the network will be financed.
2. Design, procure, install and construct the express lanes and toll system
3. Adopt business rules, tolling and operating policies in coordination with Caltrans and CHP
  - Recommend hours of operation (peak only, all day, weekends)
  - Toll rates and requirement for toll free travel (HOV2 or HOV3+)
  - Toll collection methods, violation procedures and penalties
4. Operate and maintain the express lanes and toll system
5. Take steps necessary to fund the project



**MTC EXPRESS LANE NETWORK**

15

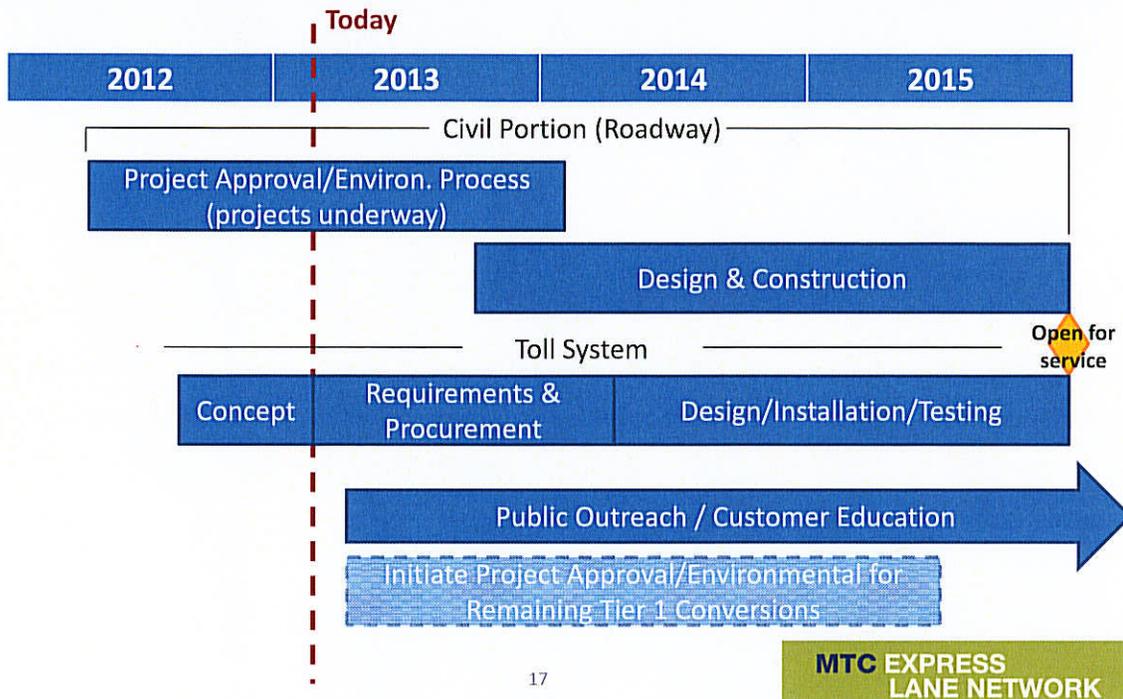
## BAIFA Timeline

Feb	<input checked="" type="checkbox"/> <b>Information item on BAIFA</b> 2/13 BATA Oversight & MTC Admin.
Mar	<input type="checkbox"/> <b>Revise BAIFA Board</b> 3/6 BATA Oversight & MTC Admin. 3/27 BATA & MTC  <input type="checkbox"/> <b>Approve MTC-BAIFA coop</b> 3/6 MTC Admin. 3/27 MTC
Apr	<input type="checkbox"/> <b>First BAIFA express lanes meeting</b> <input type="checkbox"/> <b>Approve MTC-BAIFA coop</b> 4/24 BAIFA
Spring 2013 and beyond	<input type="checkbox"/> <b>Monthly BAIFA meetings</b>

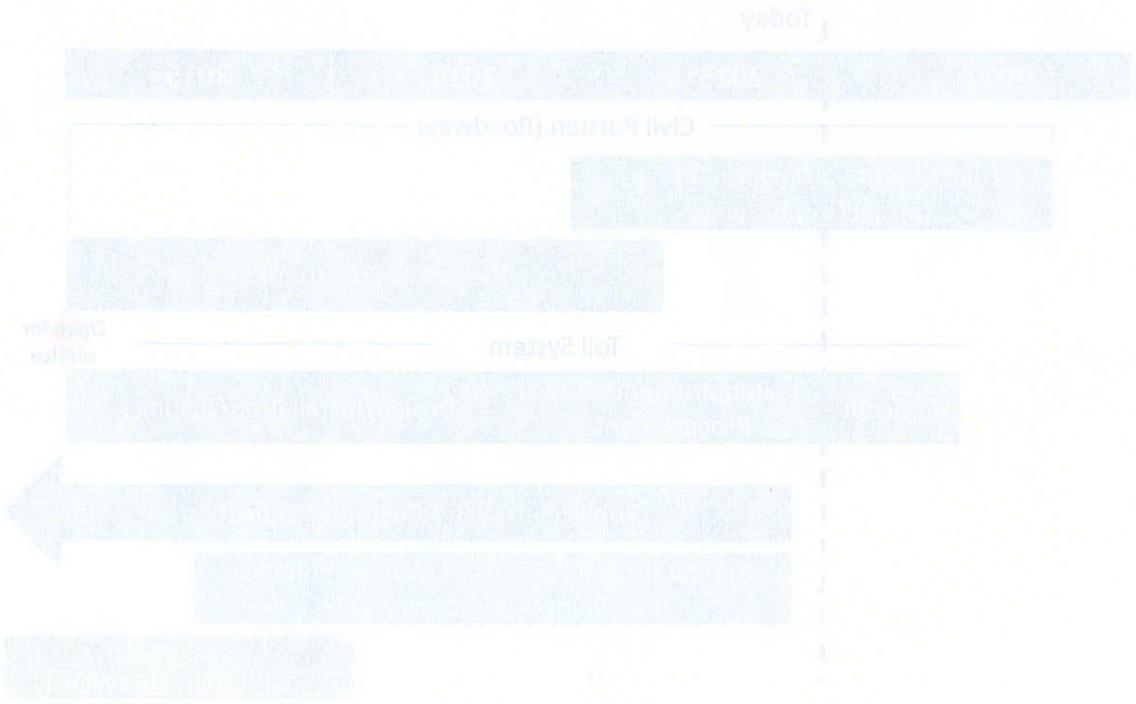
16  
96

**MTC EXPRESS LANE NETWORK**

# Tier 1 Timeline



# Project Timeline



# Solano Mobility Management Plan



Solano Paratransit Coordinating Council



Solano Seniors and People with Disability Transportation Advisory Committee



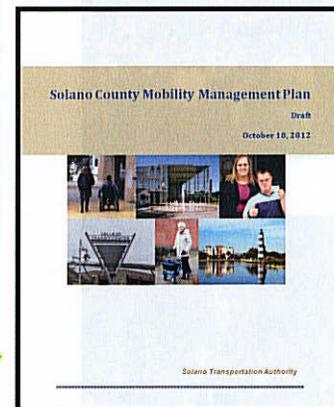
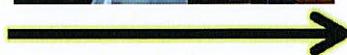
Senior Coalition of Solano County

STA Board Workshop | March 13, 2013

## Why Mobility Management?

The development of a mobility management plan for Solano County emerged as a countywide priority based on:

- Five (5) Community-Based Transportation Plans
- Two (2) Solano County Senior and Disabled Transportation Summits
- Solano Transportation Study for Seniors and People with Disabilities (2011)
- Four (4) Advisory Committees:
  - Solano Seniors and People with Disabilities Transportation Advisory Committee
  - Paratransit Coordinating Council (PCC)
  - Intercity Transit Consortium
  - Lifeline Committee



# Demographics – Low Income

Population of Solano County and Cities in Poverty or with Low-Income

City	Total	Low Income*	%	Below Poverty^	%
Benicia	26,877	3,596	13.4%	1517	5.6%
Dixon	18,071	4,226	23.4%	1500	8.3%
Fairfield	97,319	26,140	26.9%	11274	11.6%
Rio Vista	7,088	1,526	21.5%	666	9.4%
Suisun City	27,662	6,991	25.3%	2,466	8.9%
Vacaville	82,430	15,688	19.0%	6,350	7.7%
Vallejo	114,708	34,723	30.3%	17,172	15.0%
<b>Solano County</b>	<b>392,847</b>	<b>96,331</b>	<b>24.5%</b>	<b>42,525</b>	<b>10.8%</b>
<b>Bay Area</b>	<b>6,960,073</b>	<b>1,667,510</b>	<b>24.0%</b>	<b>704,331</b>	<b>10.1%</b>

\*Low income defined as <200% of Federal HHS Poverty Guidelines  
 ^Poverty defined as <100% of Federal HHS Poverty Guidelines

Source: ACS 2007 - 2011 5 Yr Estimates (S1701)

# Demographics - Seniors



Solano County and Cities by Senior Age Brackets

City	Population	50 - 64	65 - 79	Over 80	Percent of Solano Population	Percent over 65
Benicia	26,178	25.6%	8.9%	3.5%	6.4%	12.4%
Dixon	17,341	13.8%	6.7%	2.7%	4.3%	9.4%
Fairfield	103,305	15.0%	6.2%	2.7%	25.4%	8.9%
Rio Vista	7,460	20.2%	27.8%	5.5%	1.8%	33.3%
Suisun City	26,737	17.5%	5.5%	1.7%	6.6%	7.2%
Vacaville	91,828	16.9%	6.9%	2.9%	22.6%	9.8%
Vallejo	115,073	18.9%	8.4%	3.7%	28.3%	12.1%
Other Solano County	18,539				4.6%	
<b>Solano County</b>	<b>406,461</b>	<b>17.9%</b>	<b>7.8%</b>	<b>3.1%</b>		<b>10.9%</b>

Source: STA, Solano Transportation Study for Seniors and People with Disabilities, 2011

# Senior Growth



Baby Boomers began to reach 65 in 2010.

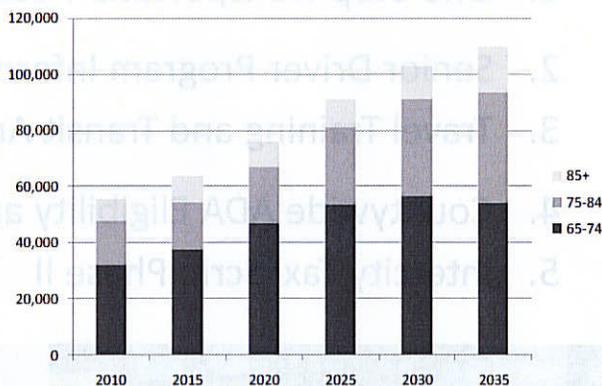


By 2020, there will be nearly 20,000 more seniors in Solano County.



By 2035, Solano's senior population is projected to double.

Growth in Solano County's Older Population – 65 and Over



Source: STA, Solano Transportation Study for Seniors and People with Disabilities, 2011

# Demographics – People with Disabilities

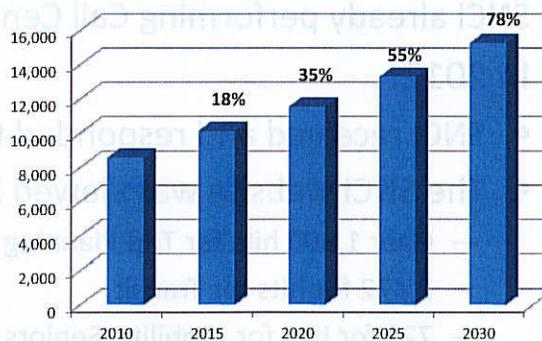
Solano County by Cities with a Disability

City	Total	Disability	Percent
Benicia	27,026	2,481	9.2%
Dixon*	NA	NA	NA
Fairfield	99,388	9,657	9.7%
Rio Vista*	NA	NA	NA
Suisun City	27,803	2,927	10.5%
Vacaville	81,579	8,327	10.2%
Vallejo	115,291	13,569	11.8%
<b>Solano County</b>	<b>395,310</b>	<b>41,829</b>	<b>10.6%</b>
<b>Bay Area</b>	<b>7,096,180</b>	<b>642,730</b>	<b>9.1%</b>

\* Disability population data not available for Dixon and Rio Vista

Source: ACS 2009 - 2011 3 Yr Estimates (DP02)

Growth of ADA Eligible Population in Solano County



Source: STA, Solano Transportation Study for Seniors and People with Disabilities, 2011



## Upcoming Mobility Programs in Solano County

1. One-Stop Transportation Call Center
2. Senior Driver Program Information
3. Travel Training and Transit Ambassador Program
4. Countywide ADA Eligibility and Certification Process
5. Intercity Taxi Scrip Phase II



## One-Stop Transportation Call Center including Senior Driver Program Information

SNCI already performing Call Center Functions

In 2012:

- SNCI received and responded to 3,004 phone calls.
- The SNCI website was viewed 23,377 times.
  - Over 1,800 hits for Trip Planning
  - 2,472 for hits for Transit
  - 729 for hits for Mobility, Seniors, and People with Disabilities



# Countywide ADA Eligibility Process and Travel Training

- Countywide In Person ADA Eligibility and Certification Process
  - Preserves the quality of service for the passengers who need it and the integrity of the ADA eligibility process and the Regional Eligibility Database (RED).
- Travel Training and Transit Ambassador Program
  - Travel training involves teaching people to independently use fixed-route public transportation.



## 5. Solano County Intercity Taxi Scrip

Intercity Taxi Scrip Phase I launched in February 2010 providing subsidized taxi scrip for intercity travel for ambulatory ADA certified passengers

Solano County is taking the lead in the development of Phase II of the Program

- Phase II will expand the program to provide service to non-ambulatory ADA passengers
- MOU is in process of review with transit operators
- Next steps
  - Release Request for Proposal for Services
  - Launch Phase II



# Tentative Funding Plan for Mobility Management Programs

	2013				2014				2015				2016			
	Jan-Mar	Apr-Jun	Jul-Sept	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sept	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sept	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sept	Oct-Dec
Board Approval for Final Mobility Management Plan																
Countywide ADA Eligibility and Certification					STAF Regional Paratransit Fund											
Travel Training and Transit Ambassador Program			JARC		Potential Funding JARC and/or New Freedom (last cycle)				Potential Funding OBAG (pending Board Approval)				Potential Funding OBAG (pending Board Approval)			
Mobility Management Website				JARC												
One Stop Transportation Call Center (Expand SNCI) including Senior Driver Info					Potential Funding JARC and/or New Freedom (last cycle)				Potential Funding MAP 21 5310, Lifeline, STAF							

## Funding

- Current Funding
  - JARC is funding staff, website, outreach, travel training guides (Funding ends Dec 2013)
  - STAF Regional Paratransit is funding Countywide In Person Eligibility Process (Pilot program for two years 2013-2015)
- Potential Funding Sources
  - JARC and New Freedom (last cycle 2014)
  - MAP 21 FTA 5310 (New Freedom will be combined with FTA 5310)
  - Lifeline
  - OBAG
  - STAF



- Coordinated Plan Background
- Key Findings
- Recommended Regional Priorities and Coordination Strategies
- Next Steps

## Overview

March 6, 2013

## MTC Coordinated Public Transit- Human Services Transportation Plan Draft Plan Update Highlights

- Next steps
  - Coordination strategies
- Recommended Regional priorities and
- Key findings
- Coordinated Plan background

## OVERLAYS

March 9, 2013

Plan Plan Update Highlights  
Human Services Transportation Plan  
MTC Coordinated Public Transi-

- Convene multi-interest TAC of providers/stakeholders
- Review relevant plans and studies completed since 2007
- New research
  - Regional demographic and transportation data update
  - Regional and statewide best practices and innovative approaches
  - Veterans' transportation needs
- Assess progress to date implementing projects and strategies identified in 2007 Plan
- Stakeholder input: Review and update
  - Transportation gaps
  - Transportation solutions
  - Regional coordination strategies
- Public review and comment on Draft Plan Update
- Commission adoption

## Plan Update Process

- Federal coordinated planning requirements
- FTA funding programs
  - Section 5310 Elderly & Disabled
  - Section 5316 Job Access & Reverse Commute
  - Section 5317 New Freedom
- Ongoing federal and state coordination efforts
- Local programs and initiatives supporting coordination



## Background

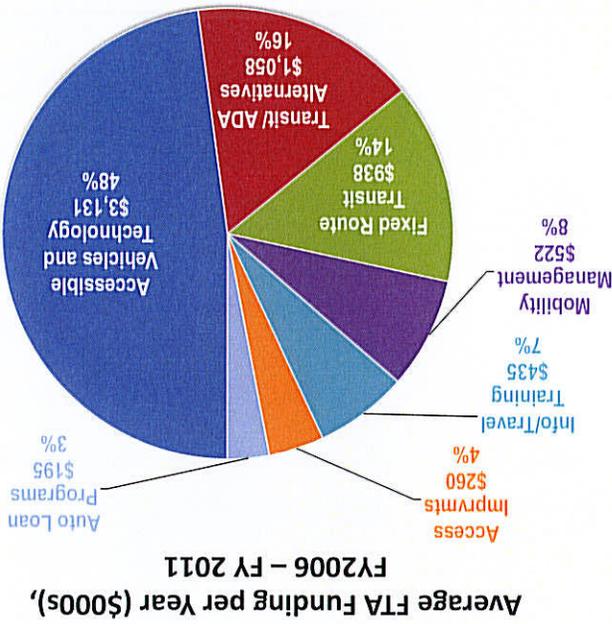
- Commission adoption
- Early review and comment on draft plan updates
  - regional coordination strategies
  - transportation corridors
  - transportation hubs
- Stakeholder input: Review and updates identified in 2003 plan
- Update process to date: implementing projects and strategies
  - design, construction and
  - review and approval processes and interagency coordination
  - regional coordination and transportation plan updates
- New research
- Review relevant plans and studies completed since 2003
- Consider multi-jurisdictional or broader stakeholder

## Plan Update Process

- supporting coordination
- local programs and initiatives
- coordination efforts
- Ongoing federal and state
  - section 2312 New Freedom
  - section 2326 Top Access & Reverse Commute
  - section 2320 Elderly & Disabled
- FTA funding programs requirements
- Federal coordinated planning

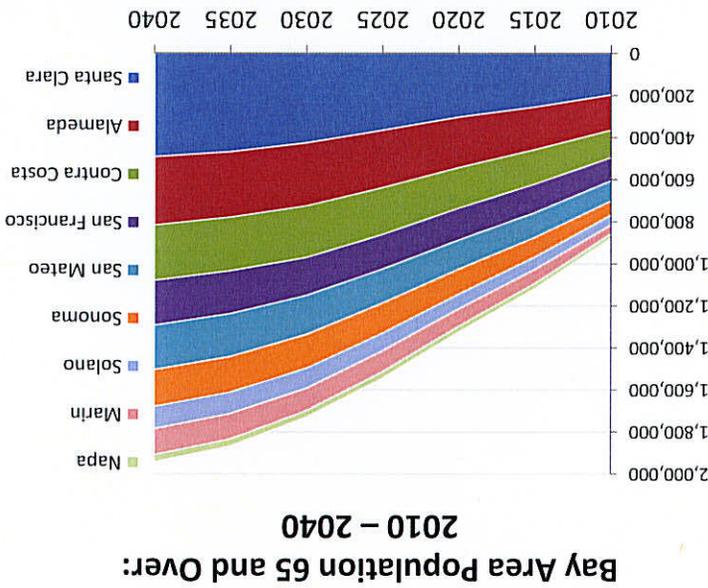
## Background





## Key Findings: Previous Plan Results

- Region's JARC, New Freedom, and 5310 funding averaged \$6.5 million per year between FY2006 and FY2011
- Mix of project types across the three fund sources depended on each program's eligibility requirements and state, regional, or local priorities



## Key Findings: The "Senior Wave" Is Here

- Baby Boomers started turning 65 in 2010
- Population 65 and over will continue to rise steeply through 2030, more than doubling today's senior population by 2040
- In 2013, a Bay Area resident will turn 65 every 6 minutes



- ## Recommended Priority Solutions
- Mobility management, travel training, and coordination activities
  - Additions or improvements to paratransit that exceed ADA requirements, and demand-responsive services other than ADA paratransit
  - Additions or improvements to public transit service and access to transit
  - Solutions to address affordability barriers

- ## Key Findings: Transportation Gaps
- Limitations of ADA paratransit
  - Need for alternatives to fixed-route transit
  - Need for more fixed-route service
  - Safety and comfort improvements for pedestrians and transit users
  - Information and assistance finding and using transportation services
  - Affordability of autos and transit fares for some low-income individuals and families

- Solutions to address affordability barriers
  - Services and access to transit
- Additions or improvements to public transit responsive services other than ADA paratransit exceed ADA requirements, and demand-
- Additions or improvements to paratransit that coordination activities
- Mobility management, travel training, and

## Recommended Priority Solutions

- income individuals and families
- Affordability of autos and transit fares for some low-transportation services
- Information and assistance finding and using transit users
- Safety and comfort improvements for pedestrians and
- Need for more fixed-route service
- Need for alternatives to fixed-route transit
- Limitations of ADA paratransit

## Key Findings: Transportation Gaps

- Adopt the Coordinated Plan Update
- Develop a regionwide mobility management implementation plan in consultation with local partners and stakeholders
- Inform future funding decisions based on Coordinated Plan Update strategies and priorities

## Recommended Next Steps

1. Strengthen mobility management in the Bay Area:
  - Identify and designate Consolidated Transportation Service Agencies (CTSAs) to facilitate subregional mobility management and transportation coordination efforts
  - Provide information and manage demand across a family of transportation services
  - Promote coordinated advocacy with human service agencies to identify resources to sustain ongoing coordination activities
2. Promote walkable communities, complete streets, and integration of transportation and land use decisions

## Strategies

## Recommended Regional Coordination

- Priorities
  - Coordinated Plan Update strategies and
    - Inform future funding decisions based on partners and stakeholders
    - Implementation plan in consultation with local
  - Develop a regionwide mobility management
  - Adopt the Coordinated Plan Update

## Recommended Next Steps

- decisions and integration of transportation and land use
- 2. Promote walkable communities, complete streets,
  - coordination activities
  - agencies to identify resources to sustain ongoing
    - Promote coordinated advocacy with human service of transportation services
    - Provide information and manage demand across a family management and transportation coordination efforts
  - agencies (CTA) to facilitate interregional mobility
  - Identify and designate consolidated transportation service
- 1. Strengthen mobility management in the Bay Area:

## strategies

## Recommended Regional Coordination

# Transportation Needs of Older Adults in Solano County



Presented by: Rochelle Sherlock  
Senior Coalition of Solano County



## Senior Coalition of Solano County

**What:** An advisory board to the Board of Supervisors.

**Mission:** To advocate for and support efforts that improve and enrich the lives of seniors living and working in Solano County.

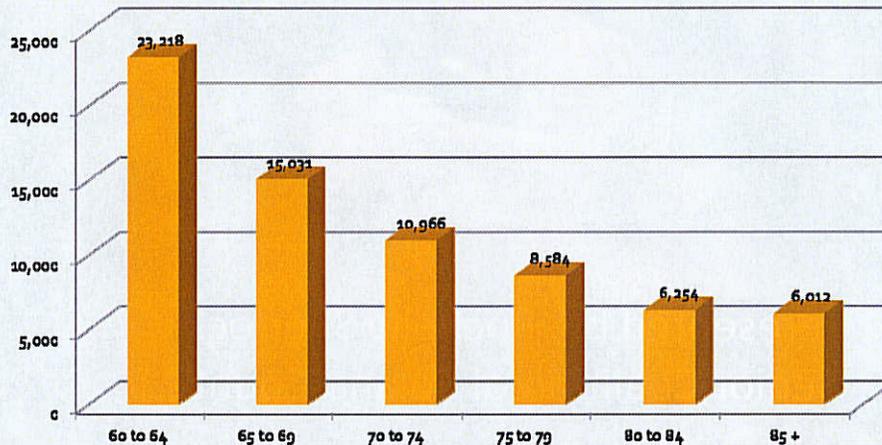
**Vision:** Solano County is a place where seniors are healthy, safe and secure; share their skills and experience; and are valued and celebrated for their wisdom and contributions.



# Older Adult Population in Solano County

- 11.7% of Solano County's population is 65 and older (46,487)
- 17% of Solano's population are 60 years and older (69,705)
- 44% of seniors are 75 years or older (20,850)

Older Adult Population by Age  
2010 Census Solano County



# Older Adults as a Percentage of the Population by City

CITY	# OLDER ADULTS	% OF POPULATION
Benicia	3,400	12.5%
Dixon	1,575	8.5%
Fairfield	10,825	10.2%
Rio Vista	2,395	32.3%
Suisun	2,181	7.7%
Vacaville	9,774	10.5%
Vallejo	14,136	12.1%



## Transportation Needs of Older Adults

### Three themes:

1. Driving is the preferred method of transportation;
2. Transportation needs among older adults tend to be age/gender and income related;
3. Transportation options need to be aging friendly and wheelchair accessible.



## Age/Gender Related Transportation Needs

**Driving is the preferred mode of transportation;** however, in 2000 only 50% of men over 85 years of age in the County and 21% of women in this age group held driver's licenses.

- Many older adults self limit their driving to daytime, close to home, and on smaller roads due to changes in health (e.g., poor eyesight, cognitive changes), and physical mobility and coordination
- Driving cessation results in the perceived loss of freedom and control often resulting in depression, isolation, and functional decline
- Driver's training is needed to help older adults to drive longer
- 44% of older adults in Solano County are 75 years or older (20,850)

**Reliance on friends** - Friends or relatives are relied upon for transportation by many non-driving older adults; this provides door-to-door service.

- Friends are aging and decreasing their driving and/or stopping altogether
- Only 61% of those surveyed indicated that they have a strong family and friend network to rely on

**Primary Destinations** – Transportation for healthcare-related appointments is one of the biggest challenges for older adults. Transportation for urgent same-day medical trips is a high priority. Other primary destinations include grocery shopping, other shopping, and social activities (e.g., church).

Source(s): Senior and Persons with Disabilities Transportation Study, (2011); U.S. Department of Transportation, (November 2003). Safe Mobility for a Maturing Society: Challenges and Opportunities. Washington, DC; Status Report on Seniors in Solano County (2008).



## Income Related Transportation Needs

**Driving is the preferred mode of transportation;** however, automobiles are expensive to own, maintain, and insure

**Taxi's can provide a flexible transportation option;** however, taxi's are expensive and can be a hardship for lower income older adults

**Fixed route is more affordable but less flexible;** those among the lowest of income still struggle to pay for fixed route fares

**Below Federal Poverty** - In 2011, an estimated **7.1%** (3,542) of individuals 65 years and over in Solano County are below the federal poverty level. If using the Elder Economic Security Index then up to 26% of the older adult population may need some form of assistance (\*\*Note, this depends on multiple factors that cannot be known from census data)

U.S. Department of Transportation, (November 2003). Safe Mobility for a Maturing Society: Challenges and Opportunities. Washington, DC

Solano Transportation Authority (2011). Seniors and Persons with Disabilities Study



## Transportation Needs of the Frail and those with Disabilities

**Door-through-door transportation** – The frail elderly and those with disabilities may need additional support to get to and from the vehicle. Door-through-door transportation services allow frail and disabled individuals to continue living in their own homes and still stay connected

**Flexible transportation options for those with disabilities** (e.g., Taxi's equipped with wheelchair lifts)

(Source: Status Report on Seniors in Solano County, 2008)



## Aging Friendly Transportation Needs

**Livable communities** – The mental and physical well-being of older adults is dependent, in part, upon their mobility.

- Livable communities support older adults to lead healthy productive lives
- Livable communities are typically considered to be walkable, mixed-use communities with good transit services close to homes

### **Pedestrian access to destinations and transit**

- Older adults find it difficult to walk and/or wait at bus stops
- Bus stops need shelters and benches. Older adults do not always feel safe at bus stops
- Need for bus stops near major senior housing with access to grocery stores, medical facilities, etc.
- Safe places and ways to cross large streets (e.g., a delayed cross walk signal to allow sufficient time to cross)
- Walking is an important mode of getting around, but not all areas are pedestrian-friendly
- Some transit facilities are not sufficiently ADA accessible

(Source: Status Report on Seniors in Solano County, 2008; Senior and Persons with Disabilities Transportation Study, 2011)



## Aging Friendly Transportation Needs cont.

### **Fixed Route**

The elderly move more slowly, are less stable in their balance and as a result feel more vulnerable. Full, consistent implementation of aging friendly practices on transit systems is a need.

- Drivers need to consistently enforce rules on the bus and manage rowdy teenagers
- Ensure the front seats are available for seniors
- Announce stops on the microphone in a loud and clear manner
- Wait until the older adult is seated before taking off especially if using an assistive device
- Many older adults do not know how to use fixed route and/or are intimidated by it
- Travel training/mobility management is needed



## Transportation Needs

### **Spatial**

Healthcare-related appointments can require travel outside the immediate residential area or city (e.g., David Grant, Specialist out of county). Few older adult communities are conveniently located near medical facilities, shopping centers and grocery stores.

### **Connectivity**

Improved transfers and connections between different systems. Consistent fare structures between agencies.

### **Temporal**

Earlier and later weekday service is needed for doctor's appointments (e.g., Dialysis)

More frequent weekday and Saturday service, and some service on Sunday (both fixed-route and paratransit) for visits to religious services and social visits.

Paratransit users would like shorter reservations times, improved punctuality, and expanded hours, since it is not always possible to schedule appointments during the hours when paratransit is running.



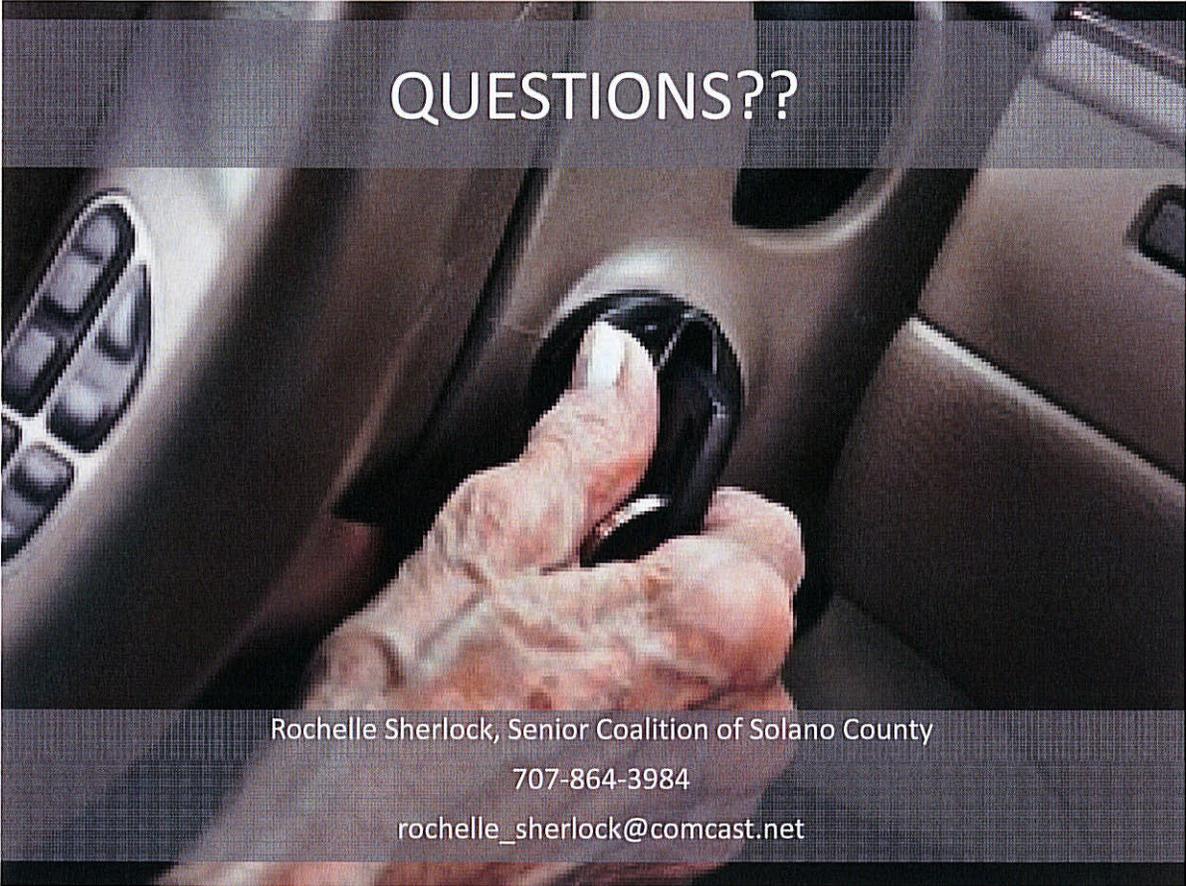
## Transportation Needs continued

### **Informational and Supportive**

- Access to information about service, transfers, and fares, particularly for those who do not speak English
- Better public information to include more informative bus stops, better maps, and clearer schedules. Schedules with very small type are hard to read for seniors and those with visual impairments
- Older adults do not know about the full range of transportation options available to them
- Many older adults do not know how to use fixed route and/or are intimidated by it
- Older adults would benefit from a "travel training" program

### **Flexible**

- Destinations (e.g., a specific doctor's office) may not be along the fixed route. Older adults, especially those with physical mobility limitations, need door-to-door transportation options. Some need door-through-door transportation options (e.g., volunteer based transportation programs).

A close-up photograph of a hand holding a black car key in the ignition area of a vehicle. The background shows the interior of the car, including the steering wheel and dashboard. The image has a dark, textured overlay.

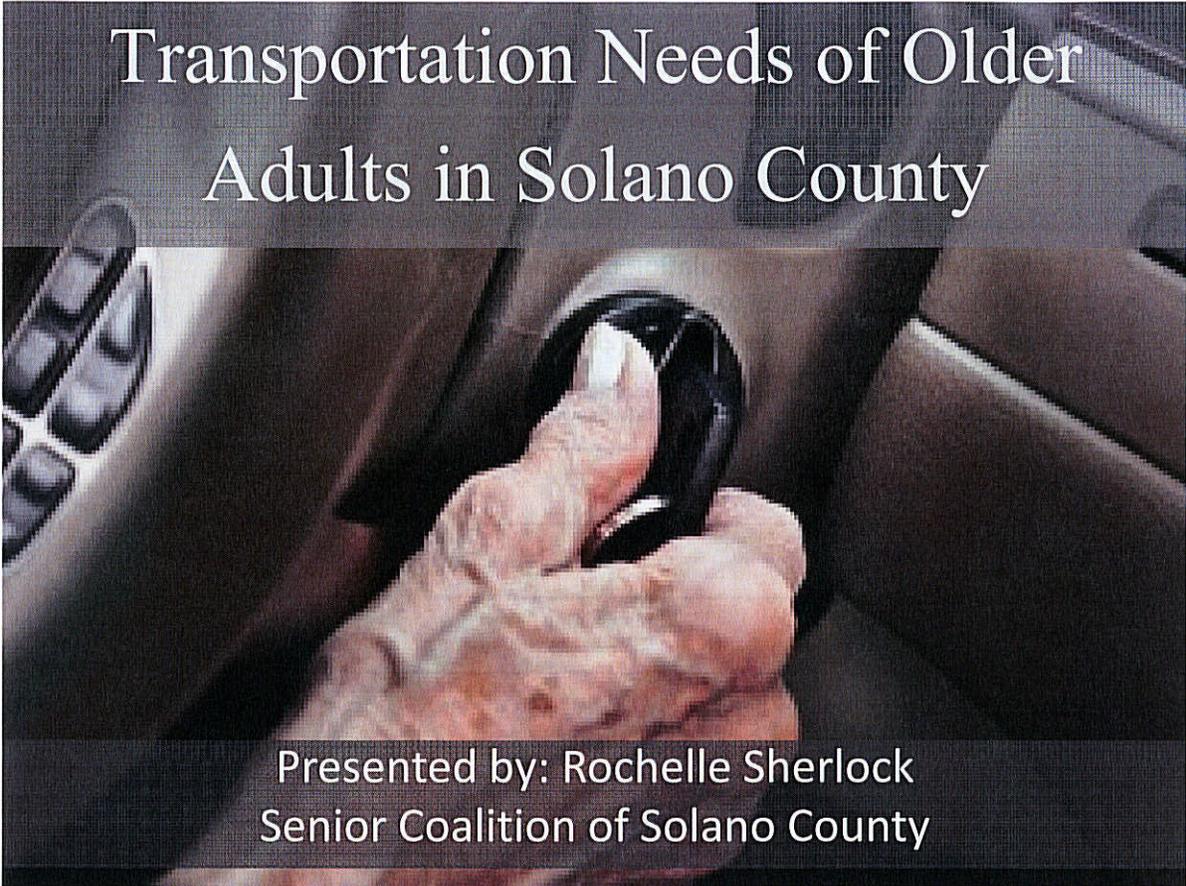
QUESTIONS??

Rochelle Sherlock, Senior Coalition of Solano County

707-864-3984

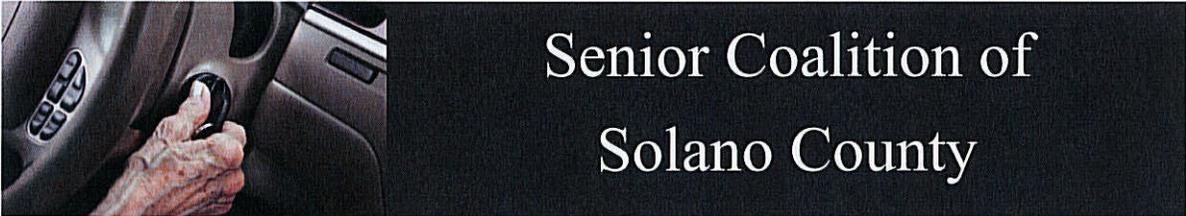
[rochelle\\_sherlock@comcast.net](mailto:rochelle_sherlock@comcast.net)

# QUESTIONS



# Transportation Needs of Older Adults in Solano County

Presented by: Rochelle Sherlock  
Senior Coalition of Solano County



## Senior Coalition of Solano County

**What:** An advisory board to the Board of Supervisors.

**Mission:** To advocate for and support efforts that improve and enrich the lives of seniors living and working in Solano County.

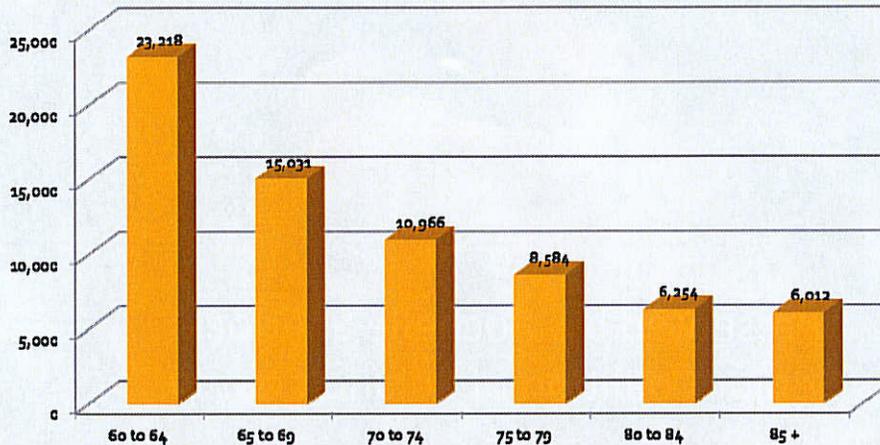
**Vision:** Solano County is a place where seniors are healthy, safe and secure; share their skills and experience; and are valued and celebrated for their wisdom and contributions.



## Older Adult Population in Solano County

- 11.7% of Solano County's population is 65 and older (46,487)
- 17% of Solano's population are 60 years and older (69,705)
- 44% of seniors are 75 years or older (20,850)

Older Adult Population by Age  
2010 Census Solano County



## Older Adults as a Percentage of the Population by City

CITY	# OLDER ADULTS	% OF POPULATION
Benicia	3,400	12.5%
Dixon	1,575	8.5%
Fairfield	10,825	10.2%
Rio Vista	2,395	32.3%
Suisun	2,181	7.7%
Vacaville	9,774	10.5%
Vallejo	14,136	12.1%



# Transportation Needs of Older Adults

## Three themes:

1. Driving is the preferred method of transportation;
2. Transportation needs among older adults tend to be age/gender and income related;
3. Transportation options need to be aging friendly and wheelchair accessible.



## Age/Gender Related Transportation Needs

**Driving is the preferred mode of transportation;** however, in 2000 only 50% of men over 85 years of age in the County and 21% of women in this age group held driver's licenses.

- Many older adults self limit their driving to daytime, close to home, and on smaller roads due to changes in health (e.g., poor eyesight, cognitive changes), and physical mobility and coordination
- Driving cessation results in the perceived loss of freedom and control often resulting in depression, isolation, and functional decline
- Driver's training is needed to help older adults to drive longer
- 44% of older adults in Solano County are 75 years or older (20,850)

**Reliance on friends** - Friends or relatives are relied upon for transportation by many non-driving older adults; this provides door-to-door service.

- Friends are aging and decreasing their driving and/or stopping altogether
- Only 61% of those surveyed indicated that they have a strong family and friend network to rely on

**Primary Destinations** – Transportation for healthcare-related appointments is one of the biggest challenges for older adults. Transportation for urgent same-day medical trips is a high priority. Other primary destinations include grocery shopping, other shopping, and social activities (e.g., church).



## Income Related Transportation Needs

**Driving is the preferred mode of transportation;** however, automobiles are expensive to own, maintain, and insure

**Taxi's can provide a flexible transportation option;** however, taxi's are expensive and can be a hardship for lower income older adults

**Fixed route is more affordable but less flexible;** those among the lowest of income still struggle to pay for fixed route fares

**Below Federal Poverty** - In 2011, an estimated **7.1%** (3,542) of individuals 65 years and over in Solano County are below the federal poverty level. If using the Elder Economic Security Index then up to 26% of the older adult population may need some form of assistance (\*\*Note, this depends on multiple factors that cannot be known from census data)

U.S. Department of Transportation, (November 2003). Safe Mobility for a Maturing Society: Challenges and Opportunities. Washington, DC

Solano Transportation Authority (2011). Seniors and Persons with Disabilities Study



## Transportation Needs of the Frail and those with Disabilities

**Door-through-door transportation** – The frail elderly and those with disabilities may need additional support to get to and from the vehicle. Door-through-door transportation services allow frail and disabled individuals to continue living in their own homes and still stay connected

**Flexible transportation options for those with disabilities** (e.g., Taxi's equipped with wheelchair lifts)

(Source: Status Report on Seniors in Solano County, 2008)



# Aging Friendly Transportation Needs

**Livable communities** – The mental and physical well-being of older adults is dependent, in part, upon their mobility.

- Livable communities support older adults to lead healthy productive lives
- Livable communities are typically considered to be walkable, mixed-use communities with good transit services close to homes

## **Pedestrian access to destinations and transit**

- Older adults find it difficult to walk and/or wait at bus stops
- Bus stops need shelters and benches. Older adults do not always feel safe at bus stops
- Need for bus stops near major senior housing with access to grocery stores, medical facilities, etc.
- Safe places and ways to cross large streets (e.g., a delayed cross walk signal to allow sufficient time to cross)
- Walking is an important mode of getting around, but not all areas are pedestrian-friendly
- Some transit facilities are not sufficiently ADA accessible

(Source: Status Report on Seniors in Solano County, 2008; Senior and Persons with Disabilities Transportation Study, 2011)



# Aging Friendly Transportation Needs cont.

## **Fixed Route**

The elderly move more slowly, are less stable in their balance and as a result feel more vulnerable. Full, consistent implementation of aging friendly practices on transit systems is a need.

- Drivers need to consistently enforce rules on the bus and manage rowdy teenagers
- Ensure the front seats are available for seniors
- Announce stops on the microphone in a loud and clear manner
- Wait until the older adult is seated before taking off especially if using an assistive device
- Many older adults do not know how to use fixed route and/or are intimidated by it
- Travel training/mobility management is needed



## Transportation Needs

### **Spatial**

Healthcare-related appointments can require travel outside the immediate residential area or city (e.g., David Grant, Specialist out of county). Few older adult communities are conveniently located near medical facilities, shopping centers and grocery stores.

### **Connectivity**

Improved transfers and connections between different systems. Consistent fare structures between agencies.

### **Temporal**

Earlier and later weekday service is needed for doctor's appointments (e.g., Dialysis)

More frequent weekday and Saturday service, and some service on Sunday (both fixed-route and paratransit) for visits to religious services and social visits.

Paratransit users would like shorter reservations times, improved punctuality, and expanded hours, since it is not always possible to schedule appointments during the hours when paratransit is running.



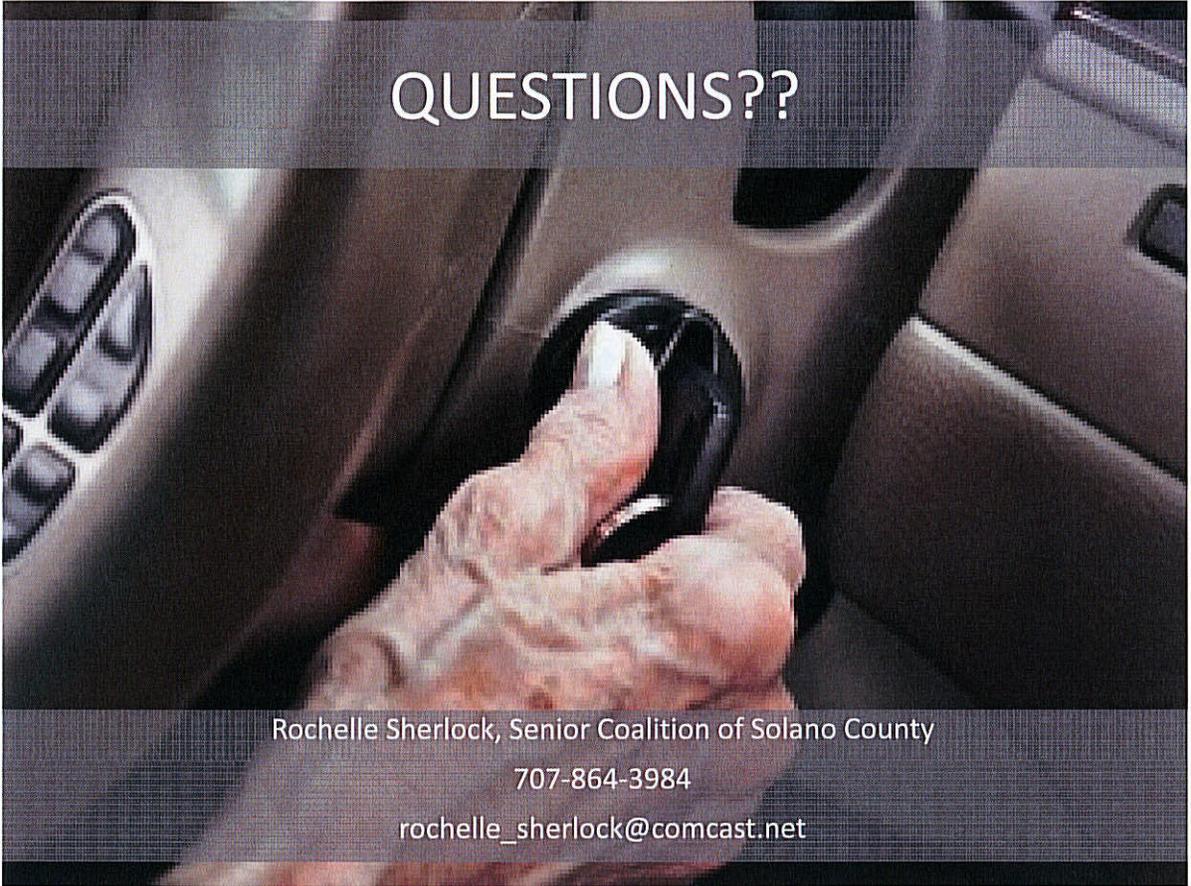
## Transportation Needs continued

### **Informational and Supportive**

- Access to information about service, transfers, and fares, particularly for those who do not speak English
- Better public information to include more informative bus stops, better maps, and clearer schedules. Schedules with very small type are hard to read for seniors and those with visual impairments
- Older adults do not know about the full range of transportation options available to them
- Many older adults do not know how to use fixed route and/or are intimidated by it
- Older adults would benefit from a "travel training" program

### **Flexible**

- Destinations (e.g., a specific doctor's office) may not be along the fixed route. Older adults, especially those with physical mobility limitations, need door-to-door transportation options. Some need door-through-door transportation options (e.g., volunteer based transportation programs).

A close-up photograph of a hand holding a black car key fob. The hand is positioned in the center console of a car, with the gear shift and handbrake visible in the background. The image has a dark, textured overlay.

QUESTIONS??

Rochelle Sherlock, Senior Coalition of Solano County

707-864-3984

[rochelle\\_sherlock@comcast.net](mailto:rochelle_sherlock@comcast.net)

# QUESTIONS

# Mobility Training through Independent Living Skills

March 15, 2013



Supporting the Disabled Community of Solano & Contra Costa

## About Us

Independent Living Resources (ILR) is a non-profit organization dedicated to helping people with any type of disability live normal, independent lives.

Through education empowerment and advocacy, ILR strives to fully incorporate those with disabilities into the community and eliminate institutional, social and attitudinal barriers that hinder progress.



Supporting the Disabled Community of Solano & Contra Costa

## Our Mission

- Empower persons with disabilities to control their own lives
- Provide advocacy and support
- Create an accessible community free of physical and attitudinal barriers
- Advocate for complete social, economic and political integration



Supporting the Disabled Community of Solano & Contra Costa

## Our Services

### Accessibility Services



### Assistive Technology



### Benefits Counseling/Advocacy



All of our services are provided free of charge for persons with disabilities and seniors, their families, and the agencies that serve them.



Supporting the Disabled Community of Solano & Contra Costa

# Our Services

## Independent Living Skills



## Housing Services



## Peer Counseling/Support



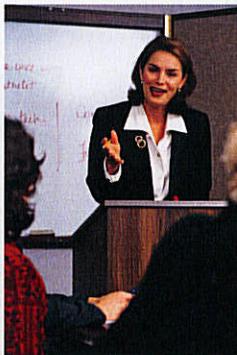
All of our services are provided free of charge for persons with disabilities and seniors, their families, and the agencies that serve them.



Supporting the Disabled Community of Solano & Contra Costa

# Our Services

## Systems Advocacy



## Community Education



All of our services are provided free of charge for persons with disabilities and seniors, their families, and the agencies that serve them.



Supporting the Disabled Community of Solano & Contra Costa

## Mobility Training

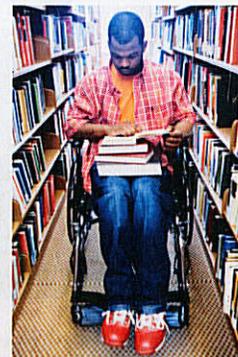
- How to get to an from the bus stop
- How to understand the transit system
- Learning the different bus routes to independence



Supporting the Disabled Community of Solano & Contra Costa

## Benefits of Mobility Training

- You don't need to rely on family and friends
- Freedom to go when you want and where
- Increase confidence and independence
- Less expensive than Para-transit



Supporting the Disabled Community of Solano & Contra Costa

## Our Mobility Trainers

- Have experience in the Transit System
- Training in a peer environment
- Working with your schedule
- Learning to plan your schedule with the bus route



Supporting the Disabled Community of Solano & Contra Costa

## Mobility Training allows you to live in your Community

- To make your Medical appointments to your schedule
- Work or Volunteer in your community
- Shopping
- Visit Friends and attend Community Functions
- Recreational Programs
- Living in the Community!



Supporting the Disabled Community of Solano & Contra Costa

# Independent Living



RESOURCES  
of Solano & Contra Costa Counties

## Contact Us

**[www.ilrsc.org](http://www.ilrsc.org)**

470 Chadbourne Blvd. Ste B

Fairfield, California 94534

Phone (707) 435-8174

[ilrsc.org](http://ilrsc.org)



Supporting the Disabled Community of Solano & Contra Costa

# TRANSPORTATION and Young Families: First 5 Solano Data

First 5 Solano Children and Families Commission



STA Retreat – March 13, 2013

## The Role of First 5 Solano

- ❑ Invest in community-based and public organizations serving children 0-5, their families & providers
- ❑ Help organizations leverage funds
- ❑ Collect, analyze and report outcomes data for accountability and for learning
- ❑ Build provider capacity by supporting collaboratives, education and training to expand and sustain the early childhood development system

# First 5 Mission, Vision & Core Values



## CORE VALUES

**Collaboration** - We model the spirit of collaboration through teamwork in our interactions with one another, community members and service providers.

**Innovation** - We seek and embrace new ideas and ways of supporting services and building community capacity, considering the highest and best use of Commission resources to be leveraged funds to support system change.

**Community Engagement** - We are accessible to our stakeholders and make every effort to incorporate community participation into policy and funding decisions.

**Respect for Diversity** - We are committed to supporting families, children and organizations in ways that are respectful, inclusive and responsive to the community.

**Advocacy** - We use our unique role to build public support for policies and programs that benefit young children and their families.

**Integrity** - We set and maintain the highest ethical and professional standards for our programs and ourselves.

**Accountability** - We establish goals for programming, track our results, define results for funded endeavors, measure and report our progress, and use what we learn to improve the lives of children and their families.

**Sustainability** - We leverage our human and financial resources effectively, to sustain our internal and external services and strengthen the early childhood system.

## MISSION

First 5 Solano Children and Families

Commission is a leader that fosters and sustains effective programs and partnerships with the community to promote, support and improve the lives of young children, their families and their communities.

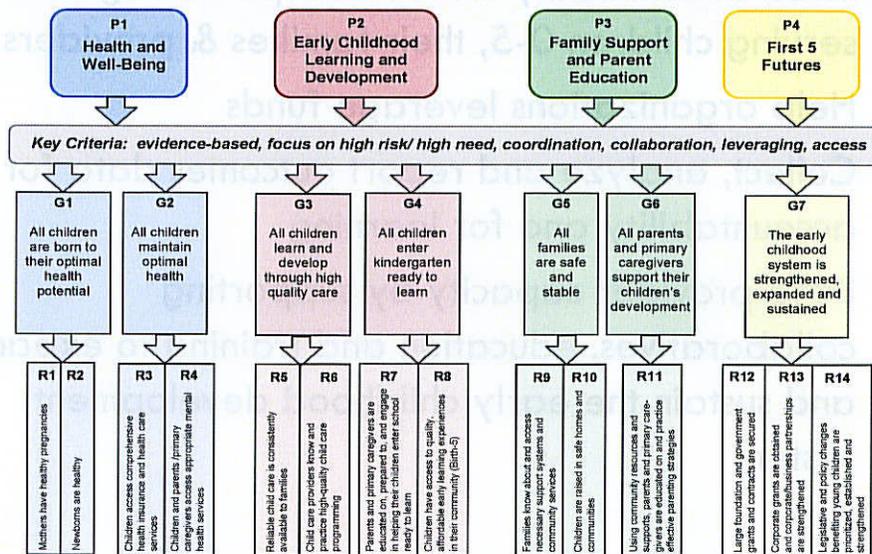
## VISION

All Solano County children are loved, healthy, confident, eager to learn, nurtured by their families, caregivers, and communities.



# Strategic Priorities, Goal & Results

## First 5 Solano 2012 Strategic Framework



# First 5 Solano – 2011-12 Key Results

- 260 babies born to high-risk moms were full-term & a healthy birth weight. These newborns were far less likely to need costly Neonatal ICU time because BabyFirst Solano helped moms get early prenatal care and avoid alcohol, tobacco and other drugs
- 1,008 uninsured young children were enrolled in Medi-Cal, Healthy Families or Healthy Kids insurance programs, helping ensure their well-child care and avoid costly illnesses and emergency room visits.
- 199 young children got treatment for serious mental or developmental disorders, increasing their chances of entering school without the need for costly special education services.
- 83 licensed child care providers were trained to use the Early Childhood Environmental Rating System tool to improve the quality of their services to young children.
- 246 young children reported to CPS and served by the Integrated Family Support Initiative's multi-disciplinary team were connected to services through the county-wide network of Family Resource Centers, and were able to remain safely in their homes and communities and out of Foster Care placement..
- 21 families served by Heather House Homeless Shelter were able to transition to permanent housing and sustain their residence, thanks to First 5 support.
- \$4.4m in First 5 Solano funding was leveraged by local health, social services, public health and mental health agencies, school districts and community- and faith-based organizations to bring an additional \$5.7M for local programs and services.
- 2,472 families received the extensive and effective parent education tool, the "Kit for New Parents, customized with a car window shade, information about local library services and baby's first toothbrush.

## 2011 Community Input Report (CIR)

### Cross-representation of groups according to type, socio-economic status & location

- 10 Parent & Caregiver groups

- 14 Community coalitions, agencies and business groups

Group Type	Number of Groups	Percentage of Total
Parent & Caregiver groups	10	71%
Community coalitions, agencies and business groups	14	29%

# 2011 CIR - Key Findings

- The economic crisis has hit families hard, leading to increased issues surrounding family stability
- Families continue to struggle with finding and affording both drop-in and regular child care
- Parents want their children to have access to recreational activities
- Safety and transportation issues were prominent in both 2007 and 2011 CIRs

## 2011 CIR – Key Findings for Priority 3 (Family Support & Parent Education)

Family Support & Parent Education has two general goals: (G7) All families have access to support systems and community services; and (G8) All parents support their child’s development. The concerns most mentioned by participants under this priority were the need for parent education and parenting skills, transportation and location of services, basic needs and family support. This Priority received the most discussion and input of all the Priorities among all groups.

Parents/Caregiver Groups	Mentioned
Behavior/Discipline	6 of 10
Parent/caregiver education	6 of 10
Transportation/location of services	4 of 10
Caregiver/family support	3 of 10

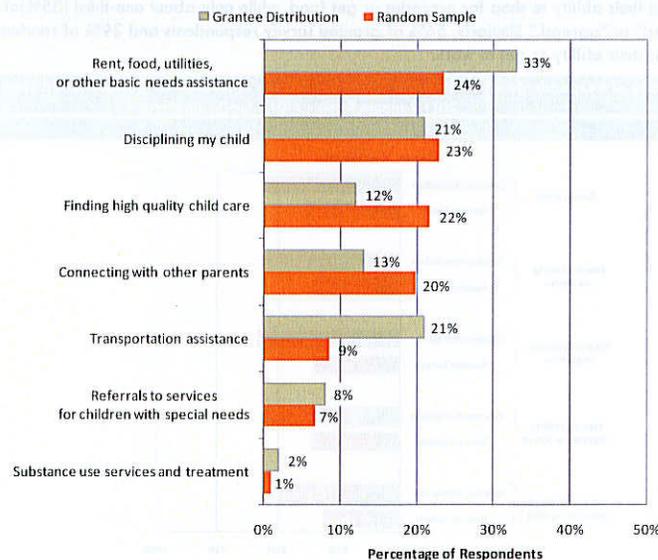
Coalition/Agencies Groups	Mentioned
Parent/caregiver education	10 of 14
Transportation/location of services	8 of 14
Basic Needs	8 of 14
Caregiver/family support	8 of 14

# 2011 Family Survey

- **Use of Public Transportation.** Nine percent of random sample respondents and 15% of grantee sample respondents reported using public transportation as their main type transportation to get around town. Ninety percent of random sample respondents and 97% of grantee sample respondents who reported using public transportation had annual household income below \$36,000.
  
- 8% of parents randomly sampled, and 19% of parents receiving services, cited transportation issues as a barrier to engaging in family activities
  
- Transportation needs was the highest-rated barrier among African-American families (over problems relating to time and cost of activities)

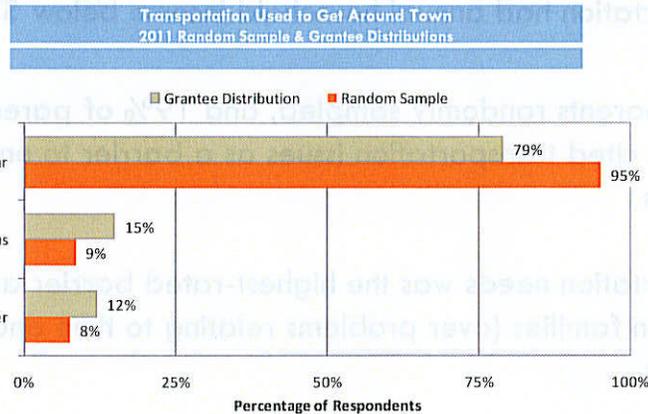
# 2011 Family Survey

**Support Services that would Support Child's Healthy Development  
2011 Random Sample & Grantee Distributions**



# 2011 Family Survey

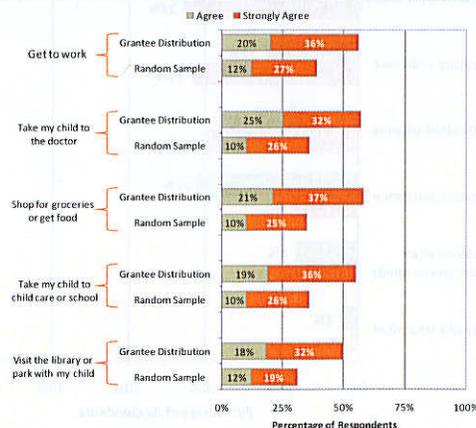
- Type of transportation.** Respondents reported on the type of transportation they use to “get around town.” More random sample respondents cited using a car to get around town than grantee survey respondents. Nearly all respondents from the random sample (95%) and three-quarters of respondents from the grantee sample (79%) reported using a car to get around town. The difference between the two samples for this response option is statistically significant.
- Use of public transportation.** Nine percent of random sample respondents and 15% of grantee sample respondents reported using public transportation as their main type transportation to get around town. Ninety percent of random sample respondents and 97% of grantee sample respondents who reported using public transportation had annual household income below \$36,000.



# 2011 Family Survey

- Limitations due to lack of transportation.** Overall, a higher percentage of grantee survey respondents reported that the lack of transportation limited their abilities to get to work, take their child to the doctor or child care, shop for groceries, or visit the library compared to random sample respondents. Over half of respondents in the grantee sample (56%) “strongly agreed” or “agreed” that lack of transportation limited their ability to shop for groceries or get food, while only about one-third (35%) of random sample respondents “strongly agreed” or “agreed.” Similarly, 56% of grantee survey respondents and 39% of random sample respondents said lack of transportation limited their ability to get to work.

**Percentage of Respondents who “Strongly Agree” or “Agree” that Lack of Transportation Limits their Abilities  
2011 Random Sample & Grantee Distributions**



# 2011 Family Survey

- Transportation issues were of significant concern to families in both the 2008 and 2011 Family Surveys
- In 2011, 8% of parents randomly sampled, and 19% of parents receiving services, cited transportation issues as a barrier to engaging in family activities
- In 2011, lack of adequate and/or affordable transportation was the highest-rated barrier among African-American families (over problems relating to time and cost of activities)

Discussion/Questions

# 2011 Family Survey

Transportation issues were of significant concern to families in both the 2008 and 2011 Family Surveys.

In 2011, 89% of parents randomly sampled, and 19% of parents receiving services cited transportation issues as a barrier to engaging in family activities.

In 2011, lack of adequate and/or affordable transportation was the highest-rated barrier among African-American families (over problems relating to time and cost of activities).

## Discussion/Questions



# Mobility Management Plan Status

**STA Board Retreat  
March 13, 2013**



## Why Mobility Management?

**Priority of previous outreach and studies**

- **Two Senior Summits**
- **Solano Transportation Study for Seniors & People with Disabilities**
- **Community Based Transportation Studies**
- **Advisory Committees**
- **Metropolitan Transportation Commission**





## Status of Mobility Management Planning Process

- **Completed: Stakeholder input, data gathering (transit operators, social services, non-profits)**
- **Completed: Initial advisory committees input**
  - **Seniors & People with Disabilities Transportation Advisory Committee**
  - **Senior Coalition**
  - **Paratransit Coordinating Council**
  - **SolanoExpress Transit Consortium**



## Mobility Management Function Options Solano County

**Target Markets: Seniors, People with Disabilities, low-income**

- **One-Stop Transportation Traveler Call Center**
- **Older Driver Safety Program Information**
- **County-wide travel training program**
- **County-wide ADA in-person eligibility**





## One Stop Transportation Traveler Call Center

- Directory of services
  - Public transit, human agencies, non-profit, private, etc.
- Call center functions
  - Trip planning
  - Personalized
  - Matching the caller to the “right ride”



## One Stop Transportation Traveler Call Center

### Initial Recommendations:

- Link to Older Driver Safety Program Information
- Pilot program built upon existing Solano Napa Commuter Information (SNCI) resources
- Outreach, reporting, and evaluation are important elements





## Older Driver Safety Program Info

- Recognizes preference and value of driving as mobility choice by many seniors
- Referral to existing Older Driver Safety Programs offered by multiple organizations identified in MM Plan
- Resource to Older Driver Safety Programs



## Older Driver Safety Program Info and Mobility

### Initial Recommendation Summary

- Maintain and Disseminate Older Driver Safety Training Information and Transportation Programs through Mobility Management tools (e.g. call center and website)
- Resource to Older Driver Safety Programs. Provide information about transit services, travel training and other programs





## Countywide Travel Training

- Travel Training Guide
- Travel Training Video
  - Outreach Presentation
  - Website
- One on One Travel Training
- Transit Ambassador Program



## Countywide Travel Training

- Includes full spectrum of training: from relatively easy to train to intensive training needs (developmentally disabled).
- Trains to travel between operator's service areas
- Can be overlaid on existing local travel training program(s)
- Can be coordinated with any locally operated program through a referral process between the two based upon training needs and capabilities





## Countywide Travel Training

### Initial Recommendations:

- One Countywide program that leverages existing Travel Training services offered by transit operators and non-profits.
- Contract to develop Travel Training in areas lacking services
- Develop in collaboration with local operators to implement complementary services, outreach, and referrals



## Countywide ADA In-Person Eligibility Process

- Expand process to in-person
- One ADA eligibility process for entire county
  - Improve paratransit capacity available for eligible individuals
  - Ensure that qualified professionals are making determinations
  - ADA eligibility is based on applicant's functional ability or inability to access fixed route transit
- Communities can make decisions on service standards beyond ADA for paratransit





## RFP for Countywide In-Person ADA Eligibility and Certification Program

### Initial recommendations:

- Contract for countywide in-person ADA Eligibility process to be in place by July 2013
- Establish “circuit rider” process to bring assessments to each community
- Determine ADA eligibility consistent with Bay Area process.
- Appeals process centralized countywide
- Travel Training offered to ADA eligibility applicants



## Funding

- Mobility Management pilot programs to be initially funded with secured JARC and STAF/Regional Paratransit funds.
- Future Funding potential:
  - Federal funds – MAP 21 FTA 5310
- Regional (stay involved with MTC Coordinated Plan)





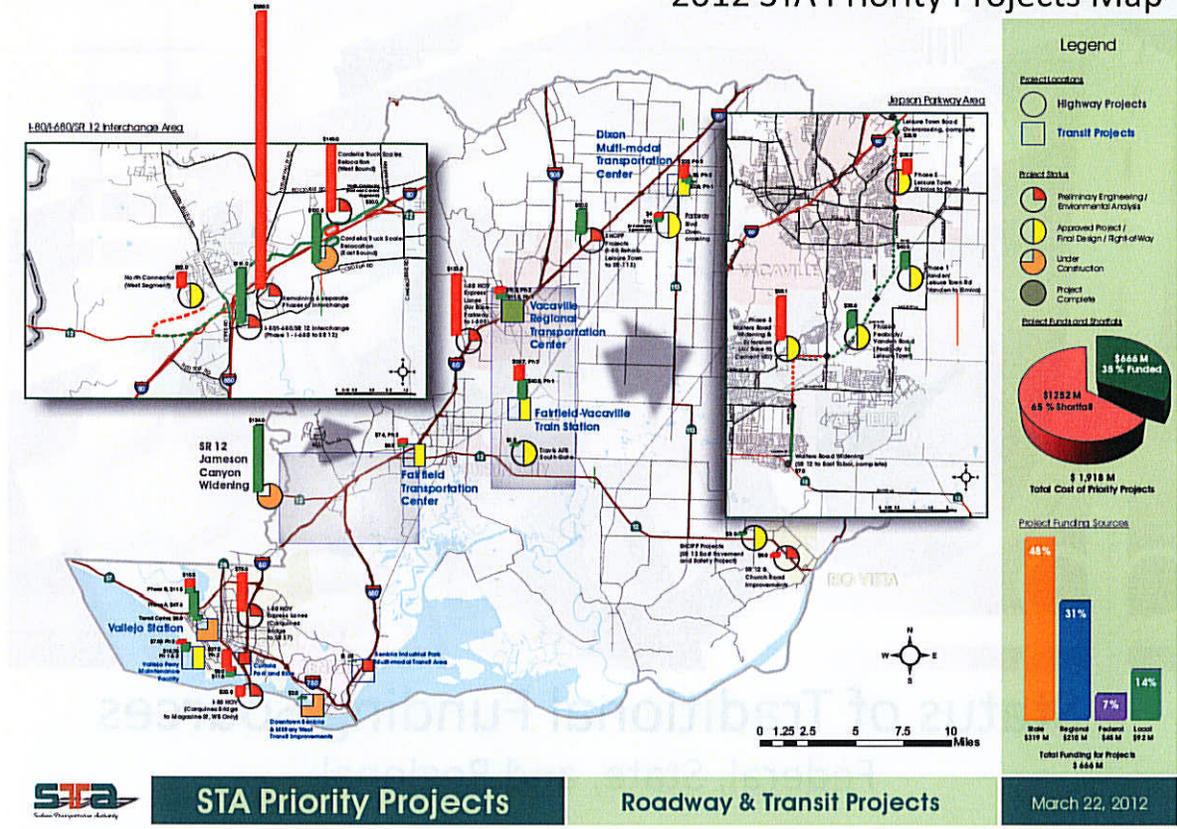
## Next Steps

- **Propose STA Board to release draft plan to public: April 2013**
- **Countywide In-Person ADA Eligibility Process**
  - Contractor selected: March 2013
  - Pilot Implementation: July 2013 -2015
- **Travel Training**
  - RFP Release: June 2013
  - Pilot Implementation: August 2013
- **Call Center**
  - Website Housing Transportation Options, Travel Training Video, and Older Safety Driver Information: October 2013
  - Pilot Call Center Implementation: January 2014

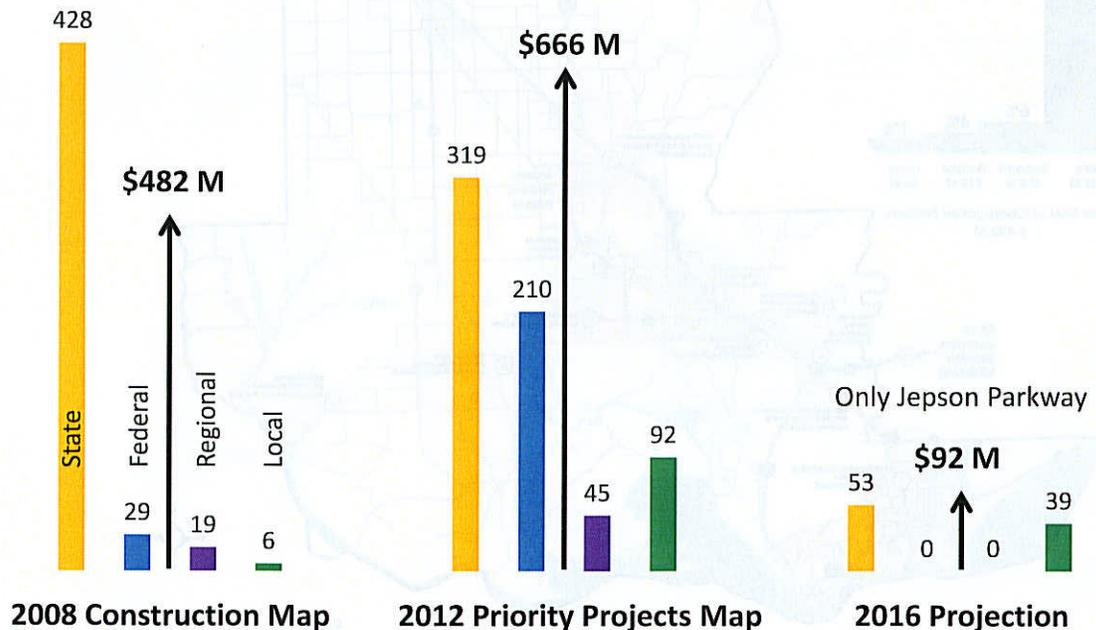




# 2012 STA Priority Projects Map



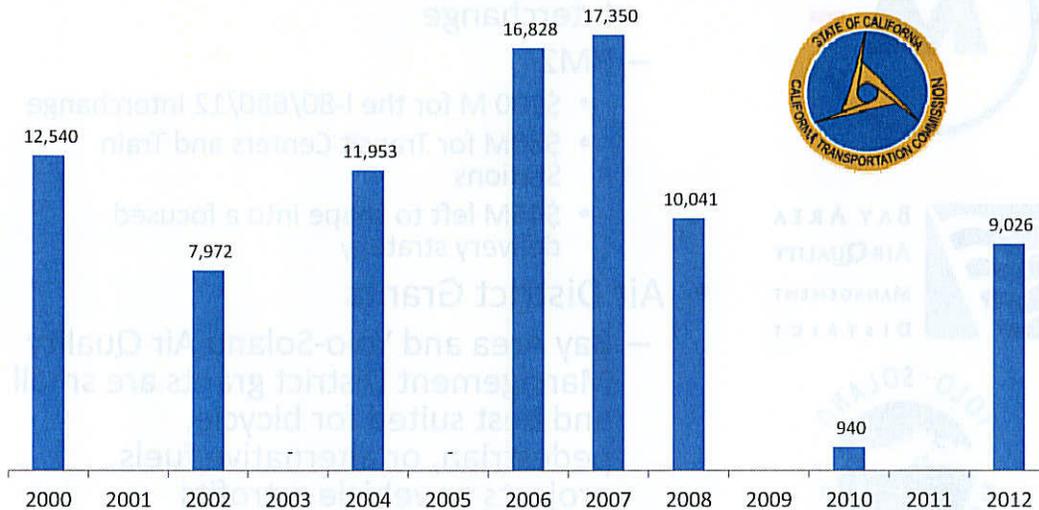
## Comparing 2008, 2012, and 2016 Active Funding for priority projects



# \$86.6M over 12 years

from the State Transportation Improvement Program (STIP)

2000-2012 STIP Added Programming Capacity For Solano County



## \$372M in one-time funds from State sources

- STIP, Interregional TIP
  - \$14M, Jameson Canyon
- Traffic Congestion Relief Program (TCRP), 2000
  - \$9 M, I-80/680/SR12 Interchange
  - \$3 M, North Connector
- Prop 1B Programs
  - \$56 M, Corridor Mobility Improvement Account (CMIA) I-80 HOV Lanes
  - \$49.8 M, Trade Corridors Improvement Fund (TCIF) EB Cordelia Truck Scales
- State Highway Operation and Protection Program (SHOPP)
  - State Route 12 East Safety projects, \$75.4 M since 2007
  - Pave 80, \$120 M with the last phase from Vacaville to Dixon beginning soon



# Regional



- Bridge Tolls
  - AB1171, \$100 M for the I-80/680/12 Interchange
  - RM2
    - \$100 M for the I-80/680/12 Interchange
    - \$80M for Transit Centers and Train Stations
    - \$45M left to shape into a focused delivery strategy
- Air District Grants
  - Bay Area and Yolo-Solano Air Quality Management District grants are small and best suited for bicycle, pedestrian, or alternative fuels projects or vehicle retrofits

# Federal



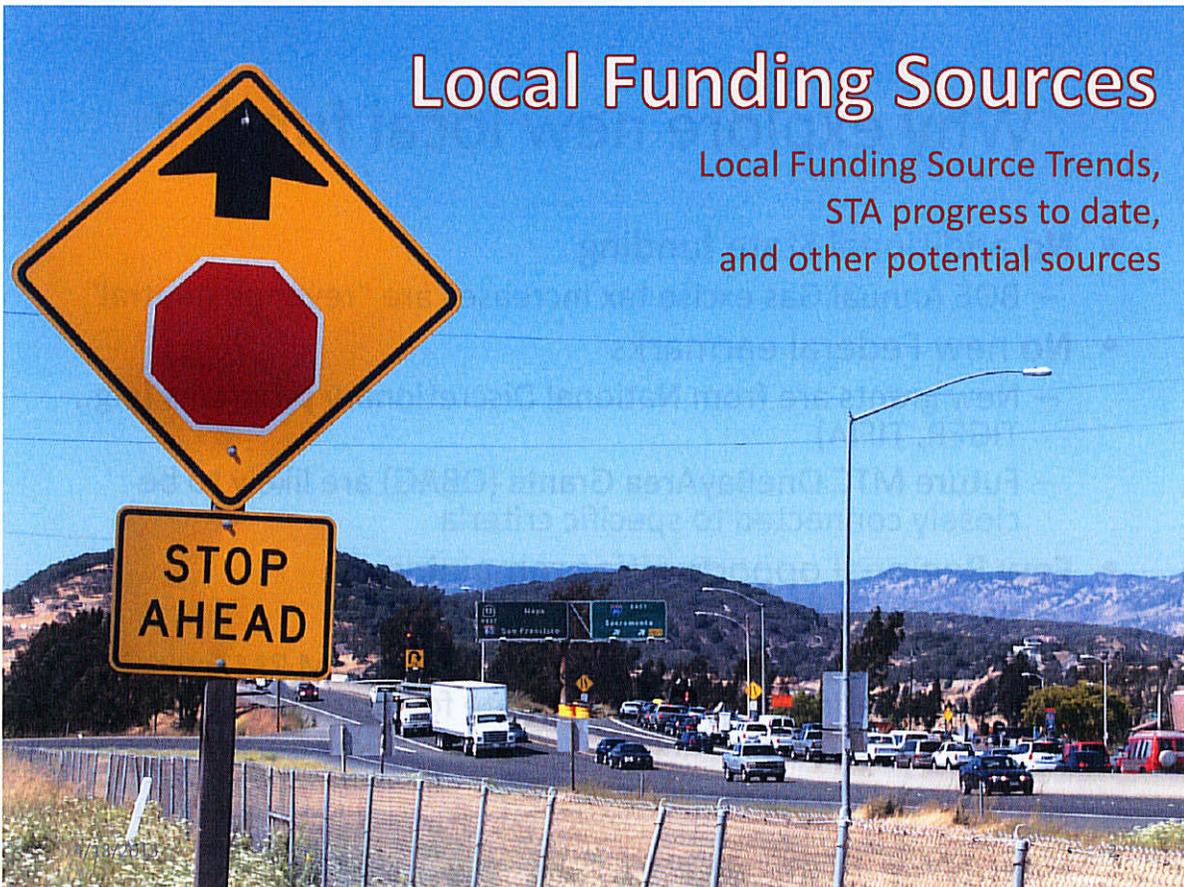
- STP/CMAQ (Cycle funds, OBAG)
  - MTC Programming, Caltrans Delivery
  - \$85.6 M from 2000 to 2012
  - \$18.8 M for OBAG to 2016
- Earmarks
  - \$46.8 M, 95% of earmarks obtained prior to 2007
- ARRA
  - One-time money, I-80 HOV lanes and mostly LS&R projects



# Local Funding Sources

Trends, STA progress, and other potential sources

STA Board Workshop  
March 13, 2013



# Local Funding Sources

Local Funding Source Trends,  
STA progress to date,  
and other potential sources

# Local Funding vs. other funding

## A little can go a long ways... but there is not much available.

- Local match for other funds
  - 11.47% to 20% matches
- Helps prepare projects to be “shovel ready” when other funds become available
  - Transit Center phases, priority bicycle projects, etc.
- Fund projects or programs that are not eligible for other sources
  - School crossing guards
  - Local Streets and Roads pavement
- Can address Solano County’s top transportation priorities vs. federal, state, or regional priorities
- Cannot be redirected by the State to balance the State budget
- Difficult to obtain in today’s recovering economy
  - People vote with their pocketbooks; 2002, 2004, and 2006 sales tax measures failed super-majority vote margins
- Main sources of local transportation funds come directly to local agencies from the State through HUTA or TDA:
  - HUTA gas tax for street pavement, storm drains, and maintenance crews
  - Local TIFs for new roadway projects related to new growth
  - TDA 4/8 transit operator funds and “revenue based” funds for mainly operations and replacement buses
- STA “local” sources of discretionary funds are managed through other agencies:
  - MTC, TDA Article 3, about \$275,000/year
  - MTC, STAF population funds, about \$400,000/year
  - BAAQMD, TFCA, about \$270,000/year
  - YSAQMD, CAF, about \$260,000/year
    - Shared governance through shared board members 3

4/18/2013

## Why explore new local funds?

- **No** additional State funding
  - BOE Annual Gas excise tax increases are “revenue neutral”
- **No** new Federal earmarks
  - New grants are from National Discretionary programs (e.g., TIGER, TIFIA)
  - Future MTC OneBayArea Grants (OBAG) are likely to be closely connected to specific criteria
- **Few** Regional opportunities remaining
  - RM2, \$45M left
  - RM3, unknown. Depends on spending \$45M RM2 wisely and preparing projects to compete for space in a future RM3 expenditure plan

4/18/2013

4

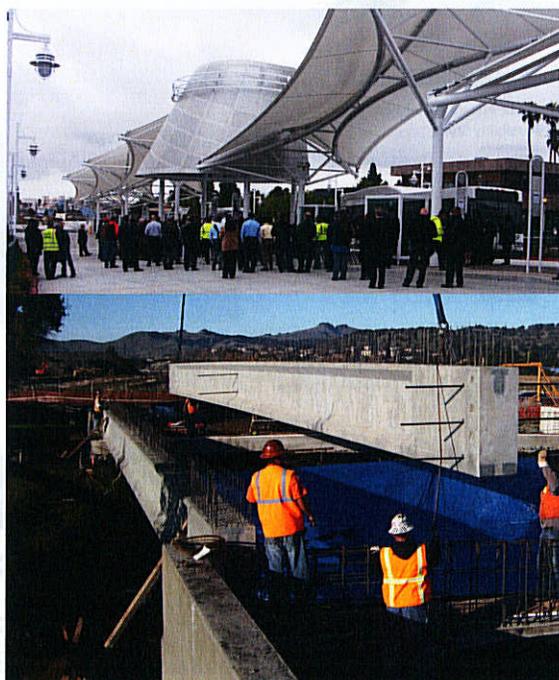
## What if the 2004 Transportation Sales Tax Passed?

Project Name	Project Cost (in millions)	Unfunded need	Recom'd Funding	Funding by 2013	per year	Potential 2013 result
I-80/I-680 SR12 Interchange	1,000	617	250	50	8.33	First Package in CON, next in design
I-80/I-680/I-780 Corridor Projects	1,126	1,126	350	70	11.67	Aux Lanes and Transit
SR 12 Corridor (Jameson Canyon & East)	213	174	75	15	2.50	SR 12 East, Church Rd & SR113 improvements complete
Commuter Rail Service (Sac to Oakland, Solano to Napa)	231	201	113	23	3.77	FF/VV Train Station fully funded with station structure
Senior and Disabled Transit Service	125	125	105	21	3.50	service operating for 5-7 years
Expanded Express Bus Service & Ferry Service	513	183	148	30	4.93	Expanded 80/680 and New SR12 express bus service
Local Return-to-source projects	TBD	TBD	140	28	4.67	Matching funds leverage new grants to County
Local Streets and Roads	963	605	210	42	7.00	Estimated PCI up 10 pts, saved over \$150M deferred costs
Safety projects	100	100	25	5	0.83	Safe Routes to School Crossing Guards & Engineering projects
STIA Admin/Finance	1% of tax		14	3	0.47	N/A
	4,271	3,131	1,430	288	47.67	

4/18/2013 5

## \$280 M of RM2 funds similar to \$288 M of projected Sales Tax Revenues

- Express Bus Transit Hubs (\$80 M)
  - Benicia Military & Industrial hubs
  - Fairfield Transportation Center
  - Fairfield/Vacaville Intermodal station
  - Vacaville Intermodal Station
  - Vallejo Station
  - Vallejo Curtola Transit Center
- Roadway projects (\$100 M)
  - North Connector / Suisun Parkway
  - I-80 HOV lanes in Fairfield
  - I-80/680/SR12 Interchange, first construction package
    - AB 1147 \$100 M RM1
  - I-80 EB Cordelia Truck Scales
  - I-80 Express Lanes (PA/ED)



4/18/2013

# Local Streets and Roads

- Currently adopted Bay Area transportation sales taxes set aside on average 28% for Local Streets and Roads (LS&R) pavement projects
- Each Solano sales tax expenditure plan set aside increasing percentages of funds for LS&R projects:
  - 2002, 10%
  - 2004, 15% (25% if “return to source” were spent on LS&R projects)
  - 2006, 20% (30% if “return to source” were spent on LS&R projects)

- \$42 M of 2004 sales tax investments could have reduced deferred maintenance countywide by \$150 M and increased countywide pavement condition index scores by 10 points from fair (66) to good (75).
- To maintain current countywide pavement conditions over the next 15 years, Solano agencies would now need to spend 40%\* of a future ½ cent sales tax on LS&R
- To reach cost effective conditions in 15 years, Solano agencies would now need to spend 100%\* of a future ½ cent sales tax on LS&R



*\* Assumes no new funding sources and maintaining current local agency levels of effort from recent general local sales tax increases*

## Current STA Progress on New Local Funding Options

- Public Private Partnerships (P3)
  - Study underway for transit centers, funding for Phase 2 in 2013-14
- Vehicle License Fee (VLF)
  - Tabled in Summer 2010
  - Local projects included LS&R, SR25, and Mobility Management
- Regional Transportation Impact Fee (RTIF)
  - Potential partnership with County Public Facility Fee
  - Includes roadway and transit center projects with regional benefit (e.g., Jepson Parkway)
- Express Lanes in Solano County
  - Lanes authorized by CTC and next I-80 segments in design phases

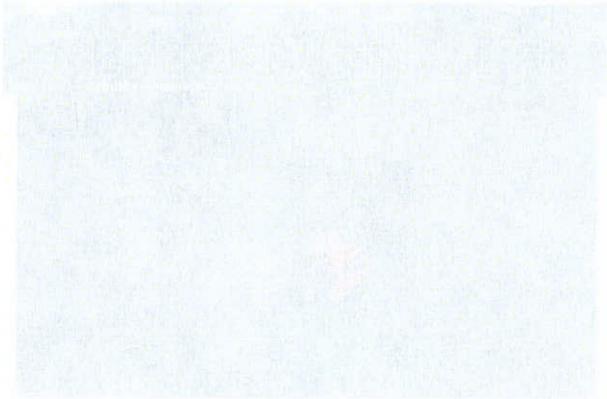
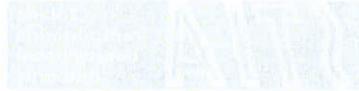
# Future Funding Sources not yet in Overall Work Plan:



- Transit Districts / SolTrans
  - Dependable local operating funds vs. state excise tax from TDA 4/8 and STAF
- Sales Tax Measure
  - 55% voter threshold would make this easier
- Tolling SR12 for Rio Vista Bridge, Safety Improvements, and added capacity
  - Improvement projects would be candidates for Transportation Infrastructure Finance and Innovation Act (TIFIA) program funds if SR12 Bridge is tolled

# Future Funding Sources not yet in Overall Work Plan:

- Transit District / Softlines
  - Potential local operating funds
  - VC state bonds for TDA-VB and STAF
- Sales for Measure
  - 2007 voter referendum would raise the sales
- Tolling SR12 for Rio Vista bridge
  - Safety improvements and added capacity
  - Improvement projects would be candidates for Transportation Infrastructure Finance and Innovation Act (TIFIA) program funds if SR12 bridge is tolled





DATE: April 15, 2013  
TO: STA TAC  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Regional Measure 2 (RM 2) Project Implementation Deadlines and  
Development of Funding Plan

---

**Background:**

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

**Discussion:**

*Solano County RM 2 Capital Project Balance*

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

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

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

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

**Fiscal Impact:**

None at this time.

**Recommendation:**

Informational.

Attachments:

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

Solano County Regional Measure 2 Project Balances

Updated 12/19/2012

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

\* Does not reflect project cost savings from completed projects.

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

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

This page intentionally left blank.

## Metropolitan Transportation Commission Programming and Allocations Committee

April 10, 2013

Item Number 3b

### Regional Measure 2: Capital Program Monitoring

---

**Subject:** Regional Measure 2 (RM2) Capital Program Update

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

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

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

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

**Issues:** None.

**Recommendation:** Information.

**Attachments:** 1) Attachment A  
2) Presentation Slides

This page intentionally left blank.

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

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

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

# Regional Measure 2: Capital Program Update

**April 10, 2013**

Programming and Allocations  
Committee



METROPOLITAN TRANSPORTATION COMMISSION

# 13 Select Projects — Semi-Annual Reporting

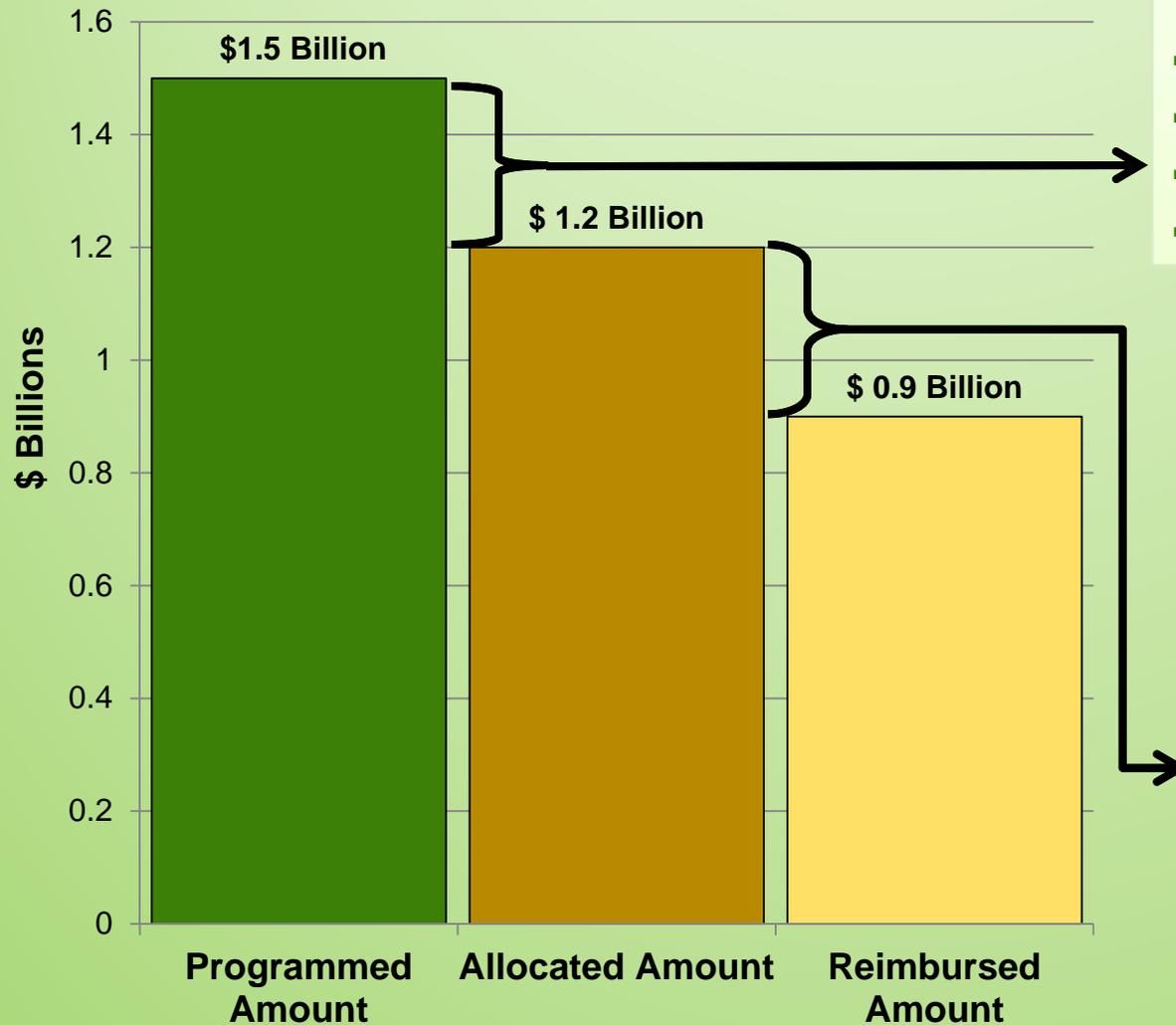
- Dumbarton Rail
- Solano County I-80/680 IC
- U.S. 101 Greenbrae
- SMART Rail Corridor
- eBART
- Transbay Terminal/DTX
- Oakland Airport Connector
- AC Transit Enhanced Bus
- Commuter Ferry Service Expansion (WETA)
- I-880 North Safety Improvements
- BART Warm Springs
- I-580 Rapid Transit Corridor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

# Capital Program Summary

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

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

# Capital Program Summary



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

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

# Completed Project Elements – Since Last Report

4

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

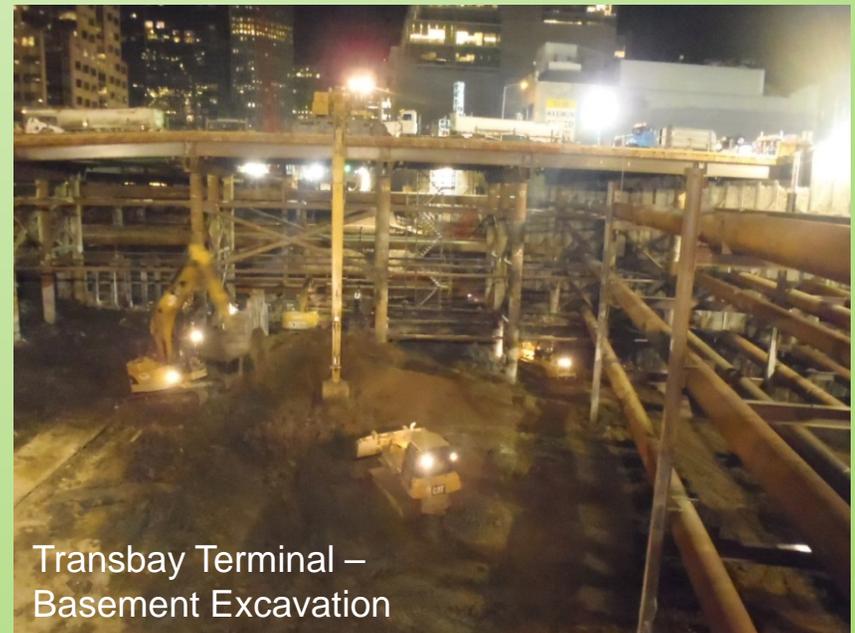


# Projects: On Track

## Transit

### *Under Construction (Estimated Completion Date)*

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



# Projects: On Track

## Highway

### *Under Construction* (Estimated Completion Date)

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

### **Starting Construction/** (Estimated Completion Date)

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

Caldecott Tunnel Construction



SR-4 Widening – Somerville Interchange

# Project Progress

## SMART Extension:

- **Construction contracts awarded below estimated costs:**
  - Savings allowed SMART to restore some previously deferred project elements.
  - SMART amended construction contract to include systems work; saves time and reduces contractual risks.
  
- **Construction proceeding according to schedule:**
  - Mainline track re-construction ongoing.
  - Vehicles currently being fabricated; design to be modified to meet FRA safety standards.



# Project Progress

## Oakland Airport Connector

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



8



# Project Progress

## BART Warm Springs Extension

- **Central Park Subway Segment**
  - Design-build, began in Nov 2009.
  - 99% complete; track and system work remaining in LTSS contract.
- **Line, Track, Station & Systems Contract**
  - Design-build contract awarded in June 2011.
  - Final design progressing, minor utility relocation and construction work in progress; contract 23% complete.
- **Project on schedule**
  - Projected opening date: Fall 2015



# Project Progress

## eBART

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



# Project Progress

## Solano County I-80/680

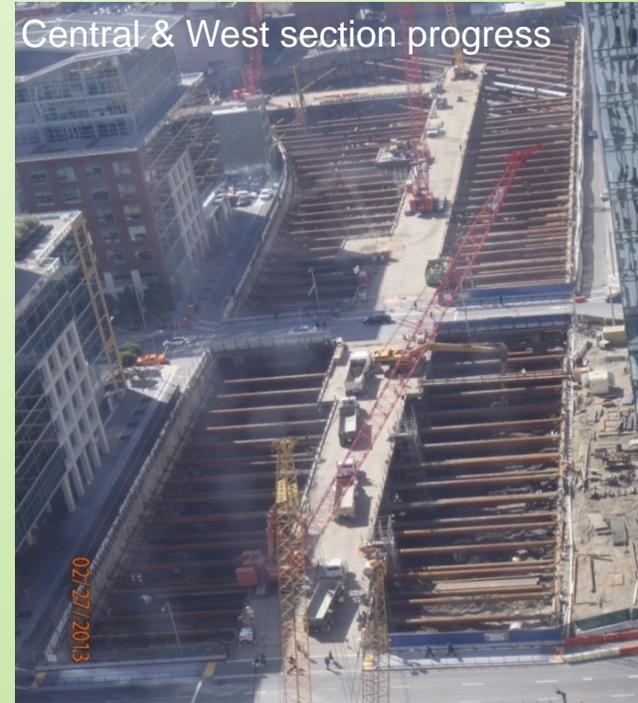
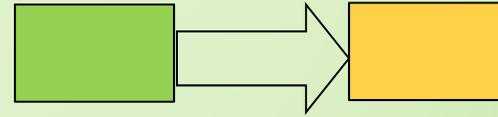
- **Interchange**
  - Environmental document approved in December 2012.
  - Utility Relocation work ongoing.
  - CTC programmed TCIF in lieu of CMIA funds.
  - Buy America provisions may delay schedule
  
- **Truck Scales Relocation**
  - Construction ahead of schedule.
  - Expected to be complete by late 2013.



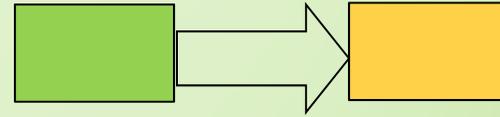
# Project Progress

## Transbay Terminal

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



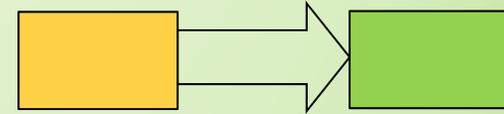
# Project Progress



## Caldecott Tunnel Improvements — Fourth Bore

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





# Projects: At Risk

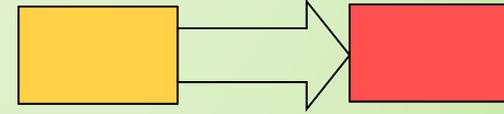
- **AC Transit Bus Rapid Transit – Telegraph Ave, International Blvd, and East 14<sup>th</sup> Street**
  - Environmental and local agency project approvals secured.
  - Proceeding into design phase; cost, funding and cash flow plan being updated by new AC Transit project team.
  - Project construction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

# Projects: At Risk

## Water Transit Facility Improvements (WETA)

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





# Projects: At Risk

## ■ **US 101 Greenbrae**

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

# Projects: High Risk/At Risk

## **Dumbarton Rail**

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

# Program Outlook

## Major Contracts Anticipated to be Awarded:

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

# Program Assessment

- ❑ Majority of projects “On Track” & “Under Construction”.
- ❑ Economy and sales tax revenue stabilizing.
- ❑ Upturn in commercial construction may lead to cost escalation over next few years.
- ❑ Some major projects still not fully funded and are not likely to have a full funding plan in the near term.
- ❑ Some projects experiencing implementation challenges due to lack of consensus on scope or complications in obtaining environmental approval.
  
- Action Plan: Staff recommends a “delivery strategy” to address slow project delivery on some projects and make the best use of unallocated RM2 funds/savings.

# RM2 Delivery Strategy

- **Background:**

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

- **Goals:**

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

- **Proposal:**

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

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

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

This page intentionally left blank.



DATE: April 15, 2013  
TO: STA TAC  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Highway Projects Status Report:  
1.) I-80/I-680/State Route (SR) 12 Interchange  
2.) I-80 Eastbound Cordelia Truck Scales Relocation  
3.) I-80 Express Lanes  
4.) Jepson Parkway  
5.) State Route 12 (Jameson Canyon)  
6.) State Route 12 East SHOPP  
7.) I-80 SHOPP Rehabilitation

---

**Background:**

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. With the passage of the Proposition 1B Bond in November 2006, the Solano Transportation Authority (STA) was able to secure additional funding from the Corridor Mobility Improvement Account (CMIA) for the State Route (SR) 12 Jameson Canyon Project. In addition, the I-80 Eastbound Cordelia Truck Scales Relocation Project received nearly \$50 million in funding from the Trade Corridor Improvement Fund (TCIF) of Proposition 1B and the I-80/I-680/SR 12 Interchange Project Initial Construction Package. With the Proposition 1B funded projects ready for construction and limited new state or federal funds expected to be available in the foreseeable future, it will be necessary for the STA to seek non-traditional fund sources to deliver other major freeway and highway projects during this critical financial time.

**Discussion:**

The following provides an update to major highway and local projects in Solano County:

**1.) I-80/I-680/SR 12 Interchange Project**

The Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was completed in December 2012. Staff has been working on the right of way acquisitions for the Initial Construction Package (ICP) in early 2012 and has obtained all necessary rights to the properties to start construction.

In addition, staff has been working with the Water Board, the US Fish and Wildlife Service (USFWS), the Army Corps of Engineers (ACOE), Department of Fish and Wildlife, Bay Conservation and Development Commission (BCDC) and the EPA to permit this initial construction project. Permitting must be completed prior the this initial project being allocated funding from the CTC. Currently the project is scheduled to go to the CTC on May 7, 2013. However, the permits for the projects have yet to be secured despite the fact that this STA and Caltrans have been working with the permitting agencies since 2012 on this specific process. Prior to the request for the permits being made, the Project team had worked throughout the environmental process

with these agencies, so they are very familiar with the environmental impacts and mitigation requirements. This project is proposing to complete substantial off site mitigation in the project area to meet the mitigation requirements for the entire Phase 1 Project, not just the ICP. The critical path is securing the ACOE Individual Permit. To complete this task, the ACOE has now required that the mitigation site be included in the Phase 1 Project description and federal permitting and consultation be completed prior to them (ACOE) issuing their permit. STA staff met with the ACOE to discuss the steps and timelines required to get this permit by April 30, 2013. This requires the Mitigation and Monitoring Plan (MMP) to be completed by April 19<sup>th</sup>, the BCDC Consistency Determination (COMPLETED), the USFWS BO issued by April 26<sup>th</sup>. Then is these steps are achieved, the ACOE will push to issue a permit by April 30<sup>th</sup>.

MAP-21, the new federal transpiration bill, has added a new requirement with regard to Buy America. The new requirement states that all contracts and agreements must comply with Buy America provisions. This includes work that is not funded with federal funds, such as utility relocation agreements. This new requirement does impact the Interchange Project as there are a number of utility relocations that are required. Specifically PG&E and AT&T facilities. The utility companies are not currently able to comply with Buy America. The Caltrans Director is scheduled to meet with the Utility companies executives in an attempt to work through this issue. The Project must comply with Buy America in order to begin construction so this is another critical item to work through.

## **2.) I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project**

The Project will construct a larger, more efficient truck scale facility on eastbound I-80 approximately ½ mile to the east of the current facility in a large oval configuration. Associated new on- and off-ramps are being constructed, and, upon completion of the project, the existing facility would be demolished.

Construction for this facility began in early spring 2012. Since the project award was based on not only the value of the work, but also the number of days to construction the project, significant progress by the contractor can be seen already. With the compressed schedule, the new facility is planned to be opened in the summer of 2013, two years ahead of schedule. This time savings is based on two factors; one was STA's ability to get the project to construction one year earlier, and two is due to the contractor's bid for the number of days to build the project.

## **3.) I-80 Express Lanes**

The first segment (Red Top Road to I-505) of the I-80 Express Lanes has been initiated with the Project Study Report being approved by Caltrans is late 2011. Since that time, the Cooperative Agreement has been updated to include environmental clearance work by the STA. The traffic work is underway and the project is moving forward with a continuous access approach. The Project Approval/Environmental Document (PA/ED) phase of the work is expected to take two years to complete. This is expected to be completed in mid 2014.

The I-80 Express Lanes are part of the Bay Area Regional Express Lanes Network. As such, the STA has worked with the Metropolitan Transportation Commission (MTC) staff, and staff from Alameda County Transportation Commission and the Contra Costa Transportation Authority, and a Subcommittee of MTC Commissioners with regard to governance of the network. This issue is key, as it will set the stage for the long term management structure and decision making approach for this Network. In March 2013,

MTC did approve the governance structure to the Regional Express Lanes Network. This governance body is called the Bay Area Infrastructure Financing Authority (BAIFA). Membership is comprised of:

MTC Chair  
BATA Chair  
Solano Commissioner  
Contra Costa Commissioner  
Alameda Commission  
Caltrans District 4 Director (non-voting member)

The STA will continue to work with MTC and BAIFA to fund the full 18-mile segment of the Express Lanes on I-80 (Red Top Road to I-505).

#### **4.) Jepson Parkway**

STA completed its work to prepare alignment plans for the four (4) EIR/EIS alternatives and to complete a range of environmental studies. The overall estimated construction cost of the remaining segments is estimated at \$185 million.

Progress is being made on Phases 1 and 2 with the approval of the Memorandum of Understanding (MOU) and a Funding Agreements with the City's of Fairfield and Vacaville and Solano County. Phases 1 and 2 that are moving forward to construction are the 4.5 mile segment between the new Fairfield/Vacaville Train Station at Cement Hill Road and Vanden Road to north of the Alamo Drive/Leisure Town Road Intersection. Construction is currently planned to begin in Fiscal Year (FY) 2015-16. The funding agreements are in process of being updated to reflect updated costs and design need requirements. STA has been asked to be the co-lead for the R/W acquisition on the Segment 1 Project in partnership with the City of Fairfield.

The Jepson Parkway Concept Plan Update has been initiated. Fehr and Peers has been selected to complete the update. The Jepson Parkway Working Group has been participating regularly in the Plan Update. This Plan update is expected to be completed in mid 2013.

#### **5.) State Route 12 (Jameson Canyon)**

The existing State Route (SR) 12 has one lane in each direction with no median barrier. It has sections that do not meet current highway standards and consistently maintains a poor level of service. This Project will widen approximately 6 miles of SR 12 from two to four lanes and upgrade the highway to current standards from I-80 in Solano County to SR 29 in Napa County. The purpose of this Project is to add capacity to relieve traffic congestion and upgrade the facility to improve safety and operations along the route.

The construction of this project began in early spring 2012. The construction is being completed with two construction contracts, a Solano County contract and a Napa County contract. Retaining walls are being constructed to the north side of the roadway. The construction for the Napa contract has necessitated a supplement funds need of \$2 million. The supplemental funds request will go to the CTC at the May 7, 2013 meeting. The funding will come from previously dedicated State Transportation Improvement Program funds for this project. The improvements are on track to be fully open to the public by mid 2014.

**6.) State Route 12 East Projects**

The next safety project on SR 12 East is \$9 million of improvements designed to reduce accidents and minimize accident severity involving fixed objects, and provide a clear recovery zone off the roadway between Azevedo Road and Liberty Island Road. This process involves removing trees to widen the shoulders, correcting the vertical curves to meet the stopping sight distance for a 55 mph design speed, constructing left-turn pockets, and installing a 6" asphalt overlay. Caltrans has obtained environmental clearance and has obtained the necessary right-of-way approvals to move ahead to the CTC for a funding vote in May 2013. Construction is expected to start in 2014.

**7.) I-80 SHOPP Rehabilitation Projects (Vacaville to Vallejo)**

Caltrans has completed over \$120 million of State Highway Operations & Protection Program (SHOPP) rehabilitation projects programmed for I-80 between Dixon and Vallejo. These projects started in FY 2007-08.

The remaining section on I-80 to be rehabilitated is the section between Vacaville and Dixon. The California Transportation Commission funded this rehabilitation work in April 2012. This work has been initiated.

**Recommendation:**

Informational.



DATE: April 15, 2013  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

---

**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On March 13, 2013, the STA Board approved its amended 2013 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2013. Monthly legislative updates have been provided by STA's State and Federal lobbyists for your information (Attachments A and C). A Legislative Bill Matrix listing state bills of interest is included as Attachment B. A Federal Funding Matrix is included as Attachment D.

**Discussion:**

**FEDERAL**

Staff is working with STA's federal lobbyist, Susan Lent of Akin Gump, to coordinate meetings June 17-20<sup>th</sup> in Washington DC with Solano County's federal legislative representatives and with key federal agency staff. The strategy will focus on the following as they align with STA's Federal legislative priorities (Attachment E):

1. Monitor the Department of Transportation's Implementation of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and Comment on Proposed Regulations and Policies
2. Identify and Advocate for Grant Opportunities
3. Develop Positions on Reauthorization of MAP-21 and Advocate in Support of those Positions
4. Schedule annual Board Trip to Washington DC to meet with Federal Agencies, Members of Congress and Committee Staff in Support of STA priorities.

MAP-21 has added additional requirements with regard to Buy America. MAP-21 now requires all contracts, which includes all Utility Agreements (even if the work is not funded with federal funds or is being used as federal matching funds) associated with Federal Aid projects to implement the Federal Highway Administration's (FHWA) "Buy America" requirements.

An unintended consequence of the "Buy America" requirement may jeopardize the delivery schedule and funding for the I-80/I-680/SR 12 Interchange – Phase 1 project (and 44 projects in California) due to stringent requirements without exception clauses. The immediate issue is the potential loss of funding for I-80/I-680/SR 12 Interchange – Phase 1 Initial Construction Package project, which is on a very critical timeline this year. In order to meet that timeline, the project needs to receive an allocation at the May 7, 2013 California Transportation Commission (CTC) meeting. The SR 12 East Safety project and other Bay Area and California projects are also impacted by this issue.

A solution needs to be found before project progress is negatively impacted not only in Solano County, but in projects across the United States. Staff from STA, Alameda and Contra Costa have

been working with Caltrans Director Malcolm Dougherty to seek assistance in addressing the issue. STA staff believes that a solution is being implemented so that the I-80/I-680/SR 12 Interchange project can move forward. However, staff is also working with Susan Lent to address both the immediate and long-term concerns with Solano Congressional representative John Garamendi, who serves on the Transportation and Infrastructure Committee.

### STATE

Staff provided a transportation briefing and tour on April 4<sup>th</sup> for Senator Lois Wolk, and will schedule a similar event in the near future with Assembly Member Susan Bonilla.

### Cap-and-Trade

The State Cap-and-Trade program is part of the California Air Resources Board's (ARB) effort to reduce greenhouse gas (GHG) emissions to 1990 levels by 2020. Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, sets a limit on the total GHG emissions that can be emitted by specific sources in California. Those emitters that plan to produce higher volumes of emissions than they hold "allowances" for must purchase more allowances through a market-based, auction system. Likewise, those emitters that plan to produce lower volumes of emissions than they hold "allowances" for can sell their extra allowances.

According to the Legislative Analyst's Office, revenues expected from the auction may range anywhere from \$650 million to upwards of \$14 billion per year during the life of the program. The first two auctions were held on November 14<sup>th</sup> and February 19<sup>th</sup> (results listed below). The next Auction is scheduled for May 16.

In 2012, the Governor signed AB 1532 (Pérez) into law [Chapter 807, Statutes of 2012], which will guide the development of an investment plan for Cap-and-Trade funds. AB 1532 directs that "Moneys appropriated from the fund may be allocated....for the purpose of reducing greenhouse gas emissions in this state through investments that may include, but are not limited to....funding to reduce greenhouse gas emissions through....low-carbon and efficient public transportation."

The STA Board approved the following language to be included in the STA 2013 Legislative Priorities and Platform:

Support the State Cap and Trade program:

1. Dedicate the allocation revenues related to fuels to transportation investments.
2. Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
3. Structure the investments to favor integrated transportation and land use strategies.
4. Allow flexibility at the regional and local level to develop the most cost effective ways to meet GHG reduction goals through transportation and land use investments.
5. Provide the incentives and assistance that local governments need to make SB 375 work.

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

### Water Emergency Transportation Authority (WETA)

As directed in 2007 by Senate Bill (SB) 976, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) Board is comprised of five members with a term of six years.

Solano County, with 53% of the ferry ridership under WETA's jurisdiction in Fiscal Year 2011-12, has been represented by former Vallejo Mayor and STA Board Member Anthony J. Intintoli since the authority's creation. His appointment was made in 2008 by former Governor Schwarzenegger and will expire in 2014.

SB 1093 (Wiggins) made amendments to SB 976 in 2008 to clarify property transfers, reimbursements and items to be included in the WETA transition plan. The bill, however, did not address a concern of STA's to "specify that the City of Vallejo will have a statutorily-designated representative on the WETA Board (Section 66540.12 (c))."

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

*that one of the members appointed by the Governor be selected from a list of 3 nominees provided by the Contra Costa Transportation Authority and one from a list of 3 nominees provided by the San Mateo County Transportation Authority.*

On March 13<sup>th</sup>, The STA Board authorized the Executive Director to seek an amendment to AB 935 to include similar language for Solano Transportation Authority as one of the Governor's three appointees. On March 18<sup>th</sup>, AB 935 was amended to include this request (Attachment F):

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

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

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. Shaw/Yoder/Antwih State Legislative Update
- B. STA Legislative Bill Matrix
- C. Akin Gump Federal Legislative Update
- D. Federal Funding Matrix
- E. Federal Funding Priorities
- F. AB 935 (Frazier) amended 3/18/13

This page intentionally left blank.



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

March 26, 2013

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

**RE: STATE LEGISLATIVE UPDATE- MARCH**

---

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

**Securing New Funding**

The Governor's budget had some language that acknowledged the need to continue the state's investment in transportation infrastructure given that existing resources are dwindling and will soon expire. Acting Business, Transportation and Housing Secretary Brian Kelly has stated that he intends to convene a working group beginning on April 9 to discuss the prospects of creating a pay-as-you-go funding stream for the future. Your advocacy team will be at the table to provide input and shape that conversation in order to help position STA to acquire prospective funding.

As a result, your advocacy team has already spent a considerable amount of time trying to shape and figure out what will happen in transportation this year. We have met with the Speaker, Senate President pro Tempore, Committee Chairs and members, California Air Resources Board, Business Transportation & Housing Agency, and California Transportation Commission on a number of issues.

Here's a menu of options thus far and the prospect for each item this year:

**1. Lowering the vote threshold:**

Thanks to the 2/3 majority in both houses, many non-self-help counties are hoping that the legislature will consider passing a constitutional amendment to allow for the vote threshold to be reduced from 66% to 55% for transportation sales tax measures. There are currently, 19 counties that have a sales tax dedicated to transportation, which represents nearly 70% of available resources for transportation financing.

The Self-Help Counties Coalition will sponsor legislation on this issue. Our caution would be that such a proposal should be part of a package (such as a redo of Proposition 1B) that still requires the state to remain as funding partner rather than further placing the burden on counties to make improvements to state assets. Think realignment 2.0. Another problem is each county's taxing capacity. Would we need a Bradley-Burns waiver (10%)? How much do you tax folks in the county?

Senators Carol Liu (D-Glendale) and Ellen Corbett (D-Alameda) have introduced SCA 4 and SCA 8, respectively, for purposes of lowering threshold to 55% for local transportation sales tax measures. Senator Hancock (D-Berkeley) has also introduced SCA 11, which would allow the threshold to be lowered for all sectors. STA has taken a support position on both SCA 4 and SCA 8.

Early Prediction: There is a good chance that a proposal could make it through the process yet the Governor is asking legislators to hold off for now given that voters just approved Proposition 30 last November. If a proposal is approved (the Governor's signature is not required on a Constitutional amendment), the question is whether an accommodation will also be made for other sectors such as public safety.

## 2. Bonds: Proposition 1B Version 2.0?

Given that transportation funding falls off of a cliff after the exhaustion of key Proposition 1B programs, several transportation stakeholders have discussed pursuing an additional bond measure that could be recalibrated to focus more intently on programs such as the State Highway Operations and Protection Program which focuses on highway rehabilitation and safety, public transportation, grade separations, etc. Proposition 1B was approved by over 61 % of the voters in 2006 and over \$1.5 billion of the nearly \$20 billion bond has been recycled to improve the state's transportation infrastructure. The Governor and more specifically the Department of Finance are not interested in accruing additional bond debt service, which stands at 14% of the General Fund. The Treasurer has repeatedly advised that we should not be over 6% because it hurts the state's credit rating and costs more to borrow as a result.

The General Fund no longer funds transportation in California. The gas tax (18 cents motorists pay at the pump), has not been indexed since 1990, and bonds, which were originally intended to supplement traditional resources, have buoyed funding. Cars are more fuel efficient and the system has gotten bigger, which means that we cannot stretch our dollar as far to maintain what we have, let alone expand. Furthermore, 13% of all transportation revenue goes to pay for bond debt service. Proposition 1A, the high-speed rail bond, adds pressure especially after last year's nearly \$8 billion appropriation in SB 1029.

Lastly, there is a school facilities and water bond to compete with so no dice on a transportation bond.

Early Prediction: Not going to happen.

## 3. Cap and Trade:

The Budget acknowledged that transportation is the single largest contributor to greenhouse gas emissions (GHGs) in California (38 percent), and reducing transportation emissions should be a top priority (including mass transit, high speed rail, electrification of heavy duty and light duty vehicles, sustainable communities, and electrification and energy projects that complement high speed rail). The Budget recognizes that the first Cap and Trade auction resulted in \$55.8 million in proceeds to the state, while the second produced just over \$50 million (one more auction will occur on May 16, 2013); therefore the Budget only addresses the expenditure of auction proceeds of \$200 million in 2012-13 and \$400 million in 2013-14. Total revenues from the auctions may not exceed these amounts.

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

We are also working to provide relief to transit systems through a legislative fix to the enacted SB 1018 (Committee on Budget) [Chapter 39, Statutes of 2012], which allows for only residential, small business, and emission-intensive trade exposed customers to be considered for a credit against the rate increase that would be passed through by investor-owned utilities (IOUs) resulting from the IOUs' suppliers purchasing Cap and Trade allowances administered by the PUC.

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

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

#### 4. Vehicle License Fee Proposal

Senator Ted Lieu (D-Torrance) agreed then quickly retracted on his commitment to introduce legislation to increase that the state's vehicle license fee (VLF) from .65% to 2% in order to fund transportation infrastructure projects. The Senator received pressure from several interest groups in education, and public safety among others, before deciding not to introduce the bill. Transportation unions will attempt to shop the proposal to other members as Session progresses.

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

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

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

Early Prediction: Seems like a tough sell.

This page intentionally left blank.

## STA Priority Bill Matrix as of 4/11/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 8</a> <a href="#">Perea D</a>  Alternative fuel and vehicle technologies: funding programs.	ASSEMBLY NAT. RES. 4/9/2013 - From committee: Do pass and re- refer to Com. on NAT. RES. (Ayes 10. Noes 3.) (April 8). Re-referred to Com. on NAT. RES.	Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission (commission), to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program. This bill would provide that the State Air Resources Board (state board), until January 1, 2024, has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. The bill would require the state board to aggregate and make available to the public, no later than January 1, 2014, and every two years thereafter, the number of vehicles that automobile manufacturers project to be sold or leased, as reported to the state board. The bill would require the commission to allocate \$20 million each fiscal year, as specified, and up to \$20 million each fiscal year thereafter, as specified, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the state board to jointly review and report on the progress toward establishing a hydrogen fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation.	
<a href="#">AB 25</a> <a href="#">Campos D</a>  Employment: social media.	ASSEMBLY JUD. 4/3/2013	Existing law prohibits a private employer from requiring or requesting an employee or applicant for employment to disclose a username or password for the purpose of accessing personal social media, to access personal social media in the presence of the employer, or to divulge any personal social media. Existing law prohibits a private employer from discharging, disciplining, threatening to discharge or discipline, or otherwise retaliating against an employee or applicant for not complying with a request or demand that violates these provisions. This bill would apply the provisions described above to public employers. The bill would state that its provisions address a matter of statewide interest and apply to public employers generally, including charter cities and counties. <b>Amended on 3/14/2013</b>	
<a href="#">AB 26</a> <a href="#">Bonilla D</a>  Greenhouse Gas Reduction Fund.	ASSEMBLY NAT. RES. 4/8/2013	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law authorizes the Controller to use moneys in the fund for cash flow loans to the General Fund, as prescribed. This bill would prohibit the Controller from using moneys in the fund for cash flow loans to the General Fund. <b>Last Amended on 3/19/2013</b>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 37</a> <a href="#">Perea D</a>  Environmental quality: California Environmental Quality Act: record of proceedings.	ASSEMBLY NAT. RES. 3/19/2013 - Re-referred to Com. on NAT. RES.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require, until January 1, 2017, for specified projects or upon the request of a project applicant and the consent of the lead agency, that the lead agency among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects. Because the bill would require, for specified projects, a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/18/2013</b>	
<a href="#">AB 153</a> <a href="#">Bonilla D</a>  California Global Warming Solutions Act of 2006: offsets.	ASSEMBLY NAT. RES. 4/9/2013 - Re-referred to Com. on NAT. RES.	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. This bill, if the state board uses its authority to include the use of market-based compliance mechanisms, would require the state board, on or before January 1, 2015, to adopt a specified process for the review and consideration of new offset protocols and, commencing in 2014 and continuing annually thereafter, use that process to review and consider new offset protocols. The bill would require the state board to adopt guidelines and incentives that prioritize the approval of specified offset protocols. The bill would require the state board to submit a specified annual report to the Legislature. <b>Last Amended on 4/8/2013</b>	
<a href="#">AB 204</a> <a href="#">Wilk R</a>  Vehicles: green vehicles: fees.	ASSEMBLY PRINT 1/31/13	Existing law establishes the Department of Motor Vehicles. Existing law provides for the registration of vehicles by the Department of Motor Vehicles, including the imposition of various fees and requirements in connection with registration. This bill would express the intent of the Legislature to enact legislation to impose a fee in conjunction with registration on green vehicles to address the costs of those vehicles using public roads and highways.	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 206 Dickinson D</a></p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>ASSEMBLY THIRD READING 4/10/2013 - Read second time. Ordered to third reading.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or trolley and a bus, except a schoolbus, that is operated by a public agency or passenger stage corporation that is used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles, does not materially affect efficiency or visibility of vehicle safety equipment, and does not extend more than 36 inches from the front of the body of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is transported on the above-described device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle. This bill would authorize the Sacramento Regional Transit District to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles if the use of the device meets certain requirements, including, but not limited to, that the device does not extend more than 40 inches from the front of the bus when fully deployed, and that the handlebars of the bicycles being transported do not extend more than 46 inches from the front of the bus. This bill would also establish, for a specified purpose, a route review committee prior to the installation of the initial folding device on a bus that is 45 feet in length. This bill would require the committee to perform an initial review of the routes on which the district proposes to operate a 45-foot bus equipped with a front-mounted bicycle rack and would require the committee to make a determination of, by unanimous vote of all members, the routes that are suitable for the safe operation of a 45-foot bus that is equipped with a front-mounted bicycle rack. The bill would require the district to submit a report, containing specified requirements, to the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing on or before December 31, 2018. This bill contains other related provisions. <b>Last Amended on 4/1/2013</b></p>	
<p><a href="#">AB 266 Blumenfield D</a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY TRANS. 4/10/2013 - Re- referred to Com. on TRANS.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2015, or until the Secretary of State receives a specified notice, by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. A violation of provisions relating to HOV lane use by vehicles with those identifiers is a crime. This bill would extend the operation of those provisions to January 1, 2018, for certain low-emission vehicles, and would extend the operation of those provisions to January 1, 2020, for other specified low-emission vehicles, as specified, or, in either case, until the Secretary of State receives that specified notice, whichever occurs first. The bill would also repeal duplicate provisions of law, delete obsolete provisions of law relating to hybrid vehicles, and make additional conforming changes. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/9/2013</b></p>	
<p><a href="#">AB 278 Gatto D</a></p> <p>California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.</p>	<p>ASSEMBLY APPR. 4/8/2013 - Re- referred to Com. on APPR.</p>	<p>The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The state board is additionally required to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. This bill would require the state board, in determining the carbon intensity of fuels under the Low Carbon Fuel Standard regulations or another scoring system, to consider specified matters. The bill would require the state board to identify, to the extent feasible, environmental laws and practices of the jurisdiction from which the fuel originates that may affect greenhouse gas emissions from the production and transportation of fuel. <b>Last Amended on 4/4/2013</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 416</a> <a href="#">Gordon D</a></p> <p>State Air Resources Board: Local Emission Reduction Program.</p>	<p>ASSEMBLY APPR. 4/10/2013 - Do pass and be re-referred to the Committee on Appropriations .</p>	<p>Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. This bill would create the Local Emission Reduction Program and would require money to be available from the General Fund, upon appropriation by the Legislature, for purposes of providing grants and other financial assistance to develop and implement greenhouse gas emissions reduction projects in the state. The bill would require the state board, in coordination with the Strategic Growth Council, to administer the program, as specified. The bill would require the implementation of the program to be contingent on the appropriation of moneys by the Legislature, as specified.</p> <p><b>Last Amended on 4/4/2013</b></p>	
<p><a href="#">AB 417</a> <a href="#">Frazier D</a></p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>ASSEMBLY APPR. 4/2/2013 APPR .</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the lead agencies to make specified findings in an EIR. This bill, until January 1, 2018, would exempt from CEQA a bicycle transportation plan for an urbanized area, as specified, and would also require a local agency that determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with OPR and the county clerk. This bill would require OPR to post specified information on its Internet Web site, as prescribed. This bill contains other existing laws.</p>	
<p><a href="#">AB 431</a> <a href="#">Mullin D</a></p> <p>Regional transportation plan: sustainable communities strategy: funding.</p>	<p>ASSEMBLY TRANS. 4/10/2013 - Do pass as amended and be re-referred to the Committee on Transportation.</p>	<p>Existing law requires certain transportation planning activities by designated transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated by federal law as metropolitan planning organizations . Existing law requires metropolitan planning organizations to adopt , as part of the regional transportation plan in urban areas, a sustainable communities strategy, which is to be designed to achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. This bill would authorize a transportation planning agency that is designated as a metropolitan planning organization to impose a transactions and use tax, as specified, at a rate of no more than 0.5% even if the combined rate of this tax and other specified taxes imposed in the county, exceeds, if certain requirements are met . The bill would require the ordinance to contain an expenditure plan, with not less than 25% of available net revenues to be spent on each of the 3 categories of transportation, affordable housing, and parks and open space, in conformity with the sustainable communities strategy, with the remaining net available revenues to be spent for purposes determined by the transportation planning agency to help attain the goals of the sustainable communities strategy. This bill contains other existing laws. <b>Last Amended on 4/2/2013</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 466</a> <a href="#">Quirk-Silva D</a>  Federal transportation funds.	ASSEMBLY TRANS. 3/18/2013 - Re-referred to Com. on TRANS.	Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies, including funds made available under the federal Congestion Mitigation and Air Quality Improvement Program, as specified. This bill would require the department to allocate federal funds to regional agencies under the federal Congestion Mitigation and Air Quality Improvement Program based on a weighted formula that considers population and pollution in a given area, as specified. <b>Last Amended on 3/14/2013</b>	
<a href="#">AB 515</a> <a href="#">Dickinson D</a>  Environmental quality: California Environmental Quality Act: judicial review.	ASSEMBLY JUD. 3/12/2013 - Re-referred to Com. on JUD.	The California Constitution vests the judicial power of the state in the Supreme Court, the courts of appeal, and the superior courts. Existing law establishes a superior court of one or more judges in each county and provides that the superior courts have original jurisdiction, except as provided in the Constitution. Existing law requires the presiding judge of each superior court to distribute the business of the court among the judges, and to prescribe the order of business, subject to the rules of the Judicial Council. This bill would establish a CEQA compliance division of the superior court in a county in which the Attorney General maintains an office and would vest the division with original jurisdiction over actions of proceedings brought pursuant to CEQA and joined matters related to land use and environmental laws. The bill would require the Judicial Council to adopt rules for establishing, among other things, protocol to govern the administration and efficient operation of the division , so that those judges assigned to the division will be able to hear and quickly resolve those actions or proceedings. The bill would provide that decisions of the CEQA compliance division of the superior court may be reviewed by way of a petition for an extraordinary writ . The bill would require the CEQA compliance division to issue a preliminary decision before the opportunity for oral argument is granted. If the CEQA compliance division of the superior court finds that a determination of a public agency violated CEQA, the bill would require the court's order to specify what action taken by the public agency was in error and what specific action by the public agency is necessary to comply with CEQA. The bill would prohibit an action or proceeding pursuant to CEQA from being brought unless the alleged grounds of noncompliance were presented to the public agency with enough specificity that the public agency could reasonably respond to the alleged violation. The bill would prohibit a person from maintaining an action or proceeding pursuant to CEQA unless that person objected during the administrative process with specificity as to how the public agency's response to the alleged violation is inadequate . This bill contains other existing laws. <b>Last Amended on 3/11/2013</b>	
<a href="#">AB 543</a> <a href="#">Campos D</a>  California Environmental Quality Act: translation.	ASSEMBLY NAT. RES. 4/9/2013	Existing law, the California Environmental Quality Act , referred to as CEQA , requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require a lead agency to translate certain notices required by the act and a summary of any negative declaration, mitigated negative declaration, or environmental impact report, when the impacted community has a substantial number of non-English-speaking people, as defined . By requiring a lead agency to translate these notices and documents , this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/8/2013</b>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 603</a> <a href="#">Cooley D</a>  Public contracts: design-build.	ASSEMBLY TRANS. 4/8/2013 - Re-referred to Com. on TRANS.	Existing law provides for a Design-Build Demonstration Program that allows for a local transportation entity to utilize the design-build method of procurement for a specified amount of projects for local and state projects. Existing law defines "local transportation entity" as a designated transportation authority, a consolidated agency, the Santa Clara Valley Transportation Authority, any other local or regional transportation entity that is designated as a regional transportation agency. Existing law subjects both local and state projects to specified procedural requirements to qualify as a design-build project. Existing law repeals these provisions on January 1, 2014. This bill would include in the definition of a local transportation entity a joint powers authority. This bill would only apply the specified procedural requirements to the state design-build projects. This bill would delete the repeal date. This bill would also authorize the Capital Southeast Connector Joint Powers Authority to use design-build procurement, as specified. This bill makes findings regarding the need for special legislation. <b>Last Amended on 4/4/2013</b>	
<a href="#">AB 662</a> <a href="#">Atkins D</a>  Local government: infrastructure financing districts.	ASSEMBLY L. GOV. 3/4/2013 - Referred to Com. on L. GOV.	Existing law authorizes the creation of infrastructure financing districts, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to the division of taxes and voter approval requirements. Existing law prohibits an infrastructure financing district from including any portion of a redevelopment project area. Existing law, effective February 1, 2012, dissolved all redevelopment agencies and community development agencies and provides for the designation of successor agencies, as specified. This bill would delete the prohibition on infrastructure financing district including any portion of a redevelopment project area.	
<a href="#">AB 690</a> <a href="#">Campos D</a>  Jobs and infrastructure financing districts: voter approval.	ASSEMBLY L. GOV. 4/10/2013 - Re-referred to Com. on L. GOV.	Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon approval by 2/3 of the voters. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined. This bill would revise and recast the provisions governing infrastructure financing districts and instead provide for the creation of jobs and infrastructure financing districts (JIDs) without voter approval, and would make various conforming changes. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to nontaxing authority or powers only. The bill would authorize a district to implement hazardous cleanup pursuant to the Polanco Redevelopment Act, as specified. This bill contains other existing laws. <b>Last Amended on 4/9/2013</b>	
<a href="#">AB 738</a> <a href="#">Harkey R</a>  Public entity liability: bicycles.	ASSEMBLY JUD. 3/7/2013	Existing law specifies that a public entity or a public employee shall not be liable for an injury caused by the plan or design of a construction of, or an improvement to, public property in specified cases. Existing law allows public entities to establish bicycle lanes on public roads. This bill would provide that a public entity or an employee of a public entity acting within his or her official capacity is not be liable for an injury caused to a person riding a bicycle while traveling on a roadway, if the public entity has provided a bike lane on that roadway.	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 749</a> <a href="#">Gorell R</a>  Public-private partnerships.	ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.	Existing law, until January 1, 2017, authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides for the Public Infrastructure Advisory Commission, an organization established by the Business, Transportation and Housing Agency, to perform various functions relative to projects identified as suitable for development and delivery under these provisions, including the review of a proposed agreement submitted to it by the department or a regional transportation agency, and to charge a fee for certain of those functions. This bill would delete the reference to the Public Infrastructure Advisory Commission established by the Business, Transportation and Housing Agency. The bill would instead create a new Public Infrastructure Advisory Commission, with 12 members, of which 5 would be appointed by the Governor, 3 by the Senate Committee on Rules, and 2 by the Speaker of the Assembly. In addition, the Treasurer and the Director of General Services, or their representatives, would serve on the commission. The bill would assign additional duties to the commission, including a requirement for the commission to make a determination for each agreement submitted to it relative to whether the public-private partnership procurement method is suitable for the project, or whether another procurement method should be used, as specified. This determination would be binding on the department or regional transportation agency. The bill would require the commission to establish best practices for public-private partnerships, and to identify other state departments that would benefit from similar contracting authority. The bill would authorize the commission to charge a fee for certain of these new duties. The bill would also extend the operation of the provisions governing public-private partnerships from January 1, 2017, to January 1, 2019.	
<a href="#">AB 756</a> <a href="#">Melendez R</a>  California Environmental Quality Act: judicial review: public works projects.	ASSEMBLY JUD. 3/20/2013 - Re-referred to Com. on JUD.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would also apply these provisions to a public works project, defined to mean an infrastructure project carried out by the city, county, or state government or contracted out to a private entity by the local or state government. By requiring a lead agency to use these alternative procedures in preparing and certifying the administrative record, this bill would impose a state-mandated local program. The bill would also authorize the Judicial Council to adopt Rules of Court to implement these provisions. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/19/2013</b>	
<a href="#">AB 792</a> <a href="#">Mullin D</a>  Local government: open meetings.	ASSEMBLY THIRD READING 4/8/2013 - Read second time. Ordered to third reading.	The Ralph M. Brown Act enables the legislative body of a local agency to call both regular and special meetings. The act requires the legislative body of a local agency to post, at least 72 hours before the meeting, an agenda containing a brief general description of each item of business to be transacted or discussed at a regular meeting, in a location that is freely accessible to members of the public, and to provide a notice containing similar information with respect to a special meeting at least 24 hours prior to the special meeting. The act requires that the agenda or notice be freely accessible to members of the public, and be posted on the local agency's Internet Web site, if the local agency has one. This bill, if the local agency is unable to post the agenda or notice on its Internet Web site because of software, hardware, or network services impairment beyond the local agency's reasonable control, would require the local agency to post the agenda or notice immediately upon resolution of the technological problems. The bill would provide that the delay in posting, or the failure to post, the agenda or notice would not preclude a local agency from conducting the meeting or taking action on items of business, provided that the agency has complied with all other relevant requirements. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/1/2013</b>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 797</a> <a href="#">Gordon D</a>  Santa Clara County Valley Transportation Authority: contracts.	ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.	Existing law creates the Santa Clara County Valley Transportation Authority with various powers and duties relative to transportation projects and services. Existing law authorizes the authority to enter into contracts, as specified. This bill would authorize the authority to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within its jurisdiction, subject to certain conditions and requirements. The bill would require the authority to reimburse the Department of Industrial Relations for certain costs of performing wage monitoring and enforcement on projects using this contracting method, and would require those funds to be used by the department for enforcement of prevailing wage requirements on those projects.	
<a href="#">AB 842</a> <a href="#">Donnelly R</a>  High-speed rail.	ASSEMBLY TRANS. 4/8/2013 - In committee: Set first hearing. Failed passage. Reconsideration granted.	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to the development and implementation of a high-speed train system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. Existing law appropriates certain amounts of federal funds and state bond funds to the authority for purposes of funding the construction of the initial segment of the high-speed rail project. This bill, notwithstanding any other law, would prohibit federal or state funds, including state bond funds, from being expended by the authority or any other state agency on the construction of the high-speed rail project, except as necessary to meet contractual commitments entered into before January 1, 2014. The bill would also make a statement of legislative intent.	
<a href="#">AB 863</a> <a href="#">Torres D</a>  Transit projects: environmental review process.	ASSEMBLY TRANS. 4/8/2013 - In committee: Set, first hearing. Hearing canceled at the request of author.	Existing federal law authorizes the United States Secretary of Transportation to enter into an agreement with a state under which the state assumes the responsibilities of the secretary with respect to federal environmental review and clearance under the National Environmental Policy Act of 1969 (NEPA) with respect to one or more transportation projects, as specified. Existing law, until January 1, 2017, authorizes the Department of Transportation, for transportation projects under its jurisdiction, to assume those responsibilities for federally funded surface transportation projects subject to NEPA. Existing law provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of those responsibilities, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under federal law. This bill would authorize the department to assume similar responsibilities for federal review and clearance under NEPA for a transit project, as defined, that is subject to NEPA. The bill would provide that the State of California consents to the jurisdiction of the federal courts in that regard, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under federal law.	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 898 Ting D</a> Zero-emission vehicles: infrastructure.	ASSEMBLY PRINT 2/25/2013 - Read first time.	Existing law requires the State Air Resources Board to select projects for zero-emission vehicle leases or purchases and zero-emission vehicle infrastructure for the purpose of implementing any program to encourage the use of zero-emission vehicles through a competitive grant process that includes a public bidding process. This bill would state the intent of the Legislature to enact subsequent legislation that would reduce motor vehicle emissions through the construction of infrastructure to charge zero-emission electric vehicles, with the goal of expanding the travel range of zero-emission electric vehicles by January 2015 pursuant to a specified executive order.	
<a href="#">AB 935 Frazier D</a> San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.	ASSEMBLY APPR. 4/10/2013 - Do pass and be re-referred to the Committee on Appropriations.	Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined. This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would also require that the 3 members appointed by the Governor be a resident of the County of Contra Costa selected from a list of 3 nominees provided by the Contra Costa Transportation Authority , a resident of the County of San Mateo selected from a list of 3 nominees provided by the San Mateo County Transportation Authority , and a resident of the County of Solano selected from a list of 3 nominees provided by the Solano Transportation Authority . <b>Last Amended on 3/18/2013</b>	Support with Amendments 3/13/13
<a href="#">AB 953 Ammiano D</a> California Environmental Quality Act.	ASSEMBLY NAT. RES. 3/7/2013 - Referred to Com. on NAT. RES.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA defines "environment" and "significant effect on the environment" for its purposes. CEQA requires the EIR to include a detailed statement setting forth specified facts. This bill would revise those definitions, as specified. This bill would additionally require the lead agency to include in the EIR a detailed statement on any significant effects that may result from locating the proposed project near, or attracting people to, existing or reasonably foreseeable natural hazards or adverse environmental conditions. This bill contains other related provisions and other existing laws.	
<a href="#">AB 971 Garcia D</a> Contracts and applications for employment: paratransit services.	ASSEMBLY L. & E. 3/7/2013 - Referred to Coms. on L. & E. and PUB. S.	Existing law prohibits an employer, whether a public agency or private individual or corporation, from asking an applicant for employment to disclose, or utilizing as a factor in determining any condition of employment, information concerning an arrest or detention that did not result in a conviction, except as specified. Existing law authorizes a health care facility, as defined, to ask an applicant for employment to disclose an arrest for specified offenses, including offenses specified in the sex offender registration statute. This bill would authorize a specified social services paratransit agency to require its service contractors, as specified, to ask applicants for employment with regular access to persons with disabilities to disclose arrests for offenses specified in the sex offender registration statute. The bill would also authorize that agency to receive specified state and local criminal history information. The bill would, in addition, authorize a service contractor of a paratransit agency, as specified, to ask applicants for employment with regular access to persons with disabilities to disclose arrests for offenses specified in the sex offender registration statute, if required by the paratransit agency to do so. The bill would further make technical, non-substantive, and conforming changes.	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1002</a> <a href="#">Bloom D</a>  Vehicles: registration fee: sustainable communities strategies.	ASSEMBLY TRANS. 3/13/2013 - Re-referred to Com. on TRANS.	Existing law imposes a registration fee to be paid to the Department of Motor Vehicles for the registration of every vehicle or trailer coach of a type subject to registration, except those vehicles that are expressly exempted from the payment of registration fees. Existing law, until January 1, 2016, imposes a \$3 increase on that fee, \$2 of which is to be deposited into the Alternative and Renewable Fuel and Vehicle Technology Fund and \$1 of which is to be deposited into the Enhanced Fleet Modernization Subaccount. This bill would, in addition to any other taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a tax of \$6 to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code, except as specified. This bill would require the Department of Motor Vehicles, after deducting all reasonable administrative costs, to remit the money generated by the tax for deposit in the Sustainable Communities Strategy Subaccount , which the bill would establish in the Motor Vehicle Account . The bill would make funds in the subaccount available, upon appropriation by the Legislature, for specified purposes . This bill contains other existing laws. <b>Last Amended on 3/12/2013</b>	
<a href="#">AB 1031</a> <a href="#">Achadjian R</a>  Local government: open meetings.	ASSEMBLY PRINT 2/25/2013 - Read first time.	Existing law, the Ralph M. Brown Act, requires each legislative body of a local agency to provide notice of the time and place for holding regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public and all persons be permitted to attend unless a closed session is authorized. This bill would make technical, non-substantive changes to a provision of the Ralph M. Brown Act.	
<a href="#">AB 1046</a> <a href="#">Gordon D</a>  Innovative Delivery Team Demonstration Program.	ASSEMBLY TRANS. 4/1/2013 - Re- referred to Com. on TRANS.	Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara. This bill would authorize the department' s District 4 director to direct existing District 4 resources to the Innovative Delivery Team Demonstration Program and to authorize department staff to perform reimbursed work for projects on and off the state highway system within the boundaries of the County of Santa Clara pursuant to the master agreement, as defined, and accompanying work programs, as defined . <b>Last Amended on 3/21/2013</b>	
<a href="#">AB 1051</a> <a href="#">Bocanegra D</a>  Housing.	ASSEMBLY H. & C.D. 4/9/2013 - Re- referred to Com. on H. & C.D.	The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to adopt a program pursuant to the act to cap greenhouse gas emissions and provide for market-based compliance mechanisms, including the auction of allowances (cap-and-trade program). Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available, upon appropriation by the Legislature. This bill would state findings and declarations of the Legislature relating to transportation and residential housing development, as specified. The bill would create the Sustainable Communities for All program, which shall begin operations on January 1, 2015, to fund transit-related projects through competitive grants and loans, as specified. The Sustainable Communities for All program would not be implemented until the Legislature appropriates funds for the program. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/8/2013</b>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1070</a> <a href="#">Frazier D</a>  California Transportation Financing Authority.	ASSEMBLY TRANS. 4/4/2013 - Re-referred to Com. on TRANS.	The California Transportation Financing Authority Act creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law, subject to certain conditions, authorizes the authority to grant a request that a project sponsor, rather than the authority, be the issuer of the bonds. This bill would revise the act to further define the roles of the authority and an issuer of bonds under the act if the project sponsor, rather than the authority, is the issuer of bonds, and would define "issuer" in that regard. The bill would make other related changes. <b>Last Amended on 4/3/2013</b>	
<a href="#">AB 1077</a> <a href="#">Muratsuchi D</a>  Sales and use taxes: vehicle license fee: exclusion: alternative fuel motor vehicles.	ASSEMBLY REV. & TAX 4/3/2013 - Re-referred to Com. on REV. & TAX.	Existing laws impose state sales and use taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by the sales price. The Sales and Use Tax Law defines the terms "gross receipts" and "sales price." This bill would, on and after January 1, 2014, and before January 1, 2022, exclude from the terms "gross receipts" and "sales price," in the sale of a new alternative fuel motor vehicle, any amount allowed as a credit under a specified provision of the Internal Revenue Code, relating to new qualified plug-in electric drive motor vehicles, and any amounts received, awarded, or allowed pursuant to a state incentive program for the purchase or lease of an alternative fuel vehicle. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/2/2013</b>	
<a href="#">AB 1193</a> <a href="#">Ting D</a>  Bikeways.	ASSEMBLY L. GOV. 4/1/2013 - Re-referred to Com. on L. GOV.	Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and bicycle traffic related matters. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to that law. This bill would instead require all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to industry standards. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/21/2013</b>	
<a href="#">AB 1194</a> <a href="#">Ammiano D</a>  Safe Routes to School Program.	ASSEMBLY TRANS. 4/2/2013 - Re-referred to Com. on TRANS.	Existing law creates the Safe Routes to School Program, administered by the Department of Transportation in consultation with the Department of the California Highway Patrol. Existing law requires the Department of Transportation to award grants to local government agencies based on the results of a statewide competition, under which proposals submitted for funding are rated based on various factors. Existing law provides for the program to be funded from state and federal funds, as specified. This bill would provide that the program may fund both construction and noninfrastructure activities, as specified. The bill would require the program to be funded by an annual appropriation in the budget act of not less than \$46,000,000, consisting of federal and state transportation funds eligible to be expended for this purpose. The bill would require 20% of program funds to be used for noninfrastructure activities, as specified. The bill would authorize the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the California Transportation Commission, at the discretion of the Transportation Agency. The bill would require the Department of Transportation to employ a full-time coordinator to administer the program. The bill would also delete references to a superseded federal transportation act. <b>Last Amended on 4/1/2013</b>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1211</a> <a href="#">Linder R</a>  Vehicles: high-occupancy vehicle lanes.	ASSEMBLY TRANS. 3/21/2013 - Referred to Com. on TRANS.	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which may also be used, until January 1, 2015, by certain eligible low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of HOV lanes if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. This bill would make technical, non-substantive changes to these provisions.	
<a href="#">AB 1290</a> <a href="#">John A. Pérez D</a>  Transportation planning.	ASSEMBLY TRANS. 3/11/2013 - Referred to Com. on TRANS.	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects, pursuant to the state transportation improvement program and various other transportation funding programs. Existing law provides that the commission consists of 13 members, including 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation and 2 are appointed by the Legislature. In addition, 2 members of the Legislature are appointed as ex officio members without vote. This bill would provide for 2 additional voting members of the commission to be appointed by the Legislature. The bill would also provide for the Secretary of the Transportation Agency, the Chairperson of the State Air Resources Board, and the Director of Housing and Community Development to serve as ex officio members without vote. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1314</a> <a href="#">Bloom D</a>  Vehicles: compressed natural gas vehicles: inspections.	ASSEMBLY TRANS. 4/1/2013 - Re-referred to Com. on TRANS.	(1) Existing law authorizes the Commissioner of the California Highway Patrol to adopt and enforce regulations and standards with respect to fuel containers and fuel systems on vehicles using, among other fuels, compressed natural gas and the operation of vehicles using compressed natural gas to ensure the safety of the equipment and vehicles and of persons and property using the highways. Existing law requires all motor vehicles with compressed natural gas fuel systems used for propulsion to comply either with specified regulations or with certain federal standards. This bill would, notwithstanding any other law, require that a cylinder and tank bracket inspection be conducted on all motor vehicles with a compressed natural gas fuel system every 3 years by an independent qualified compressed natural gas cylinder inspector, except as provided, and that the cylinder be replaced on these vehicles before the manufacturer expiration date marked on the cylinder. The bill would require a qualified compressed natural gas cylinder inspector to report his or her findings to the Department of Motor Vehicles, as specified. The bill would prohibit any person from conducting the inspections or performing the reporting requirements described above unless the person is a qualified compressed natural gas inspector. The bill would establish requirements for the qualification and registration of qualified natural gas cylinder inspectors. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/21/2013</b>	
<a href="#">AB 1369</a> <a href="#">Achadjian R</a>  Vehicles: farm pickup trucks.	ASSEMBLY TRANS. 4/1/2013 - Re-referred to Com. on TRANS.	Existing law defines a pickup truck as a motor truck with a manufacturer's gross vehicle weight rating of less than 11,500 pounds, an unladen weight of less than 8,001 pounds, and which is equipped with an open box-type bed not exceeding 9 feet in length. This bill would define a farm pickup truck as a motor truck used exclusively by a farmer or rancher in a not-for-hire capacity that is operated solely in California and not in interstate commerce, that has a manufacturer's gross vehicle weight rating of less than 14,000 pounds, and that is equipped with a bed, including, but not limited to, a flat bed, not exceeding 9 feet in length. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/21/2013</b>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1375</a> <a href="#">Chau D</a>  California Global Warming Solutions Act of 2006: market-based compliance mechanisms: Clean Technology Investment Account.	ASSEMBLY NAT. RES. 4/1/2013 - Re-referred to Com. on NAT. RES.	The California Global Warming Solutions Act of 2006 , hereafter the Global Warming Solutions Act, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund . That law permits money from the fund be allocated for research, development, and deployment of innovative technologies, measures, and practices related to programs and projects funded under the Global Warming Solutions Act. That law also prohibits the state from using moneys in the fund unless the state determines that the use of the moneys furthers the regulatory purposes of the Global Warming Solutions Act . This bill would create the Clean Technology Investment Account within the Greenhouse Gas Reduction Fund and would require the Legislature to annually appropriate money from the Greenhouse Gas Reduction Fund into the Clean Technology Investment Account. <b>Last Amended on 3/21/2013</b>	
<a href="#">AB 1380</a> <b>Committee on Public Employees, Retirement and Social Security</b> County employees	ASSEMBLY P.E.,R. & S.S. 4/2/2013 - Re-referred to Com. on P.E.,R. & S.S.	The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its pension plan or plans to comply with the act and, among other provisions, generally prohibits a public employer that offers a defined benefit plan from offering new employees defined benefit retirement formulas other than those established by the act. This bill would prohibit the application of the above-described authorizations to a member who is subject to the PEPRA for that member's membership in the county retirement system. The bill would also authorize a member who is subject to the PEPRA and has completed 5 years of service and has reached the minimum retirement age applicable to that member, or has reached 70 years of age, to retire upon filing a written application with the board, as specified. This bill contains other existing laws. <b>Last Amended on 4/1/2013</b>	
<a href="#">ACA 8</a> <a href="#">Blumenfield D</a> Local government financing: voter approval.	ASSEMBLY L. GOV. 4/8/2013 - Re-referred to Com. on L. GOV.	The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/4/2013</b>	
<a href="#">SB 1</a> <a href="#">Steinberg D</a>  Sustainable Communities Investment Authority.	SENATE T. & H. 4/2/2013 - Set for hearing April 23.	The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies. This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years. This bill contains other related provisions and other existing laws.	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 11</a> <a href="#">Pavley D</a></p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>SENATE APPR. 4/9/2013 - Do pass as amended, and re-refer to the Committee on Appropriations</p>	<p>Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission (commission), to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program. This bill would provide that the State Air Resources Board (state board), until January 1, 2024, has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. The bill would require the state board to aggregate and make available to the public, no later than January 1, 2014, and every two years thereafter, the number of vehicles that automobile manufacturers project to be sold or leased, as reported to the state board. The bill would require the commission to allocate \$20 million each fiscal year, as specified, and up to \$20 million each fiscal year thereafter, as specified, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the state board to jointly review and report on the progress toward establishing a hydrogen fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state, as specified. The bill would authorize the commission to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance, as specified, for purposes of assisting in the implementation of these provisions. The bill, no later than July 1, 2013, would require the state board and air districts to jointly convene working groups to evaluate the specified policies and goals of specified programs. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 33</a> <a href="#">Wolk D</a></p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>ASSEMBLY ASSEMBLY 4/11/2013 - Action From THIRD READING: Read third time.Passed Senate to ASSEMBLY.</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined. This bill would revise and recast the provisions governing infrastructure financing districts. The bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. The bill would instead authorize a newly created public financing authority, consisting of 5 members, 3 of whom are members of the city council or board of supervisors that established the district, and 2 of whom are members of the public, to adopt the infrastructure financing plan, subject to approval by the legislative body, and issue bonds by majority vote of the authority by resolution. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to nontaxing authority or powers only. The bill would authorize a district to finance specified actions and projects, and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer, as defined. The bill would create a public accountability committee, as specified, to review the actions of the public financing authority. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/6/2013</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 56</a> <a href="#">Roth D</a>  Local government finance: vehicle license fee adjustments.	SENATE G. & F. 3/19/2013 - Set for hearing April 17.	The Vehicle License Fee Law establishes, in lieu of any ad valorem property tax upon vehicles, an annual license fee for any vehicle subject to registration in this state. Beginning with the 2004-05 fiscal year and for each fiscal year thereafter, existing law requires that each city, county, and city and county receive a vehicle license fee adjustment amount, as defined, from a Vehicle License Fee Property Tax Compensation Fund that exists in each county treasury. Existing law requires that these amounts be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities. This bill would, for the 2013-14 fiscal year, provide for a new vehicle license fee adjustment amount, as specified. This bill would also, for the 2013-14 fiscal year and for each fiscal year thereafter, provide for a vehicle license fee adjustment amount for certain cities incorporating after a specified date, as provided. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/4/2013</b>	
<a href="#">SB 64</a> <a href="#">Corbett D</a>  Proposition 39: implementation.	SENATE E. U., & C. 4/9/2013 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U., & C.	The California Clean Energy Jobs Act, an initiative approved by the voters at the November 6, 2012, statewide general election as Proposition 39, made changes to corporate income taxes and, except as specified, provides for the transfer of \$550,000,000 annually from the General Fund to the Clean Energy Job Creation Fund for 5 fiscal years beginning with the 2013-14 fiscal year. Moneys in the Clean Energy Job Creation Fund are available, upon appropriation by the Legislature, for purposes of funding eligible projects that create jobs in California improving energy efficiency and expanding clean energy generation. Existing law provides for the allocation of these funds for eligible projects at public school facilities, university and college facilities, and other public buildings and facilities, as well as job training and workforce development, and public-private partnerships, as specified. This bill would require the State Energy Resources Conservation and Development Commission to develop and administer programs, consistent with the act, to provide financial assistance to school districts, cities, and counties to install energy efficiency or clean energy technology in public schools and municipal facilities. The bill would appropriate for the 2013-14 fiscal year an unspecified sum from the Clean Energy Job Creation Fund to the commission for the above purpose, thereby making an appropriation. <b>Last Amended on 4/9/2013</b>	
<a href="#">SB 110</a> <a href="#">Steinberg D</a>  California Transportation Commission: guidelines.	SENATE APPR. 4/5/2013 - Set for hearing April 15.	Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act.	
<a href="#">SB 124</a> <a href="#">Corbett D</a>  Public contracts: bid preferences: clean energy.	SENATE G.O. 4/10/2013 - Read second time and amended. Re-referred to Com. on G.O.	Existing law imposes various requirements with respect to contracting by state agencies and the Trustees of the California State University. Existing law requires state agencies and the Trustees of the California State University to use a competitive bidding process when contracting for goods and services. However, existing law allows a public agency to award an energy service contract if the governing body determines it is in the best interest of the agency and costs will be reduced, as specified. This bill would require state agencies and the Trustees of the California State University that accept bids or proposals for a contract for the purchase or installation of a clean energy device, technology, or system, as defined, to provide a 5% preference to a bidder that certifies that all of the parts of the clean energy device, technology, or system to be installed have been manufactured or assembled in the state, in accordance with specified criteria. This bill would authorize a public agency, including, but not limited to, the Trustees of the California State University, to award a contract based on the fact that a clean energy device, technology, or system was manufactured or assembled in the state if the contract is an energy service contract determined to be in the best interest of the public agency. <b>Amended on 4/10/2013</b>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 142</a> <a href="#">DeSaulnier D</a>  Public transit.	SENATE G. & F. 4/1/2013	Existing law provides for creation of one or more special benefit districts within a transit district or rapid transit district relative to the issuance of bonds to be repaid through special assessments levied on property within the special benefit district, or certain zones within the special benefit district, with the proceeds of the bonds to be used for specified transit improvements. Existing law enacts similar provisions applicable to a municipal transit system owned by a city or city and county. This bill would repeal all of these provisions. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/1/2013</b>	
<a href="#">SB 220</a> <a href="#">Beall D</a>  California Public Employees' Pension Reform Act of 2013: administration.	SENATE P.E. & R. 3/21/2013 - Re-referred to Com. on P.E. & R.	The Public Employees' Retirement Law establishes the Public Employees' Retirement System (PERS) for the purpose of providing pension benefits to specified public employees. Existing law also establishes the Judges' Retirement System and Judges' Retirement System II, which provide pension benefits to judges, as defined, and the Legislators' Retirement System, which provides pension benefits to specified elective officers of the state, other than judges, and to legislative statutory officers. Existing law requires that these systems be administered by the Board of Administration of PERS. Existing law, the California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, generally requires a public retirement system, as defined, to modify its plan or plans to comply with the act, as specified. This bill would require the Board of Administration of PERS to administer each of the retirement systems described above in conformance with PEPRA as if the provisions of the act were contained in the provisions governing those systems. The bill would provide that if the board determines that there is a conflict between the provisions of PEPRA and respective provisions of those systems, the provisions of PEPRA control. <b>Last Amended on 3/18/2013</b>	
<a href="#">SB 230</a> <a href="#">Knight R</a>  Local transportation funds: performance audits.	SENATE T. & H. 4/10/2013 - Hearing postponed by committee. (Refers to 4/8/2013 hearing)	Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain requirements for the operator to maintain a specified farebox ratio of fare revenues to operating costs. The act requires the transportation planning agency to designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds. The act requires the transportation planning agency to consult with the entity to be audited prior to designating the entity to make the performance audit and defines "operating cost" for this purpose. Existing law excludes certain costs from this definition, including vehicle lease costs. This bill would also exclude principal and interest payments on all capital projects funded with certificates of participation. <b>Last Amended on 3/18/2013</b>	
<a href="#">SB 286</a> <a href="#">Yee D</a>  Vehicles: high-occupancy vehicle lanes.	SENATE APPR. 4/5/2013 - Set for hearing April 15.	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2015, or until the Secretary of State receives a specified notice, by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. A violation of provisions relating to HOV lane use by vehicles with those identifiers is a crime. This bill would extend the operation of those provisions to January 1, 2018, or until the Secretary of State receives that specified notice. The bill would additionally permit the department to issue a valid identifier to a vehicle that meets California's transitional zero emission (TZEV) standard. <b>Amended on 3/18/2013</b>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 408</a> <a href="#">De León D</a>  Transportation funds.	SENATE RLS. 2/28/2013 - Referred to Com. on RLS.	Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects. This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.	
<a href="#">SB 436</a> <a href="#">Jackson D</a>  California Environmental Quality Act: notice.	SENATE E.Q. 4/8/2013 - Hearing postponed by committee. (Refers to 4/4/2013 hearing)	The California Environmental Quality Act, commonly referred to as CEQA, requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, also known as an EIR, on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires the lead agency to call at least one scoping meeting for a project that may affect highways or other facilities under the jurisdiction of the Department of Transportation if the meeting is requested by the department, or for a project of statewide, regional, or areawide significance. CEQA requires the lead agency to provide to specified entities a notice of at least one scoping meeting. This bill would require a lead agency to conduct at least one public scoping meeting for the specified projects and to provide notice to the specified entities of at least one public scoping meeting. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/3/2013</b>	
<a href="#">SB 444</a> <a href="#">De León D</a>  California Transportation Financing Authority.	SENATE RLS. 4/4/2013	Existing law gives the Department of Transportation full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law also authorizes the commission to relinquish certain state highway segments to local agencies. This bill would authorize the commission to relinquish to the Cities of Brawley, El Centro, and Imperial and the County of Imperial specified portions of State Highway Route 86 under certain conditions. This bill would also redesignate a specified portion of State Highway Route 86 as a part of State Highway Route 78 following relinquishment. This bill would require the relinquishments to be done at no cost to the state, unless the commission makes a finding of need. <b>Last Amended on 4/4/2013</b>	
<a href="#">SB 525</a> <a href="#">Galgiani D</a>  California Environmental Quality Act: exemptions.	SENATE E.Q. 4/8/2013 - Hearing postponed by committee. (Refers to 4/4/2013 hearing)	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities. This bill would provide that a project by the San Joaquin Regional Rail Commission and the High-Speed Rail Authority to improve the existing tracks, structure, bridges, signaling systems, and associated appurtenances located on the existing railroad right-of-way used by the Altamont Commuter Express service qualifies for this exemption from CEQA.	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 557</a> <a href="#">Hill D</a> High-speed rail.	SENATE T. & H. 4/4/2013 - Set for hearing April 23.	Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. Existing law appropriates specified funds from the High-Speed Passenger Train Bond Fund and from federal funds for high-speed rail and connecting rail projects. This bill would add detail to provisions governing the expenditure of certain of those appropriated funds. The bill would specify that of the \$1,100,000,000 appropriated for early high-speed rail improvement projects in the Budget Act of 2012, \$600,000,000 and \$500,000,000 shall be allocated solely for purposes of specified memoranda of understanding approved by the High-Speed Rail Authority for the Metropolitan Transportation Commission region and the southern California region, respectively. The bill would limit fund transfer authority between certain appropriations to temporary transfers for account management purposes. The bill would restrict use of certain appropriated funds, to the extent they are allocated to the San Francisco-San Jose segment of the high-speed rail system, to implement a rail system in that segment that primarily consists of a 2-track blended system to be used jointly by high-speed trains and Caltrain commuter trains, with the system to be contained substantially within the existing Caltrain right-of-way. This bill contains other related provisions.	
<a href="#">SB 613</a> <a href="#">DeSaulnier D</a> Bay Area Toll Authority.	SENATE T. & H. 4/4/2013 - Set for hearing April 30.	Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay Area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to do all acts necessary or convenient for the exercise of its powers and the financing of projects, including the authorization to acquire, construct, manage, maintain, lease, or operate any public facility or improvements and to invest any money not required for immediate necessities as the authority deems advisable. This bill would impose certain limitations on the actions of the authority in exercising its powers. The bill would provide that the authority may acquire, construct, manage, maintain, lease, or operate facilities required solely for the management of Bay Area state-owned toll bridges or to provide access to those bridges. The bill would prohibit revenues in any reserve funds established by bond covenants or other agreements from being invested in real estate. The bill would prohibit investments in real estate of money not required for immediate necessities.	
<a href="#">SB 617</a> <a href="#">Evans D</a> California Environmental Quality Act.	SENATE E.Q. 4/8/2013 - Hearing postponed by committee. (Refers to 4/4/2013 hearing)	The California Environmental Quality Act , referred to as CEQA requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report , referred to as an EIR on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would additionally require the above mentioned notices to be filed with both the Office of Planning and Research and the county clerk and be posted by the county clerk for public review. The bill would require the county clerk to post the notices within one business day, as defined, of receipt and stamp on the notice the date on which the notices were actually posted. By expanding the services provided by the lead agency and the county clerk, this bill would impose a state-mandated local program. The bill would require the county clerk to post the notices for at least 30 days. The bill would require the Office of Planning and Research to post the notices on a publicly available online database established and maintained by the office. The bill would require the office to stamp the notices with the date on which the notices were actually posted for online review and would require the notices to be posted for at least 30 days. The bill would authorize the office to charge an administrative fee not to exceed \$10 per notice filed. The bill would specify that a time period or limitation period specified by CEQA does not commence until the notice is actually posted for public review by the county clerk or is available in the online database, whichever is later. The bill would require the notice of determination to be filed solely by the lead agency. <b>Last Amended on 4/1/2013</b>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 628</a> <a href="#">Beall D</a></p> <p>Infrastructure financing: transit priority projects.</p>	<p>SENATE G. &amp; F. 4/10/2013 - From committee with author's amendments. Read second time and amended. Re- referred to Com. on GOV. &amp; F.</p>	<p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district. Existing law requires a city or county that elects to participate in the program to amend, if necessary, its general plan, and any related specific plan, to authorize participating developers to build at an increased height of a minimum of 3 stories within the newly created infrastructure financing district. Existing law exempts from these provisions a city or county that has adopted specified language in its charter, or by ordinance or resolution. Under existing law, a transit priority project that meets specified criteria is designated as a sustainable communities project, and is thus exempt from certain environmental review requirements. This bill would eliminate the requirement of voter approval for the creation of an infrastructure financing district, the issuance of bonds, and the establishment or change of the appropriations limit with respect to a transit priority project. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit priority project to use at least 20% of the associated property tax increment revenues for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing available in the district and occupied by persons and families of moderate-, low-, very low, and extremely low income. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit priority projects be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. <b>Last Amended on 4/10/2013</b></p>	
<p><a href="#">SB 633</a> <a href="#">Pavley D</a></p> <p>CEQA.</p>	<p>SENATE E.Q. 4/3/2013 - Re- referred to Com. on E.Q.</p>	<p>The California Environmental Quality Act , referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report , referred to as an EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA prescribes certain requirements for the review of draft EIRs, as specified. CEQA prohibits a lead agency or responsible agency from requiring a subsequent or supplemental EIR when an EIR has been prepared for a project pursuant to its provisions, unless one or more of specified events occurs, including, among other things, that new information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available. CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the office to review the guidelines once every 2 years and recommend proposed changes or amendments to the guidelines to the secretary. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and to exempt those classes of projects from CEQA, referred to as categorical exemptions. This bill would specifically specify that the new information that becomes available was not known and could not have been known by the lead agency or any responsible agency at the time the EIR was certified as complete. The bill would authorize the office, by July 1, 2015, to prepare proposed revisions to the guidelines to include as a categorical exemption projects involving minor temporary uses of land and public gatherings that have been determined not to have a significant effect on the environment and are therefore exempt from CEQA. The bill would require the secretary, by January 1, 2016, to certify and adopt the proposed revisions to the guidelines. Because a lead agency would be required to determine whether a project would fall within this categorical exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/2/2013</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 731</a> <a href="#">Steinberg D</a></p> <p>Environment: California Environmental Quality Act and sustainable communities strategy.</p>	<p>SENATE RLS. 3/11/2013 - Referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would state the intent of the Legislature to enact legislation revising CEQA to, among other things, provide greater certainty for smart infill development, streamline the law for specified projects, and establish a threshold of significance for specified impacts. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 751</a> <a href="#">Yee D</a></p> <p>Local planning: metropolitan planning organizations.</p>	<p>SENATE RLS. 3/11/2013 - Referred to Com. on RLS.</p>	<p>Existing law establishes various regional agencies for the purpose of addressing planning issues, including transportation planning. Certain of these agencies are designated, pursuant to federal law, as metropolitan planning organizations, and are charged with specified transportation planning duties. This bill would declare the intent of the Legislature to enact legislation to ensure transparency in connection with the functioning of metropolitan planning organizations, including, but not limited to, the individual voting records of their members.</p>	
<p><a href="#">SB 787</a> <a href="#">Berryhill R</a></p> <p>Environmental quality: the Sustainable Environmental Protection Act.</p>	<p>SENATE RLS. 4/9/2013 - Withdrawn from committee. Re- referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would enact the Sustainable Environmental Protection Act and would specify the environmental review required pursuant to CEQA for projects related to specified environmental topical areas. For a judicial action or proceeding filed challenging an action taken by a lead agency on the ground of noncompliance with CEQA, the bill would prohibit a cause of action that (1) alleges noncompliance with CEQA based on any topical area or criteria for which compliance obligations are identified or (2) challenges the environmental document based on noncompliance with CEQA if: (A) the environmental document discloses compliance with applicable environmental law, (B) the project conforms with the use designation, density, or building intensity in an applicable plan, as defined, and (C) the project approval incorporates applicable mitigation requirements into the environmental document. The bill would provide that the Sustainable Environmental Protection Act only applies if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to the mitigation monitoring and reporting program. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 792</a> <a href="#">DeSaulnier D</a></p> <p>Regional entities: Bay Area.</p>	<p>SENATE T. &amp; H. 4/10/2013 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p>	<p>Existing law creates the Metropolitan Transportation Commission, the Bay Area Toll Authority, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission, with various powers and duties relative to all or a portion of the 9-county San Francisco Bay Area region with respect to transportation, air quality, and environmental planning, as specified. Another regional entity, the Association of Bay Area Governments, is created as a joint powers agency comprised of cities and counties under existing law with regional planning responsibilities. Existing law provides for a joint policy committee of certain regional entities in this 9-county area to collaborate on regional coordination. Existing law requires regional transportation planning agencies, as part of the regional transportation plan in urban areas, to develop a sustainable communities strategy pursuant to Senate Bill 375 of the 2007-08 Regular Session coordinating transportation, land use, and air quality planning, with specified objectives. This bill would require the joint policy committee to prepare a regional organization plan for the affected regional entities. The regional organization plan would include a plan for integrating, by July 1, 2016, certain major planning documents of the individual entities into a comprehensive regional plan that also addresses other specified goals, and a plan for consolidating certain functions that are common to the regional entities . The regional organization plan would also include a statement relative to the expected reduction of overhead, operation, and management costs. The bill would require the joint policy committee to ensure public participation in the development and adoption of the plan, to hold at least one public hearing in each county of the region , and to adopt a final plan by June 30, 2015. The bill would also require the joint policy committee to develop and adopt public and community outreach and inclusive public participation programs and to maintain an Internet Web site. The bill would also require the joint policy committee to appoint an advisory committee on economic competitiveness with specified members from the business community and other organizations to adopt goals and policies related to the inclusion of economic development opportunities in the plans of the regional entities. The bill would require the joint policy committee , until a comprehensive regional plan is adopted, to conduct a review of the major planning documents and associated policies , and plans, and regulations of each regional entity, including an assessment of the consistency of the documents, policies, plans, and regulations with each other, with the requirements of Senate Bill 375 of the 2007-08 Regular Session , and with the goals and policies adopted by the advisory committee on economic competitiveness . The bill would require the joint policy committee to issue a consistency report describing the findings of each review and to hold hearings in that regard, and would require the applicable regional entity to consider the findings. The bill would require all cost savings derived from implementation of the regional organization plan to be directed to the joint policy committee's general fund. By imposing new duties on the joint policy committee, the bill would impose a state-mandated local program. <b>Last Amended on 4/10/2013</b></p>	
<p><a href="#">SB 798</a> <a href="#">De León D</a></p> <p>California Green Infrastructure Bank Act.</p>	<p>SENATE G. &amp; F. 3/21/2013 - Set for hearing April 24.</p>	<p>The Bergeson-Peace Infrastructure and Economic Development Bank Act authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans and provide other assistance to public and private entities for various types of economic development projects, among other things. The activities of the bank under these provisions are funded from the California Infrastructure and Economic Development Bank Fund, which is continuously appropriated for these purposes. This bill would enact the California Green Infrastructure Bank Act (act). The bill would establish the California Green Infrastructure Bank (bank) as a public corporation and would make it responsible for administering the act. The bill would make the bank under the direction of an executive director to be appointed by the Governor subject to Senate confirmation. Under the bill, the bank would be governed and its corporate power exercised by a board of directors consisting of 5 members, including 3 members appointed by the Governor subject to Senate confirmation and the Senate Committee on Rules and the Speaker of the Assembly would each appoint one member. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 811</a> <a href="#">Lara D</a>  State Highway Route 710.	SENATE RLS. 4/3/2013	Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects. This bill would impose various additional requirements on the department with respect to the proposed program of improvements for the State Highway Route 710 Corridor in the County of Los Angeles. The bill would require the department, in conjunction with various other entities, to, among other things, develop and implement a comprehensive public transportation plan, create and implement a comprehensive pedestrian and bicycle improvements element, implement certain improvement programs and projects relative to the Los Angeles River and certain tributaries, provide various community benefits to schools and other facilities, and engage in certain job training, workforce development, and targeted hiring activities. The bill would require the department to allocate \$3,000,000 annually from project funds for job training during the life of the Route 710 Corridor project, subject to appropriation by the Legislature. <b>Last Amended on 4/3/2013</b>	
<a href="#">SCA 4</a> <a href="#">Liu D</a>  Local government transportation projects: special taxes: voter approval.	SENATE G. & F. 4/10/2013 - Set for hearing May 15.	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, non-substantive changes. <b>Last Amended on 3/19/2013</b>	Support 2/13/13
<a href="#">SCA 6</a> <a href="#">DeSaulnier D</a>  Initiative measures: funding source.	SENATE APPR. SUSPENSE FILE 4/8/2013	The California Constitution provides that the electors may propose statutes or amendments to the state Constitution through the initiative process by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution and is certified to have been signed by a certain number of electors. This measure would prohibit an initiative measure that would result in a net increase in state or local government costs, other than costs attributable to the issuance, sale, or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.	
<a href="#">SCA 8</a> <a href="#">Corbett D</a>  Transportation projects: special taxes: voter approval.	SENATE G. & F. 4/10/2013 - Set for hearing May 15.	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.	Support 2/13/13

Bill ID/Topic	Location	Summary	Position
<a href="#">SCA 9</a> <a href="#">Corbett D</a>  Local government: economic development: special taxes: voter approval.	SENATE G. & F. 4/10/2013 - Set for hearing May 15.	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.	
<a href="#">SCA 11</a> <a href="#">Hancock D</a>  Local government: special taxes: voter approval.	SENATE G. & F. 4/10/2013 - Set for hearing May 15.	The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits a local government from imposing an ad valorem tax on real property or a transactions tax or sales tax on the sale of real property. This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.	

This page intentionally left blank.



## M E M O R A N D U M

March 22, 2013

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

During the month of March we monitored developments in Congress regarding sequestration, passage of the continuing resolution to fund the federal government for the remainder of fiscal year 2013 and the budget process for fiscal year 2014. We also discussed the problem that STA and other project sponsors are having complying with the new Buy America requirement applicable to utility work on federal highway projects and strategies for addressing the problem in conjunction with other highway project sponsors and through outreach to members of the Solano County congressional delegation. Finally, we finalized the date (June 18-20) for STA Board members and staff to travel to Washington for meetings with Members of Congress and federal agencies and the objectives for those meetings.

**Fiscal Year 2013 Appropriations**

On March 20, Congress passed legislation to fund the federal government through the end of fiscal year 2013. The legislation appropriates \$1.043 trillion in non-emergency discretionary spending. As a general rule, the legislation provides funding at fiscal year 2012 levels; however, because Congress was unable to reach an agreement to avoid the sequester, the CR includes about \$984 billion in spending cuts.

The House accepted the Senate version of the appropriations legislation and passed it yesterday. The bill that the Senate and House passed and the President will sign into law includes the text of Defense, Homeland Security, Commerce-Justice-Science, and Agriculture appropriations bills and a continuing resolution (CR) to fund other federal programs, including the Department of Transportation. The distinction between the appropriations bills and the CR is that the appropriations bills make changes to how programs are funded in fiscal year 2013 and the CR continues funding for fiscal year 2013 in the same manner as fiscal year 2012 except that it cuts funding across the board in light of the sequester.

The transportation bill is somewhat unique because the gas-tax funded highway and transit programs are immune from the sequester cuts. In fact, the bill that the President will sign into law funds transportation programs at the levels authorized in MAP-21. General funded transportation programs, including TIGER and transit new starts were cut as a result of the

Solano Transportation Authority  
March 22, 2013  
Page 2

sequester. The TIGER program is funded at \$475 million in fiscal year 2013 compared with \$500 million in 2012.

### **Fiscal Year 2014 Budget**

While both the House and Senate have been working on developing a unified budget for fiscal year 2014, their budget proposals are far apart. As a result, the House and Senate are not likely to reconcile their budgets. Instead, the House and Senate budget resolutions will primarily serve as a guideline for the House and Senate Appropriations Committees.

The Fiscal Year 2014 Budget, adopted by the House on March 20, proposes to balance the federal government in 10 years and reduce the deficit by \$4.6 trillion over the next decade primarily by cutting spending and repealing healthcare reform. The House-passed budget proposes to hold transportation spending to the revenue in the Highway Trust Fund and would require that transfers from the general treasury be fully offset. It does not include a proposal to increase the revenue to Trust Fund.

The Senate Budget Resolution would cut federal spending by \$1.85 trillion over 10 years. Under the Senate budget, targeted spending cuts and tax increases would replace across-the-board sequestration. The Senate budget would fund transportation programs at the level authorized in MAP-21. The Senate budget also proposes \$100 billion as part of an economic recovery protection plan that would focus on infrastructure. It would allocate \$50 billion for immediate transportation infrastructure repairs, \$10 billion to fund an infrastructure bank and \$10 billion for worker training programs.

### **Transportation Legislation Introduced**

On February 26, Senate Commerce Committee Chairman John Rockefeller (D-WV) and Senator Frank Lautenberg (D-NJ) introduced The American Infrastructure Investment Fund Act of 2013 (S. 387) to establish a \$5 billion infrastructure fund for fiscal years 2014 and 2015 to provide loans and loan guarantees for transportation projects of regional and national significance. The bill would also establish a \$600 million grant program for multimodal transportation projects to improve or expand existing facilities. Eligible projects would include rail lines, marine ports, pipelines, airports, highways, bridges, public transportation systems, and other transportation-related projects. Criteria would include leveraging federal investment by encouraging non-federal contributions to the project, including contributions from public-private partnerships and improving the mobility of people, goods, and commodities.

Solano Transportation Authority  
March 22, 2013  
Page 3

On March 5, Rep. Albio Sires (D-NJ) introduced The Multimodal Opportunities Via Enhanced Freight Act (H.R. 974) to expand national freight transportation policy planning to all transportation modes by amending the definition of the national freight network to include rail, navigable waterways, inland ports, seaports, freight intermodal connectors, airports, and aerotropolis transportation systems (defined as a planned and coordinated multimodal freight and passenger transportation network that provides efficient, cost-effective, sustainable, and intermodal connectivity to a defined region of economic significance centered around a major airport). The bill would establish a National Freight Infrastructure Investment Grants program. Eligible projects would include port development, freight rail improvement, intelligent transportation systems, and other projects to improve goods movement. Competitive grants would be awarded to projects with the highest system performance improvement relative to their benefit-cost analysis. Cosponsors include Representatives Adam Smith (D-WA), Earl Blumenauer (D-OR), Janice Hahn (D-CA), Corrine Brown (D-FL) and Grace Napolitano (D-CA).

On March 12, Rep. Scott Garrett (R-NJ) introduced the Surface Transportation and Taxation Equity (“STATE”) Act (H.R. 1065). The bill would shift responsibility for transportation funding to the states by reducing the federal gas tax by the amount of any increase in the rate of gas tax by the states. The bill has 13 Republican cosponsors.

The TIGER Grants for Job Creation Act (H.R. 1124), introduced by Rep. Maxine Waters (D-CA) on March 13, would provide supplemental appropriations of \$500 million annually for fiscal years 2013 and 2014 for the TIGER competitive grant program. Language in the bill would exempt the additional funding from sequestration under the Balanced Budget and Emergency Deficit Control Act of 1985. The bill was referred to the House Appropriations Committee and has 64 cosponsors.

This page intentionally left blank.

STA Federal Funding Matrix

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

## STA Federal Funding Matrix

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

## STA Federal Funding Matrix

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

## STA Federal Funding Matrix

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

## STA Federal Funding Matrix

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

## STA Federal Funding Matrix

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

## STA Federal Funding Matrix

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

STA Federal Funding Matrix

This page is left intentionally blank

## M E M O R A N D U M

March 2, 2013

To: Solano Transportation Authority  
From: Susan Lent  
Re: Federal Funding for Solano Transportation Authority Priorities

As a follow up to our December 31 strategy memo, we have identified funding sources and strategies for securing funding for STA priority projects. While this memo references all of the projects and programs identified in STA's 2013 Legislative Platform, we have ranked the projects based on our understanding of the projects and potential available funding. We are happy to discuss further narrowing the list of projects. Our strategy also should include communicating the need for additional funding for STA's priorities in the next transportation bill, since MAP-21 expires on September 30, 2014. The outlook for fiscal year 2013 is currently unsettled since Congress is currently under a continuing resolution that expires on March 27, 2013. This memo assumes that Congress will fund the programs authorized in MAP-21.

## 1. Roadway/Highway

- I-80/I-680/SR 12 Interchange (1)
  - Candidate for TIGER or Projects of National or Regional Significance grant
    - Build local support for project.
    - Monitor appropriations to determine if Congress makes funds available for either program in FY 2013.
    - Brief Department of Transportation on project.
    - Brief members of Congress and obtain their support.
  - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
    - Develop needs-based argument that demonstrates why the improvements will meet the objectives of one or more of the three programs.
    - Brief MTC, CTC and CalTrans on funding need.

Solano Transportation Authority  
March 2, 2013  
Page 2

- Enlist support of members of Congress since the funding for the programs is federal.
- I-90 Westbound Truck Scales
  - Potential candidate for TIGER or Project of National or Regional Significance grant (in lieu of the I-80/I-680/SR-12 project)
    - Build local support for project.
    - Monitor appropriations process to see if Congress makes funds available for either program in FY 2013.
    - Brief Department of Transportation on project.
    - Brief members of Congress and obtain their support.
  - Pursue funding under Surface Transportation Program
    - See strategy above.
- Jepson Parkway
  - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
    - Develop needs-based argument that demonstrates why the road improvements will meet the objectives of one or more of the programs.
    - Brief MTC, CTC and CalTrans on project.
    - Enlist support of members of Congress since the funding for the programs is federal.
- SR 12 East Improvements
  - Consider whether to pursue funding in light of other priorities
  - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program

Solano Transportation Authority  
March 2, 2013  
Page 3

- Develop needs-based argument that demonstrates why the road improvements will meet the objectives of one or more of the three listed highway programs.
  - Brief MTC, CTC and CalTrans on project.
  - Enlist support of members of Congress since the funding for the programs is federal.
- I-80 Express Lanes<sup>1</sup>
    - Candidate for TIFIA financing
      - Persuade MTC to apply.
      - Offer to provide support in developing TIFIA application.

## 2. Transit Centers

- Fairfield/Vacaville Multimodal Train Station, Phase 2
  - Eligible for federal transit funds distributed by formula
  - Consider joint development opportunities to leverage federal dollars
    - Joint development does not provide new grant funding. It would allow a grantee to use federal funds to purchase extra land, lease air rights or undertake development that is physically and functionally related to a transit center and then receive a revenue stream from the development that it can use for transit operations.
    - FTA is planning to issue new joint development guidance shortly.
  - Consider New Starts funding
    - Core Capacity improvement are eligible.
    - This is a stringent program where project would have to advance through different stages and would not receive federal reimbursement for project

---

<sup>1</sup> We ranked this project last solely because we understand that MTC is reluctant to apply for a TIFIA loan.

Solano Transportation Authority  
March 2, 2013  
Page 4

costs until after project is rated as being a good federal investment based on certain criteria.

- Vallejo Transit Center at Curtola and Lemon, Phase 1
  - Eligible for federal transit funds distributed by formula
  - Likely eligible for CMAQ funds
  - See above re joint development
- Parkway Blvd. Overcrossing/Dixon Intermodal Station
  - Candidate for Highway Safety Improvement Program funds
    - Develop needs-based argument that demonstrates why the road improvements will meet the objectives of one or more of the three listed highway programs.
    - Brief MTC, CTC and CalTrans on project.
    - Enlist support of members of Congress since the funding for the programs is federal.
- Fairfield Transportation Center Expansion
  - Eligible for federal transit funds distributed by formula
  - See above re joint development
  - Likely eligible for CMAQ Funds
    - Develop needs-based argument that demonstrates why the road improvements will meet the objectives of one or more of the three listed highway programs.
    - Brief MTC, CTC and CalTrans on project.
    - Enlist support of members of Congress since the funding for the programs is federal

Solano Transportation Authority  
March 2, 2013  
Page 5

- Vacaville Transit Center, Phase 2
  - Eligible for federal transit funds distributed by formula
  - See above re joint development
  - Likely eligible for CMAQ Funds
    - Develop needs-based argument that demonstrates why the road improvements will meet the objectives of one or more of the three listed highway programs.
    - Brief MTC, CTC and CalTrans on project.
    - Enlist support of members of Congress since funding for the programs is federal.
  
- Vallejo Transit Center (Downtown) Parking Structure Phase 2
  - Eligible for federal transit funds distributed by formula
  - See above re joint development
  - Likely eligible for CMAQ Funds
    - Develop needs-based argument that demonstrates why the road improvements will meet the objectives of one or more of the three listed highway programs.
    - Brief MTC, CTC and CalTrans on project.
    - Enlist support of members of Congress since the funding for the programs is federal.
  
- Vallejo USPS Relocation
  - N/A

### 3. Programs

Solano Transportation Authority  
March 2, 2013  
Page 6

- Safe Routes to School
  - Seek funding from Transportation Alternatives program
    - Develop needs-based argument for funding.
    - Brief MTC on needs.
    - Enlist support of members of Congress.
- Climate Change/Alternative Fuels
  - Can use federal transit funds and CMAQ funds for alternative fuel transit vehicles and fueling infrastructure
    - Develop needs-based argument for CMAQ funding.
    - Brief MTC on needs.
    - Enlist support of members of Congress.
  - Pursue Diesel Emission Reduction Act Funding
  - Pursue Department of Energy Clean Cities technical support

Conclusion:

It would be valuable for STA board members and staff to meet with Members of Congress and agency officials in Washington despite the fact that Congress no longer earmarks funds and the bulk of federal transportation dollars are distributed by formula to the states, MPOs and transit grantees. We should focus our meetings on (1) communicating STA's position on reauthorization of MAP-21; (2) securing a TIGER grant (assuming the program is funded in fiscal year 2013); (3) potential transit oriented development around Solano County transit stations and the Federal Transit Administration's rules regarding continuing control over transit stations and value capture; (4) potential grant opportunities with other federal agencies (i.e., EPA and HUD); (5) opportunities for TIFIA (low cost DOT loan) financing for managed lanes; and (6) support from the congressional delegation for STA's efforts to secure its fair share of federal funding allocated to California for priority projects.

I look forward to discussing this memo further with you.

AMENDED IN ASSEMBLY MARCH 18, 2013

CALIFORNIA LEGISLATURE—2013–14 REGULAR SESSION

**ASSEMBLY BILL**

**No. 935**

**Introduced by Assembly Member Frazier  
(Coauthor: Assembly Member Bonilla)**

February 22, 2013

An act to amend Section 66540.12 of the Government Code, relating to the San Francisco Bay Area Water Emergency Transportation Authority.

LEGISLATIVE COUNSEL'S DIGEST

AB 935, as amended, Frazier. San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.

Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority (~~WETA~~) with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined.

Existing law provides for a board of directors *of the authority*, 3 members of which are appointed by the Governor and one each by the Senate Committee on Rules and the Speaker of the Assembly. Directors serve 6-year terms.

This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would also require that ~~one of the 3~~ members appointed by the Governor be *a resident of the County of*

*Contra Costa selected from a list of 3 nominees provided by the Contra Costa Transportation Authority—and one, a resident of the County of San Mateo selected from a list of 3 nominees provided by the San Mateo County Transportation Authority, and a resident of the County of Solano selected from a list of 3 nominees provided by the Solano Transportation Authority. The bill would require the Governor to appoint a resident of the county of one of these transportation authorities that fails to submit a list of 3 nominees to the Governor within 45 days of a vacancy.*

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

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

1 SECTION 1. Section 66540.12 of the Government Code is  
 2 amended to read:  
 3 66540.12. (a) The authority shall be governed by a board  
 4 composed of seven members, as follows:  
 5 (1) Three members shall be appointed by the Governor, subject  
 6 to confirmation by the Senate. The Governor shall make the initial  
 7 appointment of these members of the board no later than January  
 8 11, 2008.  
 9 (A) One member appointed by the Governor shall be a resident  
 10 of the County of Contra Costa and shall be selected from a list of  
 11 three nominees provided by the Contra Costa Transportation  
 12 Authority. *If the authority fails to submit a list of three nominees*  
 13 *within 45 days of a vacancy, the Governor shall appoint a resident*  
 14 *of that county.*  
 15 (B) One member appointed by the Governor shall be a resident  
 16 of the County of San Mateo and shall be selected from a list of  
 17 three nominees provided by the San Mateo County Transportation  
 18 Authority. *If the authority fails to submit a list of three nominees*  
 19 *within 45 days of a vacancy, the Governor shall appoint a resident*  
 20 *of that county.*  
 21 (C) *One member appointed by the Governor shall be a resident*  
 22 *of the County of Solano and shall be selected from a list of three*  
 23 *nominees provided by the Solano Transportation Authority. If the*  
 24 *authority fails to submit a list of three nominees within 45 days of*  
 25 *a vacancy, the Governor shall appoint a resident of that county.*  
 26 (2) Two members shall be appointed by the Senate Committee  
 27 on Rules.

1 (3) Two members shall be appointed by the Speaker of the  
2 Assembly.

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

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

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

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

14 (f) (1) ~~The~~ *Except as to initial appointments specified in*  
15 *subdivision (g), the* appointments next following the expiration of  
16 the terms of the initial appointments shall be for the following  
17 terms:

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

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

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

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

27 (g) The initial terms for additional appointees of the Senate  
28 Committee on Rules and the Speaker of the Assembly added to  
29 the authority pursuant to the act that added this subdivision shall  
30 be the following:

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

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

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

O

This page intentionally left blank.



DATE: April 12, 2013  
TO: STA TAC  
FROM: Susan Furtado, Accounting & Administrative Services Manager  
RE: Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2013-14

---

**Background**

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

The TDA contribution is based on the Metropolitan Transportation Commission (MTC)'s annual TDA fund estimate for each local jurisdiction. STA annually claims these funds on behalf of the Member Agencies for transit 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 the core funding for STA's operations. These operations include administrative staff services and office space cost, and a percentage of strategic planning, project development, and transit services not covered by other planning grants and project revenues.

**Discussion:**

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

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

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

**Fiscal Impact**

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

**Recommendation:**

Informational.

Attachments:

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

## FY 2013-14 Local Transportation Development Act (TDA) and Contributions from Member Agencies

### TDA Contributions

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

### Members Contributions

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

### Total Contributions from Member Agencies

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



## Computations for TDA and Members Contributions for FY 2013-14

### Local Transportation Development Act (TDA) Funds

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

#### February 2012 Estimate

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

<b>TDA</b>	Total TDA to County	<b>\$15,682,592</b>			<b>Total TDA Funds FY 2013-14</b>
<b>FY 2013-14</b>	STA Operations (2.7%)	<b>\$423,430</b>	<b>FY 2013-14 Estimate</b>	<b>FY 2012-13 Adjustment</b>	
Benicia	959,839	0.065	27,702	2,646	<b>30,348</b>
Dixon	651,873	0.044	18,832	1,799	<b>20,631</b>
Fairfield	3,793,108	0.253	107,071	10,230	<b>117,301</b>
Rio Vista	264,500	0.018	7,593	725	<b>8,318</b>
Suisun City	997,599	0.068	28,819	2,753	<b>31,572</b>
Vacaville	3,283,683	0.224	95,013	9,078	<b>104,091</b>
Vallejo/Benicia <sup>1</sup>	4,133,592	0.281	119,015	11,371	<b>130,386</b>
Solano County	669,987	0.046	19,385	1,852	<b>21,237</b>
<b>Estimated FY 2013-14</b>	<b>14,754,181</b>	<b>1.000</b>	<b>\$423,430</b>	<b>\$40,454</b>	<b>463,884</b>

### Members Contribution

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

#### Estimate based on Calendar Year 2011

	<u>FY 12-13 Claim</u>	
Benicia	0.065	\$19,299
Dixon	0.044	13,120
Fairfield	0.253	74,594
Rio Vista	0.018	5,290
Suisun City	0.068	20,078
Vacaville	0.224	66,194
Vallejo	0.281	82,916
Solano County	<u>0.046</u>	<u>13,506</u>
	<b>1.000</b>	<b>\$294,997</b>

#### Estimate based on Calendar Year 2012

	<u>FY 12-13 Adjustment</u>	
Benicia	0.065	\$15,167 (\$4,132)
Dixon	0.044	10,311 (2,809)
Fairfield	0.253	58,624 (15,970)
Rio Vista	0.018	4,157 (1,133)
Suisun City	0.068	15,779 (4,299)
Vacaville	0.224	52,022 (14,172)
Vallejo	0.281	65,165 (17,752)
Solano County	<u>0.046</u>	<u>10,614</u> ( <u>2,892</u> )
	<b>1.000</b>	<b>\$231,841 (\$63,159)</b>

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



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

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

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

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

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

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

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



DATE: April 12, 2013  
TO: STA TAC  
FROM: Susan Furtado, Accounting & Administrative Services Manager  
RE: Fiscal Year (FY) 2012-13 Abandoned Vehicle Abatement (AVA) Program  
Second Quarter Report

---

**Background:**

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

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

**Discussion:**

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

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

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

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

**Attachment:**

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

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

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

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



DATE: April 12, 2013  
 TO: STA TAC  
 FROM: Sara Woo, Associate Planner  
 RE: Summary of Other Funding Opportunities

**Discussion:**

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

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
<b>Regional<sup>1</sup></b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$20 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$5,000</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
5.	BAAQMD Transportation Fund for Clean Air (TFCA)	Approximately <b>\$59,000</b>	Due by May 10, 2013
<b>State</b>			
6.	Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	<b>~\$100-150 million</b> federally	Announcement Anticipated March/April 2013
<b>Federal</b>			
7.	Federal Transit Authority (FTA) Section 5311(f), Intercity Bus Program*	<b>\$3.6 Million</b>	Application due to Caltrans: April 30, 2013
8.	FTA Section 5316, Job Access Reverse Commute Grant*	<b>\$1.88 Million</b>	Due by April 19, 2013
9.	FTA Section 5317, New Freedom Grant*	<b>\$1.43 Million</b>	Due by April 19, 2013

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

<sup>1</sup> Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

This page intentionally left blank.

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Local Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	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. <b>\$20 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor  STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	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. <b>\$10 million</b> , 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 <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Local Grants<sup>1</sup></b>						
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Meri Miles ARB (916) 322-6370 <a href="mailto:mmiles@arb.ca.gov">mmiles@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis	Up to <b>\$5,000</b> 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 <a href="http://www.arb.ca.gov/msprog/agip/cvrp.htm">http://www.arb.ca.gov/msprog/agip/cvrp.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> 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 <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>
<b>Transportation Fund for Clean Air (TFCA)</b>	Robert Guerrero (707) 424-6075 <a href="mailto:rquerrero@sta-nci.com">rquerrero@sta-nci.com</a>	Due by May 10, 2013	Approx. <b>\$59,000</b>	To fund the implementation of TCMs and MSMs, the State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicle registration fees paid within the nine county Bay Area.  These revenues are allocated by the Air District through the Transportation Fund for Clean Air (TFCA). TFCA grants are awarded to public and private entities to implement eligible projects.	N/A	Eligible Projects: TFCA funded projects have many benefits, including the following: <ul style="list-style-type: none"> <li>• Reducing air pollution, including air toxics such as benzene and diesel particulates</li> <li>• Conserving energy and helping to reduce greenhouse gas emissions</li> <li>• Improving water quality by decreasing contaminated runoff from roadways</li> <li>• Improving transportation options</li> <li>• Reducing traffic congestion</li> </ul>

\*New Funding Opportunity

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

<b>State Grants</b>						
Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	Sylvia Fung California Department of Transportation (Caltrans) (510) 286-5226 <a href="mailto:sylvia.fung@dot.ca.gov">sylvia.fung@dot.ca.gov</a>	Announcement Anticipated March/April 2013  Anticipated application Deadline: June/July 2013	Approx. <b>\$100-150 M</b> 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.  <a href="http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm">http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm</a>	N/A	Eligible Projects: HSIP funds are eligible for work on any public road or publicly owned bicycle/pedestrian pathway or trail, or on tribal lands for general use of tribal members, that corrects or improves the safety for its users.

Federal Grants						
<b>FTA Section 5311(f), Intercity Bus Program*</b>	Ronaldo Hu Caltrans (916) 657-3955 <a href="mailto:Ronaldo_Hu@dot.ca.gov">Ronaldo_Hu@dot.ca.gov</a>	Application Due to Caltrans: April 30, 2013	Approx. <b>\$3.6 Million</b>	The purpose of the Section 5311(f) funding is to provide supplemental financial support to transit operators and to facilitate the most efficient and effective use of available Federal funds in support of providing rural intercity transportation services. <a href="http://www.dot.ca.gov/hq/MassTrans/5311.html">http://www.dot.ca.gov/hq/MassTrans/5311.html</a>	Transit Operators	Eligible Projects: Intercity Bus service.
<b>FTA Section 5316, Job Access Reverse Commute (JARC) Grant*</b>	Scott Sauer, California Department of Transportation (Caltrans) (916) 657-3863 <a href="mailto:scott_sauer@dot.ca.gov">scott_sauer@dot.ca.gov</a>	Due April 19, 2013	Approx. <b>\$1.88 Million</b>	To improve access to transportation services to employment-related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. <a href="http://www.dot.ca.gov/hq/MassTrans/5316.html">http://www.dot.ca.gov/hq/MassTrans/5316.html</a>	N/A	Eligible Projects: Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment, and to support reverse commute projects.
<b>FTA Section 5317, New Freedom Grant*</b>	Scott Sauer, California Department of Transportation (Caltrans) (916) 657-3863 <a href="mailto:scott_sauer@dot.ca.gov">scott_sauer@dot.ca.gov</a>	Due April 19, 2013	Approx. <b>\$1.43 Million</b>	To provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom formula grant program seeks to reduce barriers to transportation services and expands the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. <a href="http://www.dot.ca.gov/hq/MassTrans/5317.html">http://www.dot.ca.gov/hq/MassTrans/5317.html</a>	N/A	Eligible Projects: For the purpose for the New Freedom Program, "new" service is any service or activity that was not operational and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State Transportation Improvement Program (STIP).

This page intentionally left blank.



**STA Board Meeting Highlights  
6:00 p.m., Regular Meeting  
Wednesday, April 10, 2013**

---

TO: City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
FROM: Johanna Masielat, STA Clerk of the Board  
RE: Summary of Actions of the April 10, 2013 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of April 10, 2013. If you have any questions regarding specific items, please call me at (707) 424-6008.

**BOARD MEMBERS PRESENT:**

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

**BOARD MEMBERS ABSENT:**

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

**ACTION – FINANCIAL ITEMS**

**A. Public Private Partnership (P3) Contract Amendment with KPMG to Add Four Transit Facilities to the Feasibility Study**

Recommendation:

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

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

## **ACTION – NON-FINANCIAL ITEMS**

### **A. Solano County Priority Development Area Investment and Growth Strategy**

#### Recommendation:

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

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

## **CONSENT CALENDARS**

On a motion by Board Member Pete Sanchez, and a second by Board Member Patterson, the STA Board approved Consent Calendar Items A through J.

### **A. Minutes of the STA Board Meeting of March 13, 2013**

#### Recommendation:

Approve STA Board Meeting Minutes of March 13, 2013.

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

#### Recommendation:

Approve Draft TAC Meeting Minutes of March 27, 2013.

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

#### Recommendation:

Approve the following:

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

### **D. Paratransit Coordinating Council (PCC) Member Reappointment**

#### Recommendation:

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

**E. Solano Pedestrian Advisory Committee (PAC) Member Appointment**

Recommendation:

Appoint Shannon Lujan representing City of Vacaville and Pete Turner representing City of Benicia to the PAC for a three-year term.

**F. Contract Amendment for Parsons Brinckerhoff, Inc. - I-80/I-680/State Route (SR) 12 Interchange (Initial Construction Project)**

Recommendation:

Authorize the Executive Director to execute a contract amendment with Parsons Brinckerhoff, Inc. in an amount not-to-exceed \$246,992 to cover construction management services for the I-80/I-680/SR 12 Interchange – Initial Construction Package.

**G. Contract Amendment for Contra Costa Real Property Division – I-80/I-680/State Route (SR) 12 Interchange (Initial Construction Project)**

Recommendation:

Authorize the Executive Director to execute a contract amendment with Contra Costa Real Property Division in an amount not-to-exceed \$220,000 to provide right-of-way acquisition services for the I-80/I-680/SR 12 Interchange – Initial Construction Package.

**H. Dixon West B Street Pedestrian Undercrossing Construction Award**

Recommendation:

Approve Resolution No. 2013-14 authorizing the Executive Director to:

1. Award the construction contract for the West B Street Pedestrian and Bicycle Undercrossing Project in Dixon for a total amount not-to-exceed \$5.9 million including 20% contingency; and
2. Execute a Construction and Maintenance Agreement with Union Pacific Railroad for a total amount not-to-exceed \$250,000.

**I. State Route (SR) 12 Comprehensive Evaluation and Corridor Management Plan and SR 12 Safety Project Update**

Recommendation:

Approve the updated final SR 12 Comprehensive Evaluation and Corridor Management Plan as shown in Attachment A.

**J. City of Dixon and City of Rio Vista Requests to STA for Transit Consulting Services**

Recommendation:

Authorize the Executive Director to:

1. Enter into a contract with the City of Dixon to provide transit financial and operational services for an amount not-to-exceed \$25,000; and
2. Enter into a contract with the City of Rio Vista to provide transit financial and operational services for an amount not-to-exceed \$35,000.

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

**A. Plan Bay Area Presentation and Opportunity for Public Officials and Public Comment per SB 375 MTC/Association of Bay Area Governments (ABAG)**  
MTC's Steve Heminger and ABAG's Ezra Rapport presented the draft Plan Bay Area. The purpose of the presentation was to solicit and consider input and recommendations from the STA Board.

**B. Directors Report**

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

**INFORMATIONAL**

**A. Safe Routes to School (SR2S) Countywide Plan Update Status/Summit Update**

**B. Highway Projects Status Report:**

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

**C. Legislative Update**

**D. Funding Opportunities Summary**

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

**BOARD MEMBER COMMENTS**

**ADJOURNMENT**

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



DATE: April 16, 2013  
TO: STA TAC  
FROM: Johanna Masiclat, Clerk of the Board  
RE: Draft Meeting Minutes for STA Advisory Committees

---

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

- A. Solano Paratransit Coordinating Council Draft Minutes for meeting of March 21, 2013

This page intentionally left blank.



**PCC**  
**SOLANO PARATRANSIT COORDINATING COUNCIL**  
**AGENDA**  
**Draft Minutes for the meeting of**  
**March 21, 2013**

**1. CALL TO ORDER**

PCC Chair Alicia Roundtree, called the meeting to order at 1:07 p.m. building 800, room 804 at the Solano Community College.

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

Richard Burnett	MTC PAC Representative
Judy Nash	Public Agency – Education
Shannon Nelson	Vice-Chair, Member at Large
Alicia Roundtree	Chair, Social Service Provider
Edith Thomas	Social Service Provider
Kurt Wellner	Transit User
James Williams	Member at Large

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

Rachel Ford	Solano County Health and Social Services
Kyrre Helmersen	Transit User

**Also Present: *In Alphabetical Order by Last Name***

Angel Anderson	SolTrans
Gary Chandler	MV Transportation - FAST
Sheila Jones	STA
Liz Niedziela	STA
Anne Payne	Area Agency on Aging
Taramisha Leonard-Ragsdale,	Milestones
Sofia Recalde	STA
Elizabeth Richards	Elizabeth Richards Consulting
Elizabeth Romero	SolTrans
Elizabeth Stayner	MV Transportation - SolTrans
Terrance Strong	MV Transportation - FAST
Ivonne Vaughn	City of Vacaville
Debbie Whitbeck	City of Fairfield/FAST
Jennifer Yeaman	Metropolitan Transportation Commission

**2. APPROVAL OF AGENDA**

*On a motion by Richard Burnett and a second by James Williams, the PCC unanimously approved the March 21, 2013 Agenda.*

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

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

None.

**5. PRESENTATIONS**

Jennifer Yeamans provided a presentation on the Coordinated Transportation Plan Update for the San Francisco Bay Area. She provided background on the federal requirements, funding programs and initiatives. She discussed regional priorities and coordination strategies, next steps and summarized the plan update process. She stated that the plan is scheduled to be approved by the Metropolitan Transportation Commission in March. (Attachment A)

Elizabeth Richards provided a presentation on the Solano Mobility Management Plan. She explained that the One-Stop Transportation Call Center will be an extension of the Solano Napa Commuter Information (SNCI) center and that the Older Driver Safety Program Database has been developed and will be maintained by SNCI for outreach and education purposes. Richards stated that the Countywide Travel Training Program will leverage existing programs that are currently offered by some transit operators and non-profit organizations. Finally, she outlined the plan and progress-to-date for the Countywide In-Person ADA Eligibility Process. She stated that an RFP has already been sent out for the Countywide In-Person ADA Eligibility process and that a contract will be in place by July 2013. She noted that applicants who are deemed ADA ineligible can appeal the decision through a centralized appeal process. (Attachment B)

**6. CONSENT CALENDAR**

*On a motion by Richard Burnett and second by Shannon Nelson, the PCC approved Consent Calendar Item A, Minutes of the PCC Meeting of November 15, 2012.*

**7. ACTION ITEMS**

**A. Draft Solano Mobility Management Plan**

Recommendation:

Recommend the STA Board to release the Draft Solano Mobility Management Plan to the public for review and comments.

Sofia Recalde provided an overview of the Draft Solano Mobility Management Plan.

Susan Rotchy commented that Contra Costa County has a good appeal system.

Edith Thomas commented that she is hearing positive feedback from staff and potential users.

Elizabeth Romero commented that she has received both positive and negative feedback on understanding how to fill out the application.

James Williams commented that a helpful acronym for this program would be C.A.M.I. link – Commuter and Mobility Information.

*On a motion by Richard Burnett and a second by Kurt Wellner, the PCC unanimously approved the recommendation.*

## **B. Proposed PCC Meeting Locations**

### Recommendation:

Recommend STA staff to present the proposed PCC meeting location schedule to the PCC as part of the 2014 Outreach and Work Plan at the November meeting.

Sofia Recalde stated that in prior discussions several PCC members requested to include the City of Dixon and Rio Vista to the meeting and locations cycle would have to be extended to a 16-18 month cycle as both cities are part of Solano County. She stated the current 12 month cycle to accommodate the two additional cities. She noted that the PCC March meetings will continue to be held at Solano Community College as recommended in the past.

James Williams commented that holding a meeting in Rio Vista would be difficult for anyone in Solano County to attend due to lack of transit routes and also being 40 minutes away. He expressed concerns for people who depend on the paratransit buses and its availability.

Alicia Roundtree stated that driving is part of a core task to attend meetings and suggested carpooling.

Edith Thomas commented that Rio Vista and Dixon are a part of Solano County's community and needs to be included despite the inconveniences.

Elizabeth Romero stated that the PCC meetings occur on the same day as the SolTrans Board meetings and that often times SolTrans staff is still in the process of completing reports to prepare for their 4 o'clock meeting. She asked if the committee would consider holding the meetings on a different day.

Liz Niedziela asked the committee to look at their calendars and email her with availability and comments so she may bring a recommendation to the next PCC meeting.

***On a motion by James Williams and a second by Edith Thomas, the PCC unanimously approved the recommendation.***

## **C. Mobility Management Funding**

### Recommendation:

Authorize the Paratransit Coordinating Council (PCC) Chair to forward a letter of support to Caltrans in support of the Solano Transportation Authority (STA) funding applications for Job Access and Reverse Commute (JARC) and New Freedom for Solano Mobility Management programs.

Sofia Recalde stated that in March 2012 the PCC submitted a letter of support for STA to pursue Job Access and Reverse Commute (JARC) grant for the Solano Mobility Management Program and the STA was awarded one year of funding. She stated that this will be the last cycle of JARC and New Freedom funding as it has been eliminated in MAP-21.

***On a motion by James Williams and a second by Edith Thomas, the PCC unanimously approved the recommendation.***

## **D. PCC Membership Status**

Recommendation:

Forward a recommendation to the STA Board to reappoint Judy Nash to the Paratransit Coordinating Council for an additional three year term.

Sofia Recalde stated that Judy Nash will have completed the three year term of service in April 2013 and that all members are required to be reappointed by the STA Board. Judy Nash agreed to serve another term of three years on the PCC.

*On a motion by Edith Thomas and a second by Richard Burnett, the PCC unanimously approved the recommendation.*

**8. INFORMATIONAL ITEMS**

**A. PCA Versus Companion Policies**

Sofia Recalde presented information about personal care attendant (PCA) companion pass policies for people who travel with passengers who are eligible for Americans with Disabilities Act (ADA) services. She defined the terms associated with companion policies, FTA's civil rights and frequently asked questions. She also resented information about the PCA and companion policies of the Solano County Transit Operators. Angel Anderson requested that one of SolTrans responses be changed: Do you require ADA eligible passengers to register a PCA if they gave one? from YES to NO.

Edith Thomas asked if all the transit operators will eventually comply by the same policies.

Liz Niedziela responded that the idea could be proposed to the transit operators when they are in the process of developing their travel training program countywide.

**9. INFORMATIONAL ITEMS (No Discussion)**

**A. 2013 PCC Meetings and Locations**

**10. TRANSIT OPERATOR UPDATES**

Dixon Redit-Ride: Not present.

Fairfield and Suisun Transit: Debbie Whitbeck stated that ridership is up, cash revenue is up 4.43% and pass sales are up 19.6%. She announced that the new system is working great.

Richard Burnett commented that with the FAST route changes from the mall to Suisun City, it now requires taking two buses and is inconvenient.

Rio Vista Delta Breeze: Not present.

SolTrans: Angel Anderson stated that paratransit and local ridership has remained the same, but Dial-A-Ride in Benicia has increased. She stated that a single ride pass will be available to agencies that provide social services for individuals who can't afford to purchase day passes.

Elizabeth Romero provided a handout on the ADA No Show Policy that was implemented on March 1, 2013.

Vacaville City Coach: Shannon Nelson stated that their project will exceed their half million ridership goal for the first time this year. He stated that part of this achievement is due to their new travel training program. He stated that there will be summer youth passes will be available for \$15 (June-Aug.).

**11. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS**

Edith Thomas announced that the Solano County Office of Education had their annual Transition Fair for children with disabilities. She will email PCC members and STA staff in advance next year and recommends everyone to attend.

Alicia Roundtree announced that an information gathering event for Independent Living Resources will be held at the City of Vallejo in April. She will email the information to Liz Niedziela and the PCC members.

Angel Anderson announced that SolTrans will be at Earth Day this year with a bus and information will be distributed.

**12. ADJOURNMENT**

The meeting adjourned at 3:15 p.m. The next meeting of the PCC is scheduled to meet at **1:00 p.m. on Thursday, May 16, 2013 at Benicia City Hall in the Commission Room.**

DRAFT

This page intentionally left blank.



DATE: April 16, 2013  
TO: STA TAC  
FROM: Johanna Masielat, Clerk of the Board  
RE: STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013

---

**Background:**

Attached is the STA Board and Advisory Committee Meeting Schedule for the Calendar Year 2013 that may be of interest to the STA TAC.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

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

**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2013**  
(Last Updated: April 15, 2013)

<b>SUMMARY:</b>	
STA Board:	Meets 2 <sup>nd</sup> Wednesday of Every Month
Consortium	Meets the day before the TAC Every Month
TAC:	Meets <i>Last</i> Wednesday of Every Month
BAC:	Meets 1 <sup>st</sup> Thursday of every <i>Odd</i> Month
PAC:	Meets 3 <sup>rd</sup> Thursday of every <i>Even</i> Month
PCC:	Meets 3 <sup>rd</sup> Thursday of every <i>Odd</i> Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., April 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., April 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., April 26	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., May 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., May 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., May 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., May 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Tues., May 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., June 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., July 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
No Meeting in July	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 14 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 14	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., August 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., August 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., September 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., September 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Thurs., October 25	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
No Meeting in October	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., November 14	6:00 p.m.	STA's 15 <sup>th</sup> Annual Awards	TBD – Vacaville	Confirmed
Thurs., November 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., November 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Tues., November 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., TBD	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Tentative
Wed., TBD	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative