



**SOLANO TRANSPORTATION AUTHORITY
 BOARD MEETING AGENDA
 6:00 p.m., Regular Meeting
 February 9, 2011
 Suisun City Hall Council Chambers
 701 Civic Center Drive
 Suisun City, CA 94585**

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

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 2 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period (Agenda Item IV) although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 2 minutes or less.**

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

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

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

ITEM

BOARD/STAFF PERSON

I. CALL TO ORDER/PLEDGE OF ALLEGIANCE
 (6:00 – 6:05 p.m.)

Chair Price

II CONFIRM QUORUM/ STATEMENT OF CONFLICT

Chair Price

An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.

STA BOARD MEMBERS

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

Rick Fuller	Chuck Timm	Mike Ioakimedes	Janith Norman (Pending)	Mike Hudson	Ron Rowlett	Erin Hannigan	John Vasquez
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III. APPROVAL OF AGENDA

IV. SWEARING IN OF NEW STA BOARD ALTERNATE MEMBER

Johanna Masielat

- **Janith Norman**

Alternate Board Member Representing the City of Rio Vista

V. OPPORTUNITY FOR PUBLIC COMMENT

(6:05 – 6:10 p.m.)

VI. EXECUTIVE DIRECTOR’S REPORT – Pg. 1

Daryl K. Halls

(6:10 – 6:15 p.m.)

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

(6:15 – 6:25 p.m.)

A. Directors Report:

1. Planning
2. Projects
3. Transit/Rideshare

Robert Macaulay
Janet Adams
Elizabeth Richards

VIII. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:25 - 6:30 p.m.)

A. STA Board Meeting Minutes of January 19, 2011

Johanna Masielat

Recommendation:

Approve STA Board Meeting Minutes of January 19, 2011.

Pg. 7

B. Draft TAC Meeting Minutes of January 26, 2011

Johanna Masielat

Recommendation:

Approve Draft TAC Meeting Minutes of January 26, 2011.

Pg. 15

C. SolanoExpress Intercity Transit Consortium 2011 Work Plan

Elizabeth Richards

Recommendation:

Approve the SolanoExpress Intercity Transit Consortium 2011 Work Plan as shown on Attachment B.

Pg. 19

D. 2011 Paratransit Coordinating Council (PCC) Work Plan

Liz Niedziela

Recommendation:

Approve the 2011 PCC Work Plan as shown in Attachment A.

Pg. 23

- E. Appointment of Pedestrian Advisory Committee (PAC) Member** Sara Woo
Recommendation:
Appoint Ms. Carol Day, Bay Area Ridge Trail Council and Mr. William Paul, City of Dixon, to the Pedestrian Advisory Committee for a three-year term.
Pg. 27
- F. Safe Routes to School (SR2S) Public Safety Enforcement Grant** Sam Shelton
Recommendation:
Approve the following:
 - 1. Approve the STA's SR2S Public Safety Enforcement Grant Application process; and*
 - 2. Release a Request for Letters of Intent for the STA's Safe Routes to School Public Safety Enforcement Grant as described in Attachment A.*
Pg. 33
- G. Regional Measure 2 (RM 2) Benicia Intermodal Resolution of Support** Janet Adams
Recommendation:
Approve Resolution No. 2011-03 authorizing the funding allocation for Regional Measure 2 funds to the Metropolitan Transportation Commission for the City of Benicia for the Solano County Express Bus North Intermodal Facilities – Benicia Intermodal Facility.
Pg. 43
- H. Congestion Management Program Traffic Data** Robert Macaulay
Recommendation:
Authorize the Executive Director to release a Request for Proposal (RFP) for the traffic counts required for the update of the Solano CMP for an amount-not-to-exceed \$10,000 and to execute a contract to obtain the required traffic counts.
Pg. 65
- I. Regional Housing Needs Allocation Consultant Contract** Robert Macaulay
Recommendation:
Authorize the Executive Director to provide \$10,000 to Solano County in order to hire David Early to assist in the development and implementation of a Solano County Sub Regional RHNA effort.
Pg. 69
- J. Public Private Partnership Feasibility Study** Janet Adams
Recommendation:
Authorize the Executive Director to execute a Project Management contract with Gray-Bowen Consulting for an amount-not-to-exceed \$20,000.
Pg. 73

IX. ACTION FINANCIAL ITEMS

A. Proposed Modification to STA's Retirement Benefit Plan

Joy Apilado

Recommendation:

Authorize the Executive Director to:

1. Replace the 401(a) Defined Contribution Plan to a Defined Benefit Plan with PARS for an annual savings of approximately \$50,000;
2. Award contract to PARS for the administration and management of the PARS Plan for an annual amount of \$9,000; and
3. Increase PARS annual payment towards the payoff of the Actuarial Liability in the amount of \$25,000 for the next five to ten years.

(6:30 – 6:35 p.m.)

Pg. 81

X. ACTION NON-FINANCIAL ITEMS

A. Solano Sustainable Communities Strategy Update/ Regional Transportation Plan (RTP) Projects Submittal Update

Robert Macaulay

Recommendation:

Adopt the STA RTP Call for Projects methodology and schedule in Attachment D.

(6:35 – 6:40 p.m.)

Pg. 85

B. Safe Routes to Transit Plan – Scope of Work

Robert Guerrero

Recommendation:

Approve the following:

1. Approve the Scope of Work for creation of the Safe Routes to Transit Plan in Attachment A; and
2. Authorize the Executive Director to release a Request for Proposal for Safe Routes to Transit Plan consultant services.

(6:40 – 6:45 p.m.)

Pg. 107

C. Legislative Update

Jayne Bauer

Recommendation:

Approve the following:

1. Support of three State priorities as specified:
 - a) Reenactment of the gas tax swap and use of truck weight fees for bond debt service
 - b) Sale and acceleration of bond allocations
 - c) Lower the voter threshold for local sales tax measures
2. Authorize the STA Chair to forward letters to the Governor and members of Solano's State legislative delegation to support the reenactment of the gas tax swap.

(6:45 – 6:50 p.m.)

Pg. 111

XI. INFORMATIONAL

- A. Highway Projects Update** Janet Adams
- 1. I-80/I-680/SR 12 Interchange**
 - 2. I-80 EB Cordelia Truck Scales Relocation**
 - 3. North Connector**
 - 4. I-80 Ramp Metering: Red Top Rd. to Air Base Pkwy**
 - 5. Redwood Pkwy - Fairgrounds Drive Improvements**
 - 6. Jepson Parkway**
 - 7. State Route 12 (Jameson Canyon)**
 - 8. State Route 12 East SHOPP Project**
 - 9. I-80 SHOPP Rehabilitation Projects**
- Informational*
(6:50 – 6:55 p.m.)
Pg. 125

NO DISCUSSION

- B. Fiscal Year (FY) 2010-11 Abandoned Vehicle Abatement (AVA) Program First Quarter Report** Susan Furtado
Pg. 129
- C. Project Delivery Update** Jessica McCabe
Pg. 133
- D. Funding Opportunities Summary** Sara Woo
Pg. 139
- E. STA Board Meeting Schedule for Calendar Year 2011** Johanna Masielat
Pg. 147

XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **Wednesday, March 9, 2011, 6:00 p.m., Suisun City Hall Council Chambers.**

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MEMORANDUM

DATE: February 1, 2011
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – February 2011

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

State Legislative Priority for Transportation*

On January 10, 2011, newly elected Governor Jerry Brown released his FY 2011-12 State Budget which proposes \$12.5 billion in program reductions and \$12 billion in additional revenues. The revenues rely on placing on the June 2011 ballot a measure to extend several existing tax rates. For transportation, the Governor has also proposed to "reenact" the gas tax via a 2/3 vote as required by the passage of Proposition 26. A coalition of transportation stakeholders, including the League of California Cities, California State Association of Counties, California Alliance for Jobs, and the California Transit Association are for pushing for the reenactment of the gas tax swap. STA staff is recommending the STA Board consider supporting this effort and convey this message to our State Legislators when we visit Sacramento in early March. Two areas of specific concern to transportation (and the STA) is a comment made by Ana Matasantos, the Governor's Department of Finance Director, that the State will not have a Spring bond sale for the first time since 1988. In addition, the Governor has proposed reducing the amount of State Highway Account (SHA) funds spent on Project Initiation Documents (PIDS) for Caltrans with the assumption that this will be made up by reimbursement from local agencies for this work.

Mobility on I-80 Corridor Focus of STA Effort in Washington, DC *

The past few weeks, the Senate Environment and Public Works Committee Chair Barbara Boxer (D-California) and House Transportation and Infrastructure Committee Chair John Mica (R-Florida) have both stated that the surface transportation reauthorization is one of their top priorities for 2011. The size of the reauthorization bill and the various funding categories are still under discussion. What appears to be emerging is a significantly lesser focus on specific earmarks through individual member requests and an increased emphasis on allocating funds through a competitive and programmatic process. This will increase the role of federal agencies such as the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) agencies, and federally designated Metropolitan Planning Organizations such as the Metropolitan Transportation Commission (MTC).

Metropolitan Transportation Commission (MTC) Kicks off Update of Regional Transportation Plan (RTP) with Call for Projects *

On January 31, 2011, the MTC update of its RTP for the Bay Area counties officially was launched with the first briefing and presentation to members of its Bay Area Partnership Technical Advisory Committee (PTAC) comprised of agency staff from the nine Bay Area Congestion Management Agencies (CMAs), transit operators and some local governments. The presentation covered the following:

1. 25 Year Financial Forecast Assumptions
2. Preliminary Draft Committed Funds and Projects Policy for the RTP/Sustainable Communities Strategy (SCS)
3. Draft Guidance for the Call for Projects
4. Draft Project Performance Assessment Approach

STA, in its role as one of the Bay Area CMAs, is tasked by MTC to facilitate and forward the RTP call for projects for Solano County. The list of Solano projects is due to MTC by April 29, 2011. STA is scheduled to receive an Issue Call for Projects letter from MTC on February 10, 2011. During this two month timeframe, the CMAs are tasked to assist MTC with the following activities:

1. Public Involvement and Outreach – Conduct countywide outreach to stakeholders and the public to solicit project ideas.
2. Agency Coordination – Work closely with local jurisdictions, transit agencies, Caltrans and stakeholders to identify projects for consideration in the RTP/SCS.
3. Title VI Responsibilities – Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.
4. County Target Budgets – Ensure that the County project list fits within the target budget defined by MTC for the county.
5. Cost Estimate and Review – Establishment of guidelines for estimating project costs.
6. General Project Criteria – Identify whether projects meet basic project parameters as outlined by MTC.
7. Programmatic Categories – Group some projects in MTC established programmatic categories.

A key policy item to be discussed at MTC during the month of February is in regards to their policy for determining whether a current or new project is identified as committed and thus automatically eligible for federal and state funding. How this policy plays out will potentially decide the future fate of a number of projects throughout Solano County and the region.

Two Major Construction Projects on Tap for 2011 *

Two highly anticipated priority projects of the STA are scheduled to start construction in 2011. The widening of State Route (SR) 12 Jameson Canyon was a recipient of Proposition 1B Corridor Mobility Improvement Account (CMIA) funds. This project is scheduled to go to the California Transportation Commission (CTC) for an allocation vote in March 2011. The relocation and upgrade of the eastbound Cordelia Truck Scales was the recipient of Proposition 1 B Trade Corridor Improvement Funds (TCIF). The project is scheduled to go to the CTC for a similar allocation vote spring of this year. One major uncertainty remains regarding when the State of California will pursue the issuance of bonds. If this gets delayed, the construction of both projects could also be delayed.

Proposed Reinvestment of STA Benefits Plan *

Last month, the STA Board was provided a presentation on options for future reinvestment of the STA's benefits plan. At the direction of the STA Board, staff has evaluated options for considering a restructuring and reallocation of its benefit plans to accomplish four specific objectives: consideration of investment strategies, retention of quality employees, strive to maintain staff continuity, and control financial costs. Based on this analysis, it is recommended the STA Board approve the modification of its investment in a 401a defined contribution plan to a Public Agency Retirement Agency (PARS) managed defined benefit plan. Based on STA's analysis, this change would better accomplish the Board's four goals established for the evaluation of STA's retirement plan and would specifically result in an annual savings to the STA ranging between \$15,000 to \$49,000 per year. Concurrently, staff is recommending the Board adopt a policy to schedule funding the Actuarial Liability for this new plan over a five to nine years timeframe utilizing the annual savings projected by this change on an annual basis.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated October 2010)

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

SCVTA	Santa Clara Valley Transportation Authority
SFCTA	San Francisco County Transportation Authority
SHOPP	State Highway Operations & Protection Program
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
STA	Solano Transportation Authority
STAF	State Transit Assistance Fund
STIA	Solano Transportation Improvement Authority
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
T	
TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement Program
TEA-21	Transportation Efficiency Act for the 21 st Century
TFCA	Transportation Funds for Clean Air Program
TIF	Transportation Investment Fund
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TOS	Traffic Operation System
TRAC	Trails Advisory Committee
TSM	Transportation System Management
U, V, W, Y, & Z	
UZA	Urbanized Area
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
January 19, 2011 (Special Date)

I. CALL TO ORDER

Chair Sanchez called the regular meeting to order at 4:00 p.m. A quorum was confirmed.

MEMBERS

PRESENT: Pete Sanchez, Chair City of Suisun City
Harry Price, Vice Chair City of Fairfield
Elizabeth Patterson City of Benicia
Jack Batchelor City of Dixon
Jan Vick City of Rio Vista
Steve Hardy City of Vacaville
Jim Spering County of Solano

MEMBERS

ABSENT: Osby Davis City of Vallejo

STAFF

PRESENT: Daryl K. Halls Executive Director
Bernadette Curry Legal Counsel
Johanna Masielat Clerk of the Board
Janet Adams Deputy Executive Director/
Director of Projects
Elizabeth Richards Director of Transit and Rideshare Services
Jayne Bauer Marketing and Legislative Program Manager
Susan Furtado Accountant and Administrative Services
Manager
Liz Niedziela Transit Manager
Robert Guerrero Senior Planner
Sara Woo Associate Planner
Jessica McCabe Project Assistant
Danelle Carey Commute Consultant
Erwin Santos Accounting Assistant (Temp.)

ALSO

PRESENT: *In Alphabetical Order by Last Name:*
Gary Cullen
Lt. Mike Ferrel
Richard Giddens

John Harris	STA Consultant
George Hicks	City of Fairfield
Denis Jackson	MV Transportation
Dan Kasperon	City of Suisun City
David Kleinschmidt	City of Vallejo
Kevin Lally	Legal Counsel
Alyssa Majer	City of Suisun City
Brian McLean	City of Vacaville, City Coach
Rod Moresco	City of Vacaville
Julie Pappa	Julie Pappa Consulting
Mike Roberts	City of Benicia
Ron Rowlett	STA Alternate Board Member and City of Vacaville Vice Mayor
John Vasquez	STA Alternate Board Member and County of Solano Supervisor
Mark Weaver	Caltrans
Paul Wiese	County of Solano

II. SWEARING IN OF NEW STA BOARD MEMBER AND ALTERNATE MEMBER

1. **Steve Hardy**
Board Member Representing the City of Vacaville
2. **Ron Rowlett**
Alternate Board Member Representing the City of Vacaville
3. **John Vasquez**
Alternate Board Member Representing the County of Solano

III. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

IV. APPROVAL OF AGENDA

On a motion by Board Member Batchelor and a second by Vice Chair Price, the STA Board approved the agenda as amended.

V. OPPORTUNITY FOR PUBLIC COMMENT

Richard Gidden, City of Suisun City resident, addressed the STA Board on issues regarding government spending.

VI. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- Governor Brown's Proposed State Budget's Impact on Transportation
- Recent Congressional Action to Impact Funding for STA's Federal Legislative Priorities
- Appointment of Chair and Vice-Chair for 2011
- New STA Board Member and Alternate
- Appointment of STA Legal Counsel
- STA Mid-Year Budget Revision FY 2010-11
- Proposed Reinvestment of STA Benefits Plan
- STA Assistance for SolTrans JPA Formation

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

- A. MTC Report:**
None presented.
- B. Caltrans Report:**
Board Member Patterson requested staff follow-up with Caltrans regarding the delays and cutbacks of the planting along I-780.
- C. STA Reports:**
 - 1. State Legislative Update presented by Gus Khouri, Shaw Yoder
 - 2. STA Board Year-End Highlights presented by Jayne Bauer
 - 3. Directors Report:
 - a. Planning – Robert Guerrero provided an update on the Sustainable Communities Strategy (SCS) Performance Measures. He cited that this item would be brought back for further discussion at a later date.
 - b. Projects – None provided.
 - c. Transit/Rideshare – Elizabeth Richards

VIII. CONSENT CALENDAR

On a motion by Vice Chair Price, and a second by Board Member Batchelor, the STA Board approved Consent Calendar Items A through O as amended.

- A. STA Board Meeting Minutes of December 8, 2010**
Recommendation:
Approve STA Board Meeting Minutes of December 8, 2010.
- B. Fiscal Year (FY) 2010-11 First Quarter Budget Report**
Recommendation:
Review and file.
- C. Contract Amendment for Transit Project Management Consultant - John Harris Consulting**
Recommendation:
Authorize the Executive Director to amend the consultant contract with John Harris Consulting for Transit Project Management for SolTrans Transition Plan by \$30,000 for an amount not-to-exceed of \$45,000.
- D. I-80 Eastbound Cordelia Truck Scales Relocation Project - Contract Amendment for HDR Engineering, Inc.**
Recommendation:
Approve a contract amendment with HDR in the not-to-exceed amount of \$718,104, to complete PS&E and R/W engineering services for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

- E. I-80 Eastbound Cordelia Truck Scales Relocation Project – Fund Reallocation**
Recommendation:
Approve the attached Resolution 2011-01 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) that would transfer \$4.5 million in Regional Measure 2 funds from the Design Phase to the Right-of-Way phase for the I-80 Eastbound Cordelia Truck Scales Project.
- F. I-80 Express Lanes Project Implementation**
Recommendation:
Approve the following:
1. Authorize the Executive Director to amend contracts with PDM Group;
 2. Mark Thomas Company; and
 3. HDR Engineering, Inc. such that the total of all three contracts not exceed \$16,400,000 for environmental document phase for the I-80 Express Lanes Project.
- G. I-80 Ramp Metering Contract Amendment for the Mark Thomas/Nolte Joint Venture (JV)**
Recommendation:
Approve a contract amendment for the MTCo/Nolte team in a not-to-exceed amount of \$50,000 to cover additional design services during construction that may be required for the I-80 HOV Lanes - Ramp Metering Project.
- H. Monitoring Services for the Mitigation Planting and Irrigation Project for the North Connector**
Recommendation:
Authorize the Executive Director to enter into a contract with HT Harvey for an amount not-to-exceed \$123,000 to provide mitigation monitoring services for the Mitigation Site.
- I. Jepson Parkway Project Update**
Recommendation:
Authorize the Executive Director to:
1. Release a Request for Proposals for Design Services for the Jepson Parkway Project; and
 2. Enter into an agreement with a consultant for Design Services for an amount not-to-exceed \$2.4 million.
- J. Appointment of STA Legal Counsel – Bernadette Curry**
Recommendation:
Approve the following:
1. Appoint Bernadette Curry to serve as STA Legal Counsel; and
 2. Authorize the Executive Director to negotiate and enter into a contract with Solano County County Counsel for legal services for the STA.

K. SolTrans Logo and Branding Request for Proposal (RFP)

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Proposal (RFP) in an amount not-to-exceed \$40,000 to secure a consultant firm to develop a SolTrans logo and branding. and
2. Enter into an agreement with a consultant for SolTrans logo, design and branding for an amount not-to-exceed \$40,000.

L. Solano Countywide Transportation for Livable Communities (TLC) Plan Update

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Proposals (RFP) which includes a scope of work for the Solano Countywide Transportation for Livable Communities (TLC) Plan Update consistent with Attachment A; and
2. Enter into an agreement with a consultant for the development of the Solano Countywide TLC Plan update for an amount not-to-exceed \$50,000.

M. I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study

Recommendation:

Approve the following:

1. The Scope of Work for the I-80/I-680/I-780/Hwy 12 Transit Corridor Study as shown an Attachment A;
2. Authorize the Executive Director to release of a Request for Proposals; and
3. Authorize Executive Director to enter into an agreement for consultant services for an amount not-to-exceed \$140,000.

N. SolTrans Financial Services and Human Resources Request for Proposals (RFP)

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Proposal (RFP) to secure an agency or firm to perform financial and human resources services for SolTrans; and
2. Execute a contract(s) for SolTrans financial management and human resources services in an amount not-to-exceed \$70,000.

O. Renewal of Membership with Solano Economic Development Corporation (EDC) for 2011

Recommendation:

Approve the renewal of STA's membership with the Solano Economic Development Corporation (SolanoEDC) at the ~~Executive Premier Member~~ "Stakeholders Chairman's Circle" level of ~~\$5,000~~ 7,500 for the Annual Investment Year 2011.

IX. ACTION – NON-FINANCIAL ITEMS

A. Conduct Public Hearing and Adopt Resolution of Necessity to Acquire Property by Eminent Domain, if necessary, for the I-80 Eastbound Cordelia Truck Scales Relocation Project

Janet Adams provided an overview on the construction of the new Eastbound Truck Scales Project. She identified the importance to obtain the needed property interests from the property owner and adoption of the resolution of necessity that will allow the condemnation process to proceed. She listed the findings and indicated that the amount of compensation for the property is not an issue that should be considered.

Chairman Sanchez opened the Public Hearing at 4:33 p.m.

Richard Gidden, Suisun City Resident, provided some critical comments against the expensive role of government.

The Chair closed the Public Hearing at 4:35 p.m. and referred the matter to the Board for action.

Recommendation:

Approve the following:

1. Conduct a Public Hearing; and
2. Adopt the Resolution of Necessity to acquire by eminent domain, if necessary, the property needed for the I-80 Eastbound Cordelia Truck Scales Relocation Project as shown on the Property Map (Attachment A) and specified in the Resolution of Necessity (Attachment B).

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

B. Selection of 2011 STA Chair and Vice Chair

Public Comments:

None presented.

Board Comments:

Board Member Patterson requested the following to be noted for the record. Since 1991 through the year 2015, the amount of times the following cities have served as STA Chair: Benicia: 1x, Dixon: 3x, Fairfield: 4x, Rio Vista: 3x, Suisun City: 3x, Vacaville: 3x, Vallejo: 3x, and Solano County: 3x.

Recommendation:

Approve the following:

1. Selection of the STA Chair for 2011 Commencing with the STA Board Meeting of February 9, 2011;
2. Selection of the STA Vice-Chair for 2011 Commencing with the STA Board Meeting of February 9, 2011; and
3. Request the new Chair Designate the STA Executive Committee for 2011.

On a motion by Board Member Spring, and Board Member Batchelor, the STA Board unanimously approved the selection of Harry Price (City of Fairfield) as Chair.

On a motion by Vice Chair Harry Price, and Board Member Spring, the STA Board unanimously approved the selection of Jack Batchelor (City of Dixon) as Vice-Chair.

STA's new Chair Price designated the STA Executive Committee for 2011 as:

- Vice Chair Jack Batchelor (City of Dixon)
- Board Member Steve Hardy (City of Vacaville)
- Board Member Jim Spring (County of Solano)

X. ACTION FINANCIAL ITEMS

A. Fiscal Year (FY) 2010-11 Mid-Year Budget Revision

Susan Furtado presented the Mid-Year Budget revision for Fiscal Year (FY) 2010-11. She cited that the proposed FY 2010-11 Mid-Year Budget Revision is balanced with changes to the approved from \$41.13 million to \$38.69 million, a reduction of \$2.44 million (5.9%). She added that the reduced budget amount is due to the delayed approval of the funding from the State Transportation Improvement Program (STIP) for the continuation of the Jepson Parkway Project.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Adopt the FY 2010-11 Mid-Year Budget Revision as shown in Attachment A.

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

B. Solano County Transit (SolTrans) Joint Powers Agreement (JPA) Transition Team and Contract Support Funding Agreement

Elizabeth Richards reviewed the formation process of the new SolTrans JPA. She noted that the SolTrans Board approved a request to the STA for the funding and provision of a transition plan and team comprised of the three agency's transit staff and a team of STA transit consultants to help guide the formation of the new JPA and its transition plan. She cited that staff recommends dedicating up to \$70,000 to fund financial, accounting and personnel services for the new agency and that the Board also approved setting aside \$300,000 in State Transit Assistance Funds (STAF) for the purpose of assisting the new JPA to get established to help fund any transitional costs.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

1. SolTrans Transition Team Project Manager John Harris and Transition Team of consultants and member agency staff as identified on Attachment A; and
2. Authorize the Executive Director to enter into an agreement with SolTrans to provide transitional management, grants, administration, financial and legal service as outlined on Attachment B in an amount not to exceed \$130,000.

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

XI. INFORMATIONAL ITEMS

A. Presentation on Proposed Modifications to STA Retirement Benefits Plan

Joy Apilado, STA's HR Consultant, evaluated options for considering a restructuring and reallocation of its benefit plans to accomplish four specific objectives: consideration of investment strategies, retention of quality employees, strives to maintain staff continuity, and control financial costs. She indicated that at the February meeting, the STA Board will consider approving the modification of its investment in its 401a defined contribution plan to a Public Agency Retirement (PARS) managed defined plan.

Public Comments:

Richard Giddens, City of Suisun City resident, commented on the pension system of public employees.

NO DISCUSSION

B. Solano Sustainable Communities Strategy Update

C. Funding Opportunities Summary

D. STA Board Meeting Schedule for Calendar Year 2011

XI. BOARD MEMBER COMMENTS

None presented.

XII. ADJOURNMENT

The STA Board meeting was adjourned at 5:10 p.m. The next regular meeting of the STA Board is scheduled for Wednesday, February 9, 2011, 6:00 p.m., Suisun City Hall Council Chambers.

Attested by:



Johanna Masielat
Clerk of the Board

January 31, 2011
Date



TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
January 26, 2011

I. CALL TO ORDER

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

Present:

TAC Members Present:	Melissa Morton	City of Benicia
<i>Arrived at 1:40 p.m.</i>	Royce Cunningham	City of Dixon
	George Hicks	City of Fairfield
	Alyssa Majer	City of Suisun City
	Rod Moresco	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:

(In Alphabetical Order by Last Name)

Janet Adams	STA
Susan Furtado	STA
Daryl K. Halls	STA
Robert Macaulay	STA
Johanna Masielat	STA
Jessica McCabe	STA
Elizabeth Richards	STA
Sam Shelton	STA
Sara Woo	STA

Others Present:

(In Alphabetical Order by Last Name)

<i>By phone</i>	Grace Cho	MTC
<i>By phone</i>	Ashley Nguyen	MTC
	Matt Tuggle	County of Solano

II. APPROVAL OF THE AGENDA

On a motion by George Hicks, and a second by Melissa Morton, the STA TAC approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: None presented.

Other: None presented.

V. CONSENT CALENDAR

On a motion by Rod Moresco, and a second by David Kleinschmidt, the STA TAC approved Consent Calendar Items A and B.

A. Minutes of the TAC Meeting of November 17, 2010

Recommendation:

Approve TAC Meeting Minutes of November 17, 2010.

B. SolanoExpress Intercity Transit Consortium 2011 Work Plan

Recommendation:

Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2011 Work Plan as shown on Attachment B.

VI. ACTION FINANCIAL ITEMS

A. None.

VII. ACTION NON-FINANCIAL ITEMS

A. Congestion Management Program Traffic Data

Robert Macaulay reviewed the process to update the traffic counts in the CMP. He cited that the traffic counts from 2010 are sufficiently up-to-date, however, it is recommended that the local CMP roadway and intersection counts be brought up to date for the 2011 CMP. He added that in recognition of the significant impacts to local public works department budgets due to the economic downturn and state budget, it is recommended that STA conduct the traffic counts for the 2011 CMP update.

Recommendation:

Recommend the following:

1. Local jurisdictions with CMP roadway segments notify the STA if there are 2010 counts no later than January 31, 2011; and
2. STA to prepare an RFP and budget for the required traffic counts for the February 2011 TAC and March 2011 STA Board meetings.

On a motion by Paul Wiese, and a second by Melissa Morton, the STA TAC unanimously approved the recommendation.

B. Safe Routes to Transit Plan – Consultant Scope of Work

Robert Macaulay reviewed the development of a Safe Routes to Transit (SR2T) Plan contained in the STA’s Overall Work Plan. He indicated that the development of the SR2T would take advantage of lessons learned in creation of the Solano SR2S Plan. He also indicated that the scope of work envisions identifying existing barriers to safe access to transit centers and gathering statistics regarding crime and accidents around them. He cited that staff is preparing developing cost estimates and preparing document graphics.

Recommendation:

Forward a recommendation to the STA Board to approve the Scope of Work for creation of the Safe Routes to Transit Plan in Attachment A.

On a motion by David Kleinschmidt, and a second by Royce Cunningham, the STA TAC unanimously approved the recommendation.

VIII. INFORMATIONAL

A. Highway Projects Update

Janet Adams provided an update to major highway and reliever route projects in Solano County. She provided a status report to the following: 1.) I-80/I-680/SR 12 Interchange, 2.) I-80 EB Cordelia Truck Scales Relocation, 3.) North Connector, 4.) I-80 Ramp Metering: Red Top Rd. to Air Base Pkwy, 5.) Redwood Pkwy – Fairgrounds Drive Improvements, 6.) Jepson Parkway, 7.) State Route (SR) 12 Jameson Canyon, 8.) SR 12 East SHOPP Project, and 9.) I-80 SHOPP Rehabilitation Projects.

B. Project Initiation Document (PID) Budgeting & Selection Process

Sam Shelton reviewed the budget and selection process of the Project Initiation Document (PID).

C. Comprehensive Transportation Plan (CTP) Update

Robert Macaulay provided an update to the CTP. He identified new projects that can help expand and better connect the local and regional bicycle networks to Solano’s transportation system. He also reviewed the next steps for development of the CTP which are cost estimates for selected projects, revenue projections, and development of policies and text that make up the individual elements. He indicated that staff intends to hire a consultant to develop CTP cost estimates from the Bike and Ped plans and from existing transit and corridor studies.

D. Solano Sustainable Communities (SCS) Strategy Update/Regional Transportation Plan (RTP) Projects Submittal Update

Via teleconference, MTC’s Ashley Nguyen reviewed the development of the SCS Performance Measures and the process to submit RTP projects.

E. Fiscal Year (FY) 2010-11 Abandoned Vehicle Abatement (AVA) Program First Quarter

Susan Furtado provided a report to the first quarter for FY 2010-11 of the AVA Program. She noted that the STA carried forward the unexpended and unallocated funds from FY 2009-10 in the amount of \$91,808.27 for the continuation of the program. She added that the \$91,808.27 will be disbursed in FY 2010-11 utilizing the funding formula.

NO DISCUSSION

F. Legislative Update

G. Project Delivery Update

H. Funding Opportunities Summary

I. STA Board Meeting Highlights of December 8, 2010

J. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2011

K. Funding Opportunities Summary

IX. ADJOURNMENT

The meeting was adjourned at 2:45 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, February 23, 2010.**



DATE: January 27, 2011
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: SolanoExpress Intercity Transit Consortium 2011 Work Plan

Background:

The SolanoExpress Intercity Transit Consortium has regularly prepared an annual Work Plan. In 2011, there are a number of key local and regional transit planning activities and projects that the Consortium will be involved with. These range from transit service and funding to planning and marketing.

Discussion:

The Draft SolanoExpress Intercity Transit Consortium Work Plan 2011 for the Consortium and TAC was reviewed and recommended for approval at their January meeting. The 2010 Work Plan (Attachment A) is presented on Attachment A for comparison. Several completed items have been removed and new projects have been added.

Fiscal Impact:

Funding to complete the Consortium Work Plan projects is in the STA FY 2010-11 budget.

Recommendation:

Approve the SolanoExpress Intercity Transit Consortium 2011 Work Plan as shown on Attachment B.

Attachments:

- A. SolanoExpress Intercity Transit Consortium 2010 Work Plan
- B. SolanoExpress Intercity Transit Consortium 2011 Draft Work Plan

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2010 SolanoExpress Intercity Transit Consortium
Work Plan
 (February 2010)

Transit Service:

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Monitor facilities development that support SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Monitor implementation of new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- Implement multi-agency electronic fare instrument compatible with regional efforts

Transit Planning

- ~~Conduct Community Based Transportation Planning study in Vacaville. (Completed)~~
- Complete Update countywide Senior and People with Disabilities Transportation Plan
- ~~Complete Intercity Ridership Survey (Completed)~~
- Update I-80/I-680/I-6780/Hwy 12 Transit Corridor Study
- Conduct Community Based Transportation Planning study in East Fairfield
- Monitor implementation of Transition Plan recommendations of Phase II of the Transit Consolidation Study including consolidation of for Benicia and Vallejo transit services
- Implement balance of Phase II Transit Consolidation Study
- Update countywide transit capital inventory
- Provide input into Comprehensive Transportation Plan update including Safer Routes to Transit Facilities and other studies county and regional transit planning efforts
- Participate in the implementation of MTC's Transit Connectivity Study and Wayfinding Signage's initial phase. and coordinate with Safe Routes to Transit study
- ~~Review and provide input on Commute Profile (Completed)~~
- Monitor regional Transit Sustainability Project
- Provide input into other county and regional transit planning efforts

Funding

- Monitor the implementation of the FY2009-10-FY2010-11 Intercity Transit Funding Agreement
- Develop the FY2010-2011-FY2011-12 Intercity Transit Funding Agreement
- Maximize RM2, Prop 1B, 5310, 5311 ARRA, and other funding opportunities
- Implement and monitor Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete FY2011-12 TDA Unmet Transit Needs process.

Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing
- Plan, prioritize, and implement marketing support for intercity transit services including display of intercity route schedule information at key bus stops-
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.

DRAFT
2011 SolanoExpress Intercity Transit Consortium
Work Plan

Transit Service:

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Monitor facilities development that support SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Monitor implementation of new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- Implement multi-agency electronic fare instrument compatible with regional efforts

Transit Planning

- Complete countywide Senior and People with Disabilities Transportation Plan
- Update I-80/I-680/I-780/Hwy 12 Transit Corridor Study
- Update countywide transit capital inventory
- Conduct Community Based Transportation Planning study in East Fairfield.
- Provide input into Comprehensive Transportation Plan update including Safer Routes to Transit Facilities and other studies.
- Participate in the implementation of MTC's Transit Connectivity Study and Wayfinding Signage's initial phase
- Monitor implementation of Transition Plan for Benicia and Vallejo transit services
- Implement balance of Phase II Transit Consolidation Study
- Monitor regional Transit Sustainability Project
- Provide input into other county and regional transit planning efforts

Funding

- Monitor the implementation of the FY2010-11 Intercity Transit Funding Agreement
- Develop the FY2011-2012 Intercity Transit Funding Agreement
- Maximize RM2, Prop 1B, 5310, 5311 ARRA, and other funding opportunities
- Implement and monitor Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete FY2011-12 TDA Unmet Transit Needs process.

Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing
- Plan, prioritize, and implement marketing support for intercity transit services including display of intercity route schedule information at key bus stops.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.



DATE: January 28, 2011
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: 2011 Paratransit Coordinating Council (PCC) Work Plan

Background/Discussion:

In preparation for 2011, the STA staff and the Paratransit Coordinating Council (PCC) has updated the PCC's Work Plan. The 2011 PCC Work Plan continues to focus on outreach activities. The purpose of these outreach activities are to promote awareness of the PCC and its advisory function and to encourage people with disabilities, seniors and others to take advantage of the opportunity to provide comments on Solano County's transportation system.

At the January 2011 PCC meeting, the PCC unanimously voted to forward a recommendation to the STA Board to approve the 2011 PCC Work Plan (Attachment A). The PCC may wish to add tasks to the Work Plan throughout the year, as they deem necessary. After approval of any changes to the Work Plan by the PCC, the modifications to the Work Plan would be presented to the STA Board for action.

Fiscal Impact:

The 2011 Work Plan expenses are included the FY 2010-11 budget.

Recommendation:

Approve the 2011 PCC Work Plan as shown in Attachment A.

Attachment:

- A. 2011 PCC Work Plan

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STA 2011 PCC Work Plan

Activity	Tasks	2011 Timeline
Administrative	Elect PCC Officers.	November 2011
Outreach	Develop a strategy to increase/maintain PCC Membership. (i.e., press releases letters of outreach, etc.).	January – December Until vacancies are filled.
	Improve the identity of the PCC through marketing strategies.	January – December
	Outreach to Solano Community College.	January – December
	Outreach to senior centers and people with disabilities groups.	January – December
	Develop stronger PCC presence on the STA Website.	January – December
Projects	Participate in studies that impact transportation for seniors and people with disabilities.	January – December
	Develop expertise and understanding of the range of transportation services for Solano seniors and people with disabilities.	January – December
	Improve understanding of Americans with Disabilities Act (ADA) and how it relates to ADA paratransit and transit services. (The 7 ADA Topics)	January – December
Funding	Establish FTA Section 5310 application scoring subcommittee.	TBA
	Review and score FTA Section 5310 applications.	TBA
	Review TDA Article 4/8 Claims for Cities and County of Solano.	January – December
	Monitor the MTC Unmet Transit Needs Process.	January - December

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DATE: January 31, 2011
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: Appointment of Pedestrian Advisory Committee (PAC) Member

Background:

The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) is responsible for providing funding and policy recommendations to the STA Board on pedestrian related issues and monitoring, implementing, and updating the Countywide Pedestrian Plan.

Membership consists of representatives from a city, agency, and/or advocacy group, as well as a member-at-large. The representatives are nominated either by their respective organization, city council or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board.

Discussion:

STA staff is recommending two nominations for Board approval at this time for the following representation:

1. Carol Day – Bay Area Ridge Trail Council
2. William Paul – City of Dixon

Each nominee has been approved by their respective agency for their participation on the STA's PAC. Copies of their nominations are included to this report (Attachment A). Upon approval by the STA Board, both nominees will be appointed for a three-year term. There are a few other remaining vacancies which staff will continue to seek new members to fill these vacancies until all appointments are filled. Attachment B includes the current PAC Membership Roster.

Fiscal Impact:

None to the STA General Fund.

Recommendation:

Appoint Carol Day, Bay Area Ridge Trail Council and William Paul, City of Dixon, to the Pedestrian Advisory Committee for a three-year term.

Attachments:

- A. Nomination letters for Carol Day and William Paul
- B. STA Pedestrian Advisory Committee Membership Roster (February 2011)

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BAY AREA
RIDGE TRAIL
COUNCIL

RECEIVED

DEC 16 2010

SOLANO TRANSPORTATION
AUTHORITY

1007 General Kennedy Avenue, Suite 3
San Francisco, CA 94129
www.ridgetrail.org
email: ridgetrail@prodigy.net

December 14, 2010

Johanna Masiclat, Clerk of the Board
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

**RE: Nomination for Appointment to the Solano Transportation Authority (STA)
Pedestrian Advisory Committee**

Dear Ms. Masiclat:

This letter is to confirm the Bay Area Ridge Trail Council nomination of Carol Day as Bay Area Ridge Trail Council representative to the STA Pedestrian Advisory Committee.

For questions regarding the nomination, please contact me at (707) 208-5447.

Sincerely,

Harry L. Englebright
Co-Chair, Solano County Committee
Bay Area Ridge Trail Council

Encl: PAC Nomination Form

cc Dee Swanhuysen, North Bay Trail Director, Bay Area Ridge Trail Council
Carol Day

MAYOR JACK BATCHELOR, JR.
VICE MAYOR RICK C. FULLER
COUNCILMEMBER DANE BESNEATTE



COUNCILMEMBER KAY FULFS CAYLER
COUNCILMEMBER MICHAEL CEREMELLO, JR.
CITY TREASURER JAMES SLAUGHTER

November 16, 2010

Mr. William B. Paul
1300 Pembroke Way
Dixon, CA 95620

Dear William:

On November 9, 2010, the City Council confirmed your appointment as the Dixon Representative on the Solano Transportation Authority (STA) Pedestrian Advisory Committee. The Pedestrian Advisory Committee meets at least quarterly and the next meeting is tentatively scheduled for December 16, 2010, at 6:00 p.m., in Fairfield at the Solano Transportation Authority offices. Sara Woo is your main contact at STA for the Advisory Committee and she should be contacting you with further information. Please feel free to call her at 707-399-3214 if you have any questions.

The City Council appreciates your acceptance of this appointment and sincerely hopes you will enjoy serving on the Pedestrian Advisory Committee. Please also feel free to contact me or Sue Johnston, Deputy Clerk, at 678-7000.

Sincerely,

A handwritten signature in black ink that reads "Jack Batchelor, Jr." with a stylized flourish at the end.

Jack Batchelor, Jr.
Mayor

cc: ✓ Solano Transportation Authority
Royce Cunningham
Janet Koster
City Clerk

RECEIVED

NOV 23 2010

SOLANO TRANSPORTATION
AUTHORITY

City of Dixon

600 East A Street • Dixon, California • 95620-3697
(707) 678-7000 • FAX (707) 678-0960 • TTY (707) 678-1489

STA Pedestrian Advisory Committee (PAC)
(February 2011)

Membership Terms 2011



The following are the Membership Terms of the PAC Members:

Jurisdiction	Member	Term Expires
VACANT	Nancy Lund	December 31, 2013
Dixon	William Paul*	December 31, 2013*
Fairfield	Betty Livingston	April 30, 2013
Rio Vista	Larry Mork	February 28, 2013
Suisun City	Mike Hudson	February 28, 2011
Vacaville	Joel Brick	June 30, 2013
Vallejo	Lynne Williams	February 28, 2013
Solano County	Thomas Kiernan	April 30, 2013
Member-At-Large	Allan Deal	February 28, 2013
Voting PAC Members from Other Agencies:		
Tri City and County Cooperative Planning Group	Brian Travis	December 31, 2011
Solano Land Trust	Frank Morris	February 28, 2013
San Francisco Bay Trail Program	VACANT	N/A
Bay Area Ridge Trail Council	Carol Day*	February 28, 2014*
Solano County Agricultural Commission	VACANT	N/A
Solano Community College	VACANT	N/A

*Nominated for Appointment, STA Board action scheduled February 9, 2011

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DATE: January 27, 2010
 TO: STA Board
 FROM: Sam Shelton, Project Manager
 RE: Safe Routes to School (SR2S) Public Safety Enforcement Grant

Background:

The Solano Transportation Authority (STA) began the development of its Safe Routes to School (SR2S) Program in 2005, in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution, and traffic congestion near schools in Solano County. The program works to encourage more students to walk and bike to school by identifying and implementing a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police. The program also strives to increase interagency cooperation to continue to plan and implement SR2S projects with all local agencies.

On December 8, 2010, the STA Board approved the STA’s SR2S Program’s Fiscal Year 2010-11 and 2011-12 Work Plan, which includes an estimated \$1.5 M in expenditures.

Two-year Total FY 2010-11 & 2011-12	SR2S Program Activity
	Education (for all schools in Solano County)
\$189,400	Safety Assemblies & Bicycle Rodeo Events, Equipment, and Materials
\$283,000	Safe Routes to School Maps
	Encouragement (for all schools in Solano County)
\$463,800	Walk and Roll Week Incentives & Student Contests
\$108,050	SR2S Program Marketing Materials
	Enforcement (number of schools dependent on grant proposals)
\$100,300	Public Safety Enforcement Grant
	Engineering (for 7-14 select schools countywide)
\$70,000	Planning
	SR2S Program Staff
\$57,000	STA Staff
\$283,000	Solano County Public Health Staff
\$1,553,750	TOTAL

Funding Source for Enforcement Public Safety Grant

The SR2S Program has received about \$50,000 in grants for enhanced police enforcement activities and police distribution of program materials, but has yet to fund long-term or countywide activities. To date, several police departments collaborate with Solano County Public Health staff at bicycle rodeos and safety assemblies. To implement the proposed work plan, several agreement amendments will be needed, which could potentially raise the funding amount available for a public safety tasks to as high as \$100,000.

Discussion

Grant Application Development

Working with the STA's Safe Routes to School Advisory Committee (SR2S-AC), STA staff developed an application for the STA's SR2S Public Safety Enforcement Grant (Attachment A). On October 21, 2010, the SR2S Advisory Committee discussed potential grant focuses and there was consensus regarding crossing guard training and countywide coordination of SR2S enforcement activities. On January 12, 2010, the SR2S-AC recommended the release of a Request for Letters of Intent for the STA's Safe Routes to School Public Safety Enforcement Grant as described in Attachment A.

Public Safety Enforcement Grant Overview

The STA's Public Safety Enforcement Grant Program seeks to fund up to \$100,000 in best practice SR2S enforcement activities that can be replicated countywide. Roughly one to two grants may be awarded. Specific objectives include:

- Develop and Facilitate Countywide Crossing Guard Training and materials (e.g., Training/safety DVDs).
- Organize and Facilitate public safety educational opportunities for parents and students (e.g., bicycle rodeos and other events).
- Take advantage of the STA's SR2S Program's equipment and materials (e.g., bicycle rodeo trailer & bike fleet).
- Provide increased enforcement at schools that are active participants in the STA's SR2S Program.
- Pilot new, innovative strategies that further best practices in the SR2S Enforcement Field.

Grant Application Schedule

The SR2S Public Safety Enforcement Grant Program will follow a two-step application and evaluation process that will be overseen by the STA's Safe Routes to School Advisory Committee. First, interested organizations are asked to send a "Letter of Interest" to STA staff describing their project. Second, a smaller number of projects that show the most promise will be invited to submit a more formal proposal for further evaluation. The process for the grants is as follows:

- Letters of Interest are due March 1, 2011;
- STA Staff & SR2S-AC review letters and invite applicants to submit formal proposals;
- Formal Proposals due April 1, 2011;
- SR2S-AC meets in April and recommends grant awards to STA Board; and
- Grants will be awarded by the STA Board on May 11, 2011.

Fiscal Impact:

- None. The STA Board will be asked to award the STA SR2S Public Safety Enforcement Grants at a future Board meeting.

Recommendation:

Approve the following:

1. Approve the STA's SR2S Public Safety Enforcement Grant Application process; and
2. Release a Request for Letters of Intent for the STA's Safe Routes to School Public Safety Enforcement Grant as described in Attachment A.

Attachment:

- A. Safe Routes to School Public Safety Enforcement Grant, Draft Application Package, 01-11-2011

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Safe Routes to School Public Safety **Enforcement** Grant



Safe Routes to School (SR2S) Program in Solano County
Solano Transportation Authority (STA)

www.solanosr2s.ca.gov



DRAFT APPLICATION PACKAGE, 01-10-11

WHY SAFE ROUTES TO SCHOOL MATTERS

The Solano Transportation Authority (STA) launched the County's Safe Routes to School (SR2S) program in 2008 in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution and traffic congestion near schools. The program has expanded to include all of Solano County schools in the Fall of 2010. The goals of the program are to:

- Increase the number of children who walk and bike to school
- Reduce traffic congestion and air pollution around the school
- Improve children's health by increasing physical activity



The STA's Safe Routes to School (SR2S) program encourages students to walk and bike to school and supports these activities with education and encouragement events throughout the year. The program brings together city planners, traffic engineers, police and public health experts to make the routes to our schools safer and less congested. The STA also supports a variety of engineering and enforcement projects, such as this grant.

ENFORCEMENT PARTNERSHIPS IN SAFE ROUTES TO SCHOOL PROGRAMS

The main goal for SR2S enforcement strategies is to deter unsafe behaviors of drivers, pedestrians and bicyclists, and to encourage all road users to obey traffic laws and share the road safely. Enforcement is one of the complementary strategies that SRTS programs use to enable more children to walk and bicycle to school safely.

Police departments across Solano County have participated in planning processes, helped draft suggested route to school maps, held safety assemblies, and helped facilitate bicycle rodeos.



PUBLIC SAFETY ENFORCEMENT GRANT: UP TO \$100,000

On December 8, 2010, the STA Board approved the SR2S Program 2-Year Work Plan, authorizing the development of Public Safety Enforcement Grant of up to \$100,000, pending grant agreement amendments. The deadline for submittal of **Letters of Interest to STA is March 1, 2011**, Formal Proposals must be submitted to STA by April 1, 2011. Grant

applications will be reviewed and evaluated by the STA's SR2S Advisory Committee. Grant recipients will be awarded by the STA Board at a future Board meeting.

Letters of Interest and Formal Proposals must be submitted via email (preferred) or postal mail to the STA SR2S Project Manager:

Sam Shelton, Project Manager
Solano Transportation Authority
1 Harbor Center, Suisun City, CA 94585
Re: SR2S Public Safety Enforcement Grant
sshelton@sta-snci.com

GOALS & OBJECTIVES

The STA's Public Safety Enforcement Grant Program seeks to fund up to \$100,000 in best practice SR2S enforcement activities that can be replicated countywide. Grant submittals up to \$100,000 can be submitted. Specific objectives include:

- Develop and Facilitate Countywide **Crossing Guard Training and materials** (e.g., Training/safety DVDs).
- Organize and Facilitate **public safety educational opportunities** for parents and students (e.g., bicycle rodeos and other events).
- Take advantage of the STA's SR2S Program's **equipment and materials** (e.g., bicycle rodeo trailer & bike fleet).
- Provide increased **enforcement at schools** who are active participants in the STA's SR2S Program.
- **Pilot new, innovative strategies** that further best practices in the SR2S Enforcement Field.



PROJECT REQUIREMENTS

Applicants must meet the following minimum requirements in order to be considered eligible for grant funding:

- Commit to attending STA SR2S Advisory Committee meetings to present grant status reports that include participant information & feedback.
- Coordinate all grant related activities with SR2S Program Managers and other public safety department organized activities.
- Clearly demonstrate the ability to fully implement activities funded by the grant within one year of executing the funding agreement (e.g., available officer time).

GRANT FUNDING

Up to \$100,000 in federal air quality funding, air district clean air funds, and transportation development funds support this grant. No matching funds are required.



ELIGIBLE APPLICANTS

City and County departments in Solano County involved in public safety, including but not limited to police departments, fire departments, and county sheriffs may apply for this grant. Crossing Guard hours cannot be funded through this grant.

APPLICATION & EVALUATION PROCESS

The SR2S Public Safety Enforcement Grant Program will follow a two-step application and evaluation process that will be overseen by the STA’s Safe Routes to School Advisory Committee.

STEP ONE: LETTERS OF INTEREST

Interested organizations are asked to send a “Letter of Interest” that includes the following components (total of 3 page maximum):

- Identify the project title, name of applicant, project manager, and contact information:
- Describe the proposed project. Explain how this project will satisfy the goals and objectives of the grant (e.g., Crossing Guard Training, Public Safety Education Opportunities, Enforcement at Schools, New Pilot Strategies).
- Identify the amount of grant funding requested and any additional department contributions towards the project.

STEP TWO: INVITATION FOR A FORMAL PROPOSAL

The STA Staff and the STA’s Safe Routes to School Advisory Committee will review the Letters of Interest and contact applicants, as needed, for additional information, clarification, and/or modification. STA staff and the Committee will identify a smaller number of projects that match the goals of the SR2S program and grant criteria. These applicants will be invited to submit a more formal proposal for further evaluation including:

1. Project Description: Identify the project title, name of applicant, project manager, and contact information. Explain the purpose and need for the project, state the specific goals and objectives of the project and explain how they help to advance the goals and objectives set for this grant program. Describe the collaboration required to carry out the scope of work and the actions that will be undertaken to achieve the objectives. Describe the results anticipated from this project.
2. Scope of Work and Schedule: Detail the actions/tasks, work products, estimated completion dates and key partners. Estimate the number of students and parents that could be reached by this project.
3. Response to Questions from STA Staff and the SR2S Advisory Committee: Provide a detailed response to questions posed by STA staff and the SR2S Advisory Committee as a result of its review of the Letter of Interest for this project.
4. Approach to Evaluation: Describe the method of collecting participant information and feedback from students, parents, and school staff.
5. Project Cost and Funding: Describe the major resources needed for this project (e.g., staff, consultant, equipment, materials, etc.). Provide a detailed budget that shows total project and cost breakdown for each major task/action, including a cost estimate for the project evaluation. Identify any cost sharing by multiple funding partners.

STA staff will qualitatively evaluate proposals based on the following criteria on a low, medium, and high scale:

- Potential to reduce the number of student accidents on routes to schools.
- Potential to increase the number of students walking or bicycling to school.
- Estimated number of students & parents reached
- Potential for other public safety departments to replicate or benefit from this project
- Cost effectiveness (e.g., dollars per student/parent reached)
- Quality of Proposal

After being evaluated, the SR2S Advisory Committee will recommend projects for funding at their April meeting and the STA Board will award grants at a future meeting.

STA staff will then draft and enter into funding agreements with grant recipients prior to beginning any grant funded work.



QUESTIONS AND MORE INFORMATION

Any questions regarding the Letters of Interest and Formal Applications should be directed to:

Sam Shelton, Project Manager
Solano Transportation Authority
(707) 399-3211
sshelton@sta-snci.com

More information about the STA's SR2S Program can be found online at www.solanosr2s.ca.gov

Below are links to SR2S Enforcement Best Practices:

- National SRTS: Role for Law Enforcement resources & case studies
<http://www.saferoutesinfo.org/lawenforcement/>
- SRTS Coaching Action Network Webinars on Personal Security & Parent/Student Education
http://www.saferoutesinfo.org/training/can_webinars.cfm
- National SRTS Adult School Crossing Guard Guidelines
http://www.saferoutesinfo.org/guide/crossing_guard/index.cfm

SR2S Advisory Committee Enforcement Contacts

- Sgt. Frank Hartig, Benicia Police Dept (707) 746-4249, fhartig@ci.benicia.ca.us
- Lindsey Sanford, Suisun City Police Dept (707) 421-7373, Lsanford@suisun.com



DATE: January 31, 2011
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Regional Measure 2 (RM 2) Benicia Intermodal Resolution
of Support

Background:

On March 2, 2004, 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 the STA is the project sponsor for most of the Solano County capital RM 2 projects.

Solano County has 4 projects listed in SB 916 that are eligible projects for capital funds. Of these, STA is the project sponsor for Project No. 6 titled "Solano County Express Bus Intermodal Facilities" which provides \$20 million for four (4) projects in the county. The Benicia Intermodal Facility has \$3 M of RM 2 funds dedicated to it from this Project.

The Benicia Intermodal Facility consists of two sites which will facilitate access to the SolanoExpress Route 78. These sites are:

Western Gateway Intermodal Facility:

Project limits for this facility are on Military Highway from K Street to the west, to Southhampton Road to the east. Amenities lie within the existing roadway easements and include 23 new parallel parking spaces, widened sidewalks with enhanced bus stops, lighting, landscaping, and bicycle lockers. Landscape improvements will incorporate new landscape medians, and an entry feature. Signalization improvements to enhance pedestrian safety will also be incorporated. (Attachment A)

Downtown Intermodal Facility:

Project limits for this facility are on Military Highway from 2nd Street to the west, to 1st Street to the east. Amenities include conversion of 23 parallel parking spaces from short-term to long-term parking using parking T's to maximize the efficiency of parking in the vicinity of the Intermodal Station. Improvements also include enhancement of the bus stops and pedestrian access through sidewalk and intersection improvements, as well as landscape enhancements to include tree-lined median island improvements. Safety enhancements include a pedestrian-activated lighted crosswalk and bulbouts to increase pedestrian safety crossing Military Highway at 2nd Street, and modifications to the Military Highway/1st Street Intersection to ensure enhanced pedestrian safety and reduce greenhouse gas emissions. (Attachment B)

Discussion:

Preliminary studies on potential environmental impacts were conducted; the Project has evolved into a Project that lies entirely within the existing roadway right of way. Consequently, the City has completed the environmental analysis with a Categorical Exemption. No federal funds are anticipated for this Project nor are any federal permits, therefore, no National Environmental Protection Act (NEPA) clearance is required.

The City of Benicia is now ready to request an additional RM 2 allocation in the total amount of \$431,000 for the design phase of the project. This allocation request is from Project Number 6.2 for \$431,000. This allocation request would allocate the RM 2 funds identified for the Benicia Intermodal Facility.

As the project sponsor for Project Number 6, the STA is required by MTC to submit a resolution authorizing the City of Benicia to receive the funds for the specific project identified in Initial Project Report which is attached to the STA Resolution No. 2011-03 (Attachment C). STA staff has reviewed the proposed Project with the City of Benicia staff and supports the project scope and allocation request. The proposed Project is scheduled to begin construction in the summer of 2011.

Recommendation:

Approve Resolution No. 2011-03 authorizing the funding allocation for Regional Measure 2 funds to the Metropolitan Transportation Commission for the City of Benicia for the Solano County Express Bus North Intermodal Facilities – Benicia Intermodal Facility.

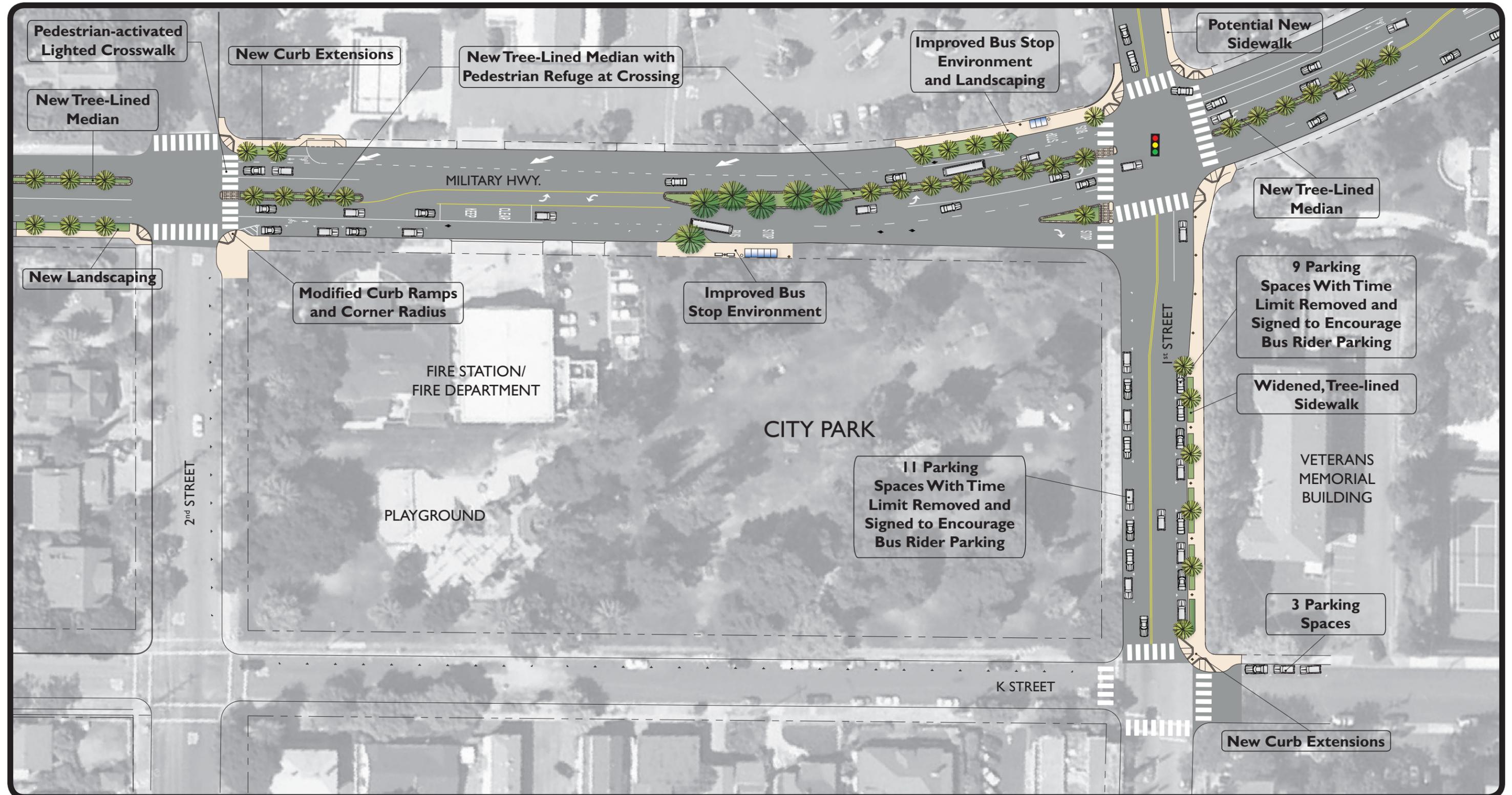
Attachments:

- A. Western Gateway Intermodal Facility Site Plan
- B. Downtown Intermodal Facility Site Plan
- C. STA Resolution No. 2011-03



Concept Plan





Concept Plan



**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2011-03**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE FUNDING ALLOCATION FOR REGIONAL MEASURE 2
FUNDS FROM THE METROPOLITAN TRANSPORTATION COMMISSION TO THE
CITY OF BENICIA FOR THE SOLANO COUNTY EXPRESS BUS INTERMODAL
FACILITIES – BENICIA INTERMODAL FACILITY**

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

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, Solano Transportation Authority (STA) is the eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds in Solano County; and

WHEREAS, attached hereto and incorporated herein as though set forth in full as Exhibit A is an agreement by an between with the City of Benicia to implement the Project in accordance with this Resolution; and

WHEREAS, the Benicia Intermodal Facility Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report prepared by the City of Benicia is attached hereto and incorporated herein as though set forth in full, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which STA is requesting that MTC allocate Regional Measure 2 funds to the City of Benicia.

NOW. THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The STA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636);
2. The STA certifies that the project is consistent with the Regional Transportation Plan (RTP);
3. The year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project;

4. The Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment;
5. The STA approves the updated Initial Project Report prepared by City of Benicia, attached to this resolution as Exhibit A and incorporated herein as though set forth in full;
6. The STA approves the cash flow plan prepared by City of Benicia, attached to this resolution;
7. The STA has reviewed the project needs and is satisfied that the City of Benicia has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report (Exhibit A);
8. The STA is the eligible sponsor of projects in Solano County under the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c);
9. The STA staff is authorized to submit an application on behalf of the City of Benicia for Regional Measure 2 funds for Benicia Intermodal Facilities Project in accordance with California Streets and Highways Code 30914(c);
10. The STA certifies that the projects and purposes for which RM 2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations there under;
11. There is no legal impediment to STA concurring with an allocation request for Regional Measure 2 funds; by the City of Benicia;
12. There is no pending or threatened litigation which adversely affects the proposed project, or the ability of the STA to deliver such project;
13. The STA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of STA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM 2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM 2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages;
14. That revenues or profits from any non- governmental use of project shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s);

15. Assets purchased with RM 2 funds allocated to the City of Benicia including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used;
16. The City of Benicia shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues;
17. The STA authorizes the City of Benicia to execute and submit an allocation request for the design phase with MTC for Regional Measure 2 funds in the amount of \$431,000, for the project, purposes and amounts included in the project application attached to this resolution;
18. The City of Benicia is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as deemed necessary and appropriate.
19. That a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the City of Benicia's application referenced herein.

Harry Price, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this **9th Day of February, 2011**.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this **9th Day of February, 2011** by the following vote:

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

Attest: _____
 Johanna Masiclat
 Clerk of the Board

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Regional Measure 2 Initial Project Report (IPR)

Project Title:

RM2 Project No.

Dated:

Allocation History:

	MTC Approval Date	Amount	Phase
#1:	7-27-05	92,000	Preliminary Engineering and Environmental Studies

Total: \$92,000

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
1-20-11	431,000	Design, and Plans Specifications and Estimates

Total: \$431,000

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

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

The City of Benicia is the Project Sponsor and Implementing Agency. No co-sponsors have been identified.

B. Project Purpose

To facilitate access to Route 78, the City of Benicia plans to design and construct two intermodal facilities. These facilities will incorporate parking amenities with new bus stops that will facilitate the use of public transportation. The facilities would improve transit connections and increase commuter options by providing two safe and convenient locations for Benicia residents to leave their motor vehicles or bicycles as the commute to work in the Bay area. The eastern facility will be located in the core of Benicia's downtown within close proximity to the Civic Center, which includes city hall, the library, senior center, post office, police station, community gymnasium, youth center, community pool and Vet's Hall.

The project will be a benefit to the region by reducing single occupancy vehicle commuters and increasing transit use. The mode shift would increase the efficiency of the overall transportation network and reduce greenhouse gas emissions.

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

The RM-2 funds will be utilized for design, environmental review, construction and project management for Intermodal facilities at two locations in the City of Benicia. Preliminary engineering and environmental studies have been completed and the City is now requesting the final \$431,000 to complete the design, for these sites.

The project scope has changed substantially as a result of a rich public process that better defined the needed improvements to best serve the community and preserve the City's rich history and public resources. The City has identified two locations for intermodal improvements:

1. Western Gateway Intermodal Facility: Project limits for this facility are on Military Highway from K Street to the west, to Southhampton Road to the east. Amenities lie within the existing roadway easements and include 23 new parallel parking spaces, widened sidewalks with enhanced bus stops, lighting, landscaping, and bicycle lockers. Landscape improvements will incorporate new landscape medians, and an entry feature. Signalization improvements to enhance pedestrian safety will also be incorporated.
2. Downtown Intermodal Facility: Project limits for this facility are on Military Highway from 2nd Street to the west, to 1st Street to the east. Amenities include conversion of 23 parallel parking spaces from short-term to long-term parking using parking T's to maximize the efficiency of parking in the vicinity of the Intermodal Station. Improvements also include enhancement of the bus stops and pedestrian access through sidewalk and intersection improvements, as well as landscape enhancements to include tree-lined median island improvements. Safety enhancements include a pedestrian-activated lighted crosswalk and bulbouts to increase pedestrian safety crossing Military Highway at 2nd Street, and modifications to the Military Highway/1st Street Intersection to ensure enhanced pedestrian safety.

Regional Measure 2 – INITIAL PROJECT REPORT

D. Impediments to Project Completion

The City does not foresee any funding, right-of-way or scheduling impediments for the completion of the project.

E. Operability

The City will maintain the improvements as part of the City's roadway maintenance program.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: Yes No

Preliminary studies on potential environmental impacts were conducted. The project has evolved into a project that lies entirely within the existing roadway right of way. Consequently, a notice of exemption was filed with Solano County on January 19, 2011.

G. Design –

The layout of the project site has been determined through an exhaustive public process. The City is ready to complete the design, plans, specifications and estimate for the project.

H. Right-of-Way Activities / Acquisition –

No additional land acquisition is anticipated.

I. Construction / Vehicle Acquisition -

It is anticipated that construction will commence in July 2011. There will be no vehicle acquisition.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount (Escalated) (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	92
Design - Plans, Specifications and Estimates (PS&E)	431
Right-of-Way Activities /Acquisition (R/W)	0
Construction	2,477
Total Project Budget (in thousands)	3,000

K. Project Budget (De-escalated to current year)

Phase	Total Amount (De-escalated)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	NA
Design - Plans, Specifications and Estimates (PS&E)	NA
Right-of-Way Activities /Acquisition (R/W)	NA
Construction / Rolling Stock Acquisition (CON)	NA
Total Project Budget (in thousands)	NA

Regional Measure 2 – INITIAL PROJECT REPORT

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	Aug 2009	January 2011
Environmental Document	Dec 2010	Jan 2011
Final Design - Plans, Specs. & Estimates (PS&E)	Feb 2011	Jun 2011
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	July 2011	Dec 2011

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

Amount being requested (in escalated dollars)	\$431,000
Project Phase being requested	Design
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of the RM2 IPR Resolution for the allocation being requested	February 2011
Month/year being requested for MTC Commission approval of allocation	February 2011

The construction funds will be used for the following: materials testing, construction staking, consultant construction engineering services, construction costs and salaries (including overhead).

M. Status of Previous Allocations (if any)

Funds for the Preliminary Engineering and Environmental Studies phase of the project was approved on February 25, 2009. There is no land acquisition necessary.

N. Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	CEQA Clearance	Categorical Exemption	Jan 2011
2	Right-of-Way	Close of Escrow	N/A
3	PS&E	Final Construction Plans and Contract Documents	Jun 2011
4	Construction	Construct the Project	Dec 2011

Regional Measure 2 – INITIAL PROJECT REPORT

O. Impediments to Allocation Implementation

The City does not foresee any impediments to completing these phases.

VI. RM-2 FUNDING INFORMATION

P. RM-2 Funding Expenditures for funds being allocated

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

Next Anticipated RM-2 Funding Allocation Request

May 2011

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution to be provided on or before: December 17, 2010 (Draft attached)

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Mike Roberts
Phone: (707) 746-4237
Title: Senior Civil Engineer
E-mail: mroberts@ci.benicia.ca.us
Address: 250 East L Street
Benicia, CA 94510

Information on Person Preparing IPR

Name: Melissa Morton
Phone: (707)746-4221
Title: Land Use and Engineering Manager/City Engineer
E-mail: mmorton@ci.benicia.ca.us
Address: 250 East L Street
Benicia, CA 94510

Applicant Agency's Accounting Contact

Name: Rob Sousa
Phone: (707) 746-4217
Title: Finance Director
E-mail: rsousa@ci.benicia.ca.us
Address: 250 East L Street
Benicia, CA 94510

F:\pubworks\Intermodal Project 2010\IPR Design Only.doc

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RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BENICIA AUTHORIZING THE DIRECTOR OF PUBLIC WORKS AND COMMUNITY DEVELOPMENT TO REQUEST AN ALLOCATION OF REGIONAL MEASURE 2 (RM2) FUNDS FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) FOR THE DESIGN AND CONSTRUCTION PHASE OF THE BENICIA INTERMODAL FACILITIES PROJECT, AND TO EXECUTE ANY AGREEMENTS, DOCUMENTS OR CORRESPONDENCE RELATED TO SAID RM2 FUNDING REQUEST

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

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

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

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in RM2 Policy and Procedures; and

WHEREAS, the City of Benicia is an eligible sponsor of transportation projects in RM2, Regional Traffic Relief Plan funds; and

WHEREAS the Benicia Intermodal Facilities Project is eligible for consideration in the Regional Traffic Relief Plan of RM2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the RM2 allocation request, attached hereto in the updated Initial Project Report, and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which the City of Benicia is requesting that MTC allocate RM2 funds.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Benicia does hereby adopt a resolution authorizing the Public Works and Community Development Director to request an allocation of RM2 Funds from the MTC for the construction phase of the Benicia Intermodal Facilities Project and to execute any agreements, documents or correspondence related to said RM2 funding request; and

1. The City of Benicia, and its agents, shall comply with the provisions of the MTC's RM2 Policy Guidance (MTC Resolution No. 3636).

2. The City of Benicia certifies that the project is consistent with the Regional Transportation Plan (RTP).

3. The City of Benicia approves the updated Initial Project Report, attached to this resolution.

4. The City of Benicia approves the cash flow plan, attached to this resolution.

5. The City of Vacaville has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution.

6. The City of Benicia is an eligible sponsor of projects in the RM2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c).

7. The City of Benicia is authorized to submit an application for RM2 funds for the Benicia Intermodal Facilities Project in accordance with California Streets and Highways Code 30914(c).

8. The City of Benicia certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq., and the applicable regulations thereunder.

9. There is no legal impediment to the City of Benicia making allocation requests for RM2 funds.

10. There is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the City of Benicia to deliver such project.

11. That the City of Benicia indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses,

whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the City of Benicia, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages.

12. That the City of Benicia shall, if any revenues or profits are received from any non-governmental use of property (or project), use those revenues or profits exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the MTC is entitled to a proportionate share equal to MTC's percentage participation in the project.

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

14. That the City of Benicia shall post, on both ends of the construction site(s), at least two signs visible to the public stating that the Project is funded with RM2 Toll Revenues.

15. That the City of Benicia authorizes its Director of Public Works to execute and submit an allocation request for the design and construction phase in the amount of \$2,908,000 with MTC for RM2 funds, for the project, purposes and amounts included, in the project application attached to this resolution.

16. That the Public Works and Community Development Director is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

17. That a copy of this resolution shall be transmitted to MTC in conjunction with the submittal of the updated IPR referenced herein.

On motion of _____, seconded by _____, the above Resolution was introduced and passed by the City Council of the City of Benicia at a regular meeting of said Council on the 7th day of December, 2010 and adopted by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Attest:

Lisa Wolfe, City Clerk

RESOLUTION NO. 11-6

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BENICIA
APPROVING A CONTRACT WITH KIMLEY-HORN AND ASSOCIATES, INC.
FOR A NOT TO EXCEED COST OF \$570,179 TO COMPLETE THE DESIGN
AND CONSTRUCTION ADMINISTRATION FOR THE WESTERN GATEWAY
INTERMODAL PROJECT**

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

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

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

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in RM2 Policy and Procedures; and

WHEREAS, the City of Benicia is an eligible sponsor of transportation projects in RM2, Regional Traffic Relief Plan funds; and

WHEREAS the Benicia Intermodal (Western Gateway) Facilities Project is eligible for consideration in the Regional Traffic Relief Plan of RM2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, this resolution amends Resolution 10-161, which was approved by the City Council of the City of Benicia on December 7, 2010, to include the following paragraph; and

WHEREAS the City agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

WHEREAS the Benicia Intermodal Facilities project is categorically exempt from California Environmental Quality Act review under Guidelines Section 15301, which applies to activities that do not expand an existing use, as the project lies entirely within the existing public road right of way and involves minor improvements to provide enhanced parking and increased safety for bicyclists and pedestrians; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Benicia does hereby approve the contract with Kimley-Horn Associates, Inc. for a not to exceed amount of \$579,179 (approximately 40% of which is attributable to the Western Gateway portion of the project) for completion of the design and construction administration of the project.

* * * * *

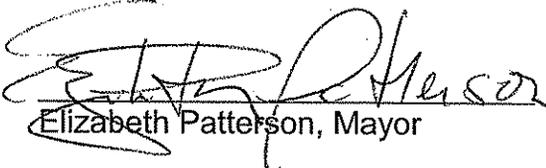
On motion of Council Member **Schwartzman**, seconded by Council Member **Ioakimedes**, the above Resolution was introduced and passed by the City Council of the City of Benicia at a regular meeting of said Council on the 18th day of January, 2011 and adopted by the following vote:

Ayes: **Council Members Campbell, Hughes, Ioakimedes, Schwartzman and Mayor Patterson**

Noes: **None**

Absent: **None**

Abstain: **None**


Elizabeth Patterson, Mayor

Attest:


Lisa Wolfe, City Clerk

RESOLUTION NO. 11-5

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BENICIA
APPROVING A CONTRACT WITH KIMLEY-HORN AND ASSOCIATES, INC.
FOR A NOT TO EXCEED COST OF \$570,179 TO COMPLETE THE DESIGN
AND CONSTRUCTION ADMINISTRATION FOR THE DOWNTOWN
INTERMODAL PROJECT**

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

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

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

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in RM2 Policy and Procedures; and

WHEREAS, the City of Benicia is an eligible sponsor of transportation projects in RM2, Regional Traffic Relief Plan funds; and

WHEREAS the Benicia Intermodal (Downtown) Facilities Project is eligible for consideration in the Regional Traffic Relief Plan of RM2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, this resolution amends Resolution 10-160, which was approved by the City Council of the City of Benicia on December 7, 2010, to include the following paragraph; and

WHEREAS the City agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

WHEREAS the Benicia Intermodal Facilities project is categorically exempt from California Environmental Quality Act review under Guidelines Section 15301, which applies to activities that do not expand an existing use, as the project lies entirely within the existing public road right of way and involves minor improvements to provide enhanced parking and increased safety for bicyclists and pedestrians; and

WHEREAS, the Downtown site is adjacent to Benicia's City Park, a jewel of the community, an invaluable resource to the community.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Benicia does hereby approve the contract with Kimley-Horn Associates, Inc. for a not to exceed amount of \$579,179 (approximately 60% of which is attributable to the Downtown portion of the project) for completion of the design and construction administration of the project.

* * * * *

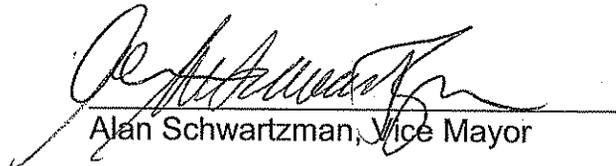
On motion of Council Member **Hughes**, seconded by Council Member **Campbell**, the above Resolution was introduced and passed by the City Council of the City of Benicia at a regular meeting of said Council on the 18th day of January, 2011 and adopted by the following vote:

Ayes: **Council Members Campbell, Hughes, Ioakimedes and Vice Mayor Schwartzman**

Noes: **None**

Absent: **None**

Abstain: **Mayor Patterson**


Alan Schwartzman, Vice Mayor

Attest:


Lisa Wolfe, City Clerk



DATE: February 3, 2011
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Congestion Management Program Traffic Data

Background:

California law requires urban areas to develop a Congestion Management Program (CMP). The CMP plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. These mobility standards include Level of Service (LOS) standards on the CMP network and transit standards. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed the CMP standards, based on the Napa-Solano Travel Demand Model, are required to create a deficiency plan to meet the CMP standards within the seven-year time frame of the CIP. The STA Board approved Solano County's current CMP on September 9, 2009, and approved amendments to the plan on July 14, 2010.

In order for projects in the CMP's CIP to be placed in the Regional Transportation Improvement Program (RTIP), state law requires that the CMP be consistent with the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) reviews the Bay Area's CMPs for consistency every two years.

Discussion:

For the 2009 update of the Solano CMP, the county and cities did not conduct roadway traffic counts. Instead, output from the Napa Solano Travel Demand Mode was used because 1) the economic downturn had reduced traffic on CMP roadways and 2) the county and cities were experiencing significant revenue shortfalls and did not have financial resources to conduct traffic counts. MTC concurred with use of the Model outputs for both the 2009 CMP and subsequent 2010 CMP amendment.

The CMP considers 17 local streets and roads, in addition to segments of the Interstate Freeway and State Highway system. The state highways and local streets are shown in the table from the 2010 CMP (Attachment A); Interstate Freeway segments are not included in Attachment A, but are part of the CMP.

Because many of the traffic counts in the CMP are from the model or were conducted prior to 2007, they need to be updated. Traffic counts that are from 2010 are sufficiently up-to-date to be valid for CMP use. Interstate Freeway and State Highway counts can be taken from data published by the California Department of Transportation (Caltrans). There are 17 local streets or intersections that are not covered by Caltrans counts, and therefore need local data.

It is recommended that the local CMP roadway and intersection counts be brought up to date for the 2011 CMP. For those roadways and intersections that do not have local counts from 2010, new counts are recommended to be taken in the spring of 2011. In recognition of the significant impacts to local public works department budgets due to the economic downturn and state budget, it is recommended that STA conduct the traffic counts for the 2011 CMP update if requested by a local jurisdiction.

At the STA Technical Advisory Committee (TAC) meeting of January 26, 2011, the CMP update and traffic counts were discussed. The cities of Fairfield and Vacaville indicated that they have current counts available for some of the identified CMP streets. All of the cities and the county agreed to identify those streets for which they have contemporary counts. Contemporary data is available for 6 roadways: Airbase Parkway, 2 segments of Peabody Road, Vanden Road, Military West and Curtola Parkway. Eleven segments therefore require updated traffic counts. It may be possible to combined the CMP traffic counts and those for ramp metering studies into a single contract.

Fiscal Impact:

The cost of hiring a consultant to undertake the traffic counts is expected to be \$500 to \$750 per roadway; intersections are expected to cost up to \$1,000 each.

Recommendation:

Authorize the Executive Director to release a Request for Proposal (RFP) for the traffic counts required for the update of the Solano CMP for an amount not to exceed \$10,000 and to execute a contract to obtain the required traffic counts.

Attachment:

- A. 2010 CMP System LOS Inventory (State Highway and Local Streets and Intersections)

TABLE 1
2010 CMP System LOS Inventory

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)				
					2001	2003	2005	2007	2010 Model
STATE ROADWAY									
SR 12	0	2.794	Solano County	F	C	F	F	F	F
SR 12	1.801	3.213	Fairfield	E	B	B*	B	B	C
SR 12	3.213	5.15	Suisun City	F	B	B**	B	C	E
SR 12	5.15	7.7	Suisun City	F	B	B**	B**	A	D
SR 12	7.7	13.625	Solano County	E	B	B	B	B	B
SR 12	13.625	20.68	Solano County	F	B	B	B	B	B
SR 12	20.68	26.41	Rio Vista	E	E	E**	E**	E**	E**
SR 29	0	2.066	Vallejo	E	A	A*	A*	A	E
SR 29	2.066	4.725	Vallejo	E	B	B*	B*	B	E
SR 29	4.725	5.955	Vallejo	E	C	C*	C*	C	F
SR 37	0	6.067	Vallejo	F	C	C*	C*	A	F
SR 37	6.067	8.312	Vallejo	E	B	B*	B*	A	C
SR 37	8.312	10.96	Vallejo	F	F	F*	F*	A	C
SR 37	10.96	12.01	Vallejo	F	F	F*	F*	A	C
SR 84	0.134	13.772	Solano County	E	C	C	C	C	C
SR 113	0	8.04	Solano County	E	B	B	B	A	A
SR 113	8.04	18.56	Solano County	E	B	B	B	A	A
SR 113	18.56	19.637	Dixon	F	F	F	***	C ⁺	A
SR 113	19.637	21.24	Dixon	F	F	F	***	D ⁺	C
SR 113	21.24	22.45	Solano County	E	C	C	C	B	B
SR 128	0	0.754	Solano County	E	C	C	C	C	C
SR 220	0	3.2	Solano County	E	C	C	C	C	C
LOCAL ROADWAY									
Military East			Benicia	E	***	***	C	***	C
Military West	W. 3rd	W. 5 th	Benicia	E	B	***	A	***	B
Air Base Parkway	Walters Rd	Peabody Rd	Fairfield	E	***	***	***	C	B
Peabody Road	FF C/L	VV C/L	Solano County	E	D	E	D	D	E
Peabody Road	VV C/L	California	Vacaville	E	A	A	D	C	A
Walters Road	Petersen	Bella Vista	Suisun City	E	B	***	***	***	A
Vaca Valley Parkway	I-80	I-505	Vacaville	E	C	C	C	D	A
Elmira Road	Leisure Town	C/L	Vacaville	E	B	B	C	C	B
Vanden Road	Peabody	Leisure Town	Solano County	D	B	B	B	C	B
Tennessee St	Mare Island Way	I-80	Vallejo	E	***	***	***	C	D
Curtola Parkway	Lemon St	Maine St	Vallejo	E	***	***	***	B	E
Mare Island Way	Main St	Tennessee St	Vallejo	F	***	***	***	B	B
INTERSECTION									
Peabody Rd at Cement Hill / Vanden Rd			Fairfield	E	***	E	***	B	B
Walters Rd at Air Base Parkway			Fairfield	E	B	B	***	A	D
Tennessee Street at Sonoma Blvd			Vallejo	E	D	C	B	B	B
Curtola Parkway at Sonoma Blvd			Vallejo	E	C	C	C	C	C
Mare Island Way at Tennessee Street			Vallejo	F	D	D	B	B	B
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study				RED: Roadway at LOS F					
** SR 12 MIS 2001				GREEN: LOS is two levels higher than LOS standard.					
*** TBD				Highlighted segments are currently operating at an LOS standard that is not grandfathered at LOS F.					
**** Previous LOS of F caused by Benicia Bridge Toll Plaza congestion. Relocation of Toll Plaza has eliminated congestion.									
+ SR 113 MIS – Baseline Conditions (July 2007 Draft)									

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DATE: February 3, 2011
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Regional Housing Needs Allocation Consultant Contract

Background:

Senate Bill (SB) 375 was passed in 2008, with the goal of improving coordination between regional land use and transportation planning, in order to help reduce emissions of greenhouse gasses. One portion of the bill requires closer coordination between the development of the Metropolitan Transportation Commissions' (MTC's) Regional Transportation Plan (RTP) and the Association of Bay Area Governments' (ABAG's) Regional Housing Needs Allocation (RHNA).

ABAG will provide each county and each city with an allocation of housing units, by income type, for the 25-year period of the RTP. The RHNA allocation covers the first 8 years of that housing. However, ABAG will also allow counties to form a Sub Regional RHNA, so that the county and cities can determine the internal housing allocation on their own.

Discussion:

The Solano city/county managers group has recommended that Solano form a Sub Region for the purpose of coordinating the RHNA for Solano County. This will allow the individual jurisdictions to best determine the proper allocation of housing units, rather than have ABAG staff in Oakland make a determination for Solano County. A Solano Sub Regional RHNA process will also allow for a focus on the Priority Development Areas (PDAs) that have been designated in Benicia, Fairfield, Suisun City, Vacaville and Vallejo. This will also put Solano County in a better position to argue for an adequate allocation of housing numbers, since in the past the county has frequently received either too many or not enough housing units.

Solano County has agreed to contract with David Early, a land use planner with experience in the RHNA field and familiarity with Solano County and the cities. The draft contract, attached as Exhibit A, sets out a scope of work consistent with the local needs. The cities have requested the STA assist in funding this effort due to the relationship to STA's transportation process.

Fiscal Impact:

The STA's share of the RHNA consultant contract is \$10,000; the cities and the county will contribute the remaining \$39,950. The fund source for the consultant is Transportation for Livable Communities (TLC) funds, since the RHNA and PDA strategies are closely aligned with the STA's TLC strategy.

Recommendation:

Authorize the Executive Director to provide \$10,000 to Solano County in order to hire David Early to assist in the development and implementation of a Solano County Sub Regional RHNA effort.

Attachment:

- A. Draft RHNA Consultant Scope of Work

EXHIBIT A: SCOPE OF SERVICES

This exhibit describes the scope of services for the Solano County Regional Housing Needs Allocation (RHNA) Strategy Project to be conducted by Design, Community & Environment, Inc. for Solano County and its cities. David Early, and supporting staff as needed, will conduct the following specific tasks as a means to achieve the desired housing allocations:

1. Meetings

- ◆ David Early will attend Housing Methodology Committee meetings and other related ABAG meetings as necessary for the project, and will assist the Solano representatives to the Committee in formulating meeting strategies.

2. Contract and Coordinate with Local Staff and Committees

Mr. Early will work with local staff and relevant committees to facilitate the following subtasks:

- ◆ Form a subregional entity for the RHA; prepare all materials necessary to create the entity, work with jurisdictions on the allocation methodology, and other necessary steps.
- ◆ Determine the desired housing needs allocation for Solano County and each of its cities.
- ◆ Provide briefings on relevant meetings and issues to the Solano Mayors Group, the City Managers Group, the Planning Directors Group, or others as needed.
- ◆ Coordinate among the County and its cities in preparing for upcoming Committee meetings.

3. Pro Forma Calculations

DC&E will run pro forma calculations for Solano County and its cities based on proposed alternative methodologies for the RHNA. Mr. Early will then present these draft RHNA numbers to Solano County and its cities.

4. Reports and Resolutions

DC&E will prepare reports, letters to ABAG and/or MTC, and resolutions for action by Solano jurisdictions as necessary to support the project.



DATE: February 2, 2011
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/ Director of Projects
RE: Public Private Partnership Feasibility Study

Background/Discussion:

In May 2010, the STA Board approved the STA's Overall Work Plan (OWP) which included a Feasibility Study for Public Private Partnership (P3). A P3 is a partnership between a public agency and a private company for the mutual benefit of both parties. An example of a traditional P3 would be the Route 91 Toll Facility in Orange County. This facility was designed and constructed by a private company in partnership with Caltrans. The private company then charged tolls to vehicles for use of the facility as the means to recoup the upfront financial cost to construct the roadway. For Solano County, the P3 focus will be on several transit facilities that are not currently fully funded. The intent is to explore traditional P3s, but also look at more global opportunities around the transit facilities to attract a private company to invest.

The first step in beginning the Feasibility Study is to hire a Project Manager (PM) with expertise in innovative financing opportunities and transit facilities. In June 10, 2010, the STA Board authorized the Executive Director to enter into a contract with Nancy Whelan Consulting (NWC) to perform this task. Concurrently, the STA Board approved the following:

1. Releasing a Request for Proposals for the Public Private Partnership (P3) Feasibility Study; and
2. Entering into a contract for Public Private Partnership (P3) Feasibility Study for an amount not-to-exceed \$130,000.

Subsequently, it was determined, that due to other contracts, the consultant would not have sufficient time available to perform this assignment. As a result, STA staff is recommending the STA Board authorize the Executive Director to enter into a contract with a replacement firm, Gray-Bowen for an amount not-to-exceed \$20,000 for the PM services for the P3 Feasibility Study. Gray-Bowen has extensive experience working on a variety of projects and efforts in the Bay Area. Most recently, the firm assisted the STA in the development of its expenditure plan for last year's proposed Vehicle Registration Fee. Gray-Bowen has been assisting the City of Vallejo in advancing the Vallejo Station project, which is now in construction, and in the transition of Baylink Ferry Service from the city to the Water Emergency Transit Authority (WETA).

Once under contract, the PM will engage all the cities and the county to refine the scope of the Study and to determine the interest in participation. A consultant firm will be contracted with through the Request for Proposal forum. The consultant is expected to be on board in the fall 2010.

Fiscal Impact:

The total cost for the Feasibility Study is \$150,000 funded by State Transit Assistance Funds (STAF). The Project Manager cost is for an amount not-to-exceed \$20,000 with the remaining funds for the Study. Funds are available in the proposed Fiscal Year (FY) 2010-11 Budget for this purpose.

Recommendation:

Authorize the Executive Director to execute a Project Management contract with Gray-Bowen Consulting for an amount not to exceed \$20,000.

Attachment:

- A. Gray Bowen Response Letter dated February 1, 2011 re. RFP for Professional Services to Assist STA.



February 1, 2011

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

Dear Ms. Adams,

This is a follow-up to your request for a proposal from Gray-Bowen for professional services to assist the Solano Transportation Agency (STA). The STA is interested in evaluating whether a more comprehensive approach with existing and planned transit centers on the I-80 Corridor could yield creative funding opportunities.

The Cities of Benicia, Vallejo, Fairfield, Vacaville, and Dixon have existing and planned transit centers/park and ride facilities. At least one of the park and ride lots on the I-80 Corridor involves land owned by Caltrans. While STA's member agencies have made significant progress with limited resources, full implementation of some of these projects will require additional funding.

The STA's member agencies have limited resources for operation, maintenance and rehabilitation of their transit centers. The STA is interested in evaluating the "packaging" of the transit centers in a coordinated approach that could yield a greater opportunity to generate new revenue through mechanisms such as private-public partnerships. The Metropolitan Transportation Commission (MTC) has designated nine Priority Development Areas (PDA) in Solano County. Of the nine PDA's designated by MTC, half have Transit Centers. With the PDA designation, there could be further opportunities with transit oriented development. It is our understanding that STA is seeking assistance in working with their member agencies to further define the concept of a coordinated approach and develop the scope of a feasibility study.

As you are aware, Gray-Bowen provides a somewhat unique blend of transportation consulting and strategic project planning services to a variety of public and private clients. Our understanding of transportation issues, along with a knowledge of local land development and public finance issues has provided us an opportunity to assist a variety clients with a number of interesting, if not difficult and challenging transportation projects and/or issues. We assist our clients with the complex and often confusing project development process, with project funding and programming issues and with the development of project and project related submittals to Caltrans and/or FHWA. Both Bill Gray and I were very much involved in the development of the Pleasant Hill BART Specific Plan which included a creative funding strategy for public infrastructure. We have considerable experience in Solano County on the I-80 Corridor. Attached to this proposal is a partial list of our relevant experience.

What tends to separate Gray-Bowen from other engineering firms is our focus on the process. We help our public and private clients secure what they really want and need – project definition, funding and approvals. Our office has strong working relationships with Caltrans (District, Region and

February 1, 2011
Page 2 of 4

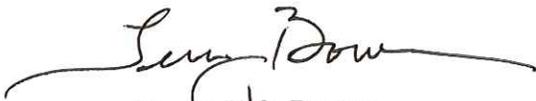


Headquarters), as well as the Metropolitan Transportation Commission and the California Transportation Commission (CTC).

We propose consideration of a time and expense reimbursement type contract. At this point, we would propose consideration of an initial, not to exceed budget of \$25,000 over the next six month period. Gray-Bowen invoices monthly on a time and expense basis under our adopted fee schedule (attached).

Bill Gray will be the Principal in Charge who will take an active role in this project. I will be Gray-Bowen's Project Manager assigned to the STA. Thank you for the opportunity to present this proposal. We look forward to working with you and will commit the necessary time to the effort. If you have any questions or would like any additional information, please do not hesitate to let me know.

Very truly yours,



Teresa K.Q. Bowen
Senior Vice President

cc: Bill Gray

Attachment: Scope of Work
Fee Schedule



Solano Transportation Agency
Gray-Bowen
I-80 Corridor Transit Centers: P3 Feasibility Study
Proposed Scope of Work

Phase I: Develop Work Plan

Task 1: Gather Existing Information, Stakeholder Identification/Interviews

Consultant will obtain from STA and member agencies, available information on transit centers/park and ride projects in the I-80 Corridor. Information includes, but is not limited to, project descriptions such as Fact Sheets, relevant reports, exhibits, short and long range planning information, including project development and capital cost estimates. Consultant will work with STA staff to identify key stakeholders. Consultant shall schedule and conduct interviews with key stakeholders to determine the member jurisdiction's "vision" for their transit center and factors that would help them achieve their vision. The intent is not to pre-judge outcomes but to assess the needs of each stakeholder, determine the degree of interest in the concept of utilizing public private partnerships and an effort to evaluate the feasibility of public private partnerships in the I-80 Corridor.

Deliverables: Project information, stakeholder interviews

Task 2: Develop Objectives/Vision Statement for Feasibility Study and Formulate Work Program

Based on findings from Task 1, Consultant will work with the Stakeholders to develop a consensus statement for a Feasibility Study and formulate a Work Program to guide and conduct the Feasibility Study. The Vision Statement will identify member agencies who wish to participate in the Feasibility Study, Introduction/Background statement and articulate the goals of the Feasibility Study. The Work Program will consider the formation of a policy level working group, executive level interagency steering group, as well as a technical advisory committee.

Deliverables: Objectives/Vision statement that has consensus of stakeholders, Work Program

Task 3: Draft Request for Proposals for Feasibility Study

Using a template furnished by STA, Consultant will draft the Request for Proposals and coordinate with STA staff and key stakeholders to finalize the RFP. Consultant is available to assist STA staff in retention of a consultant.

Deliverables: Final RFP

Phase II: Manage Feasibility Study

Scope to be determined upon completion of Phase I.



Gray-Bowen Relevant Experience

On the I-80 Corridor in Solano County

1. **Solano Transportation Authority (STA):** Assisted the STA in the evaluation of options and opportunities for reorganization when the decision was made to shift from an agency that was staffed by Solano County to an agency with an independent staff; we assisted with establishment of a two county committee (Solano and Contra Costa) to coordinate issues related to the development of both the Benicia-Martinez and the Carquinez bridges. In addition, Gray-Bowen assisted the STA with the development of various applications for funding for a number of rail stations along the Capitol Corridor. Recently, Gray-Bowen supported STA with stakeholder interviews and outreach as the county was deliberating on whether to place a vehicle registration fee measure on the ballot.
2. **City of Benicia:** Represented the City in discussions/negotiations with Caltrans on a variety of issues associated with the then proposed Benicia-Martinez Bridge project. In conjunction with our work with the City, we were able to secure PEVA funding for a joint Contra Costa/ Solano study of the 80/680/780 freeway corridors in what has come to be called the “triangle study.” Gray-Bowen also assisted the City with development of applications for funds to rehabilitate an old rail station in their downtown area (TEA funds) and with a proposal to construct a new rail station on the Capitol Corridor.
3. **City of Vallejo:** Assisted the City with efforts to assist Caltrans in advancing completion of the complex and environmentally challenging Route 37 widening project. The firm was instrumental in the City’s success in securing additional funding from Caltrans as well as the STA to fund the work of a “Policy Advisory Committee” that included federal, state and local elected officials; Caltrans, FHWA and a variety of state and federal resource agencies; and representatives from business, labor, and environmental community. The effort resulted in the development of the White Slough Area Specific Plan, which cleared the way for Caltrans to advance an environmental document for the project. Gray-Bowen is currently assisting the City with the following projects: Vallejo Station Downtown Transit Center, Transit Center at Curtola Parkway and Lemon Street, and I-80/American Canyon/Hiddenbrooke Interchange Improvements.
4. **City of Dixon:** Assisted the City with efforts to secure federal demonstration funding for and advance project development work on a proposed railroad grade separation in the downtown area as well as efforts to secure funding for a new rail station on the capitol corridor.
5. **City of Vacaville:** Advised and assisted with project delivery issues related to the City’s I-80/Bella Vista Road and I-80/Nut Tree Road Overcrossing projects.

GRAY•BOWEN
FEE SCHEDULE
 Effective January 1, 2011



	<u>Hourly Rate</u>
President – William Gray	\$275.00
Senior Vice President – Terry Bowen	\$260.00
Senior Associate Professional – Mike Evanhoe	\$275.00
Vice President – Leo Scott	\$255.00
Associate Professional – Peter Oswald	\$249.00
Vice President – Trudy Presser	\$238.00
Principal Engineer – Peter Tsai	\$211.00
Chief Transportation Planner – Don Reynolds	\$210.00
Senior Engineer/Project Manager III – Jim Edmunds	\$210.00
Associate Engineer/Project Manager II	\$195.00
Assistant Engineer/Project Manager I	\$184.00
Project Coordinator – Karen Gleeson	\$146.00
Project Analyst – Roni Hattrup	\$146.00
Administration/Research	\$112.00
Word Processing/Data Entry- Theo Wallace	\$96.00
Clerical/ Messenger	\$78.00
Consultation/Representation	TBD

Rates subject to change on January 1, 2012. Hourly rates include office overhead (routine clerical, local travel (mileage), etc.). Expenses (parking, tolls, printing, out of area travel, telephone, express mail, delivery, authorized entertainment, etc.) will be billed at cost plus 10%.

Gray-Bowen, Inc. reserves the right, in its discretion, to sub-contract portions of its projects to other qualified professionals. All costs and fees for any sub-contracted services will be billed at cost plus 10%.

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DATE: January 31, 2011
TO: STA Board
FROM: Joy Apilado, Human Resource Consultant
RE: Proposed Modifications to the STA Retirement Benefits Plan

Background:

The Solano Transportation Authority (STA) is a member of the retirement system with the California Public Employees Retirement System (CalPERS) under the Miscellaneous Plan Service Retirement Benefit of 2% @ 55 full formula with final compensation based on the highest 36 months (3 years) of employment. This retirement benefit was in place at the county in 1996 when STA became an independent agency, and has not been adjusted. In 1997, STA opted out of Social Security and instead established the 401(a) Defined Contribution Plan through Nationwide Retirement Systems as an alternative with a required employee contribution of 3.8% and an employer contribution of 6.2% for a total of 10%.

In January 2011, the STA Board was presented the Proposed Modification to the STA Retirement Benefits Plan. This proposed modification to the retirement benefits plan is based on direction given by the STA Board in July 2009 to explore the retirement options available to all STA employees as a part of the Executive Director's annual employment contract review with the STA Board direction that any retirement option changes is cost neutral to the agency. STA staff and the STA's Personnel Consultant, Joy Apilado, have explored options for modifications to the existing retirement benefits.

Discussion:

The STA Board's goals for evaluating STA's retirement benefit are: (1) consideration of investment strategies; (2) the retention of quality employees; (3) strive to maintain staff continuity; and (4) control financial costs. In considering the STA's retirement investment strategy, staff reviewed options between the current 401(a) Defined Contribution Plan and a Defined Benefit Plan. The Defined Contribution Plan that the STA provides through Nationwide Retirement Systems 401(a) provides STA staff at the time of retirement with a benefit based on what has been contributed to the plan. With a Defined Benefit Plan, such as provided by Public Agency Retirement Services (PARS), STA staff would receive the benefit as an enhancement to their CalPERS Plan benefit.

As part of the Retirement Plan evaluation, the staff reviewed three options. First, maintain the current retirement plan and not make any changes. Second, explore options for providing an adjustment of 0.7% to the current 2% @ 55. An actuarial has been completed through CalPERS to determine the amount needed for modifying the current retirement plan. For an additional 0.7%, there would be a contribution rate increase of 3.923% for STA and 1.0% employee starting in Fiscal Year 2010-11. This benefit would apply to all current and future employees of STA, and future increases would be determined by the annual actuarial rates through CalPERS based on the organization changes. The third option considered is to replace the current STA's 401 (a) contribution of 6.2% with the Public Agency Retirement System (PARS).

The PARS plan is a Defined Benefit Plans under the Internal Revenue Code (IRC) 401(a). PARS currently has over 500 member agencies with over 900 different retirement plans under their administration. The County of Solano, City of Vacaville, and the City of Fairfield are among the local agency members of PARS. Under PARS, STA has the ability to design a more flexible plan, offer in the attraction and retention of its valuable employees, and there are less fiscal constraints otherwise mandated under the CalPERS plan. In addition, this option would give the STA's staff the added diversity of retirement funds, rather than a single retirement plan option.

An Actuarial Valuation was done by Mr. Robert Dezube of Milliman, Inc. of Vienna, Virginia. The actuarial consulting firm of Milliman, Inc. is among the world's largest independent actuarial and consulting firms.

In May 2010, the actuarial valuation for the PARS Plan was completed. The recommended plan provisions are as follows:

- a. All STA employees are included in the plan;
- b. Benefit service includes STA credited CalPERS service; purchases of additional service credit are not included;
- c. Vesting service is lapsed time of continuous service with STA;
- d. Employee contribution is required equal to 2% of compensation;
- e. Final average compensation is the average of the highest thirty-six (36) months of compensation, excluding the employee contributions to CalPERS paid by the STA;
- f. Employee is eligible for the supplemental benefit upon meeting the minimum age of 55, completing 5 years continuous service with STA, and concurrently retiring under the CalPERS and the PARS plan;
- g. No disability benefit under this plan, other than the return of the employee contribution with 3% interest per annum;
- h. The plan provides a pre-retirement death benefit to spouses or registered domestic partners of the employees who met the age and service condition for retirement;
- i. Employees who terminate employment with STA will receive a refund of their contributions with 3% interest per annum;
- j. The Plan is a life-only annuity;
- k. The Plan payment will increase by 2% annually for cost of living.

The actuarial valuation and assumption result was below the original anticipated cost. The following are the results of the actuarial assumptions based on the STA's eighteen (18) employees' demographic information and using the FY 2010-11 annual salary budgets:

A. Present Value of Future Benefits	\$839,361
B. Present Value of Normal Costs	<u>\$520,247</u>
C. Actuarial Liability (A - B)	\$319,114
• Total FY 2010-11 STA Budget Cost (2.93%)	\$45,317
• Total FY 2010-11 Employee Cost (2%)	<u>\$30,933</u>
Total PARS Contribution FY 2010-11	\$76,250

In comparison, the STA's current FY 2010-11 retirement budget:

Current 401(a) Nationwide Retirement System @6.2%	\$95,646
Proposed PARS Retirement Plan @2.93%	<u>\$45,317</u>
Cost Reduction	\$50,329

Although the total annual retirement budget cost to the STA is reduced under the PARS Plan, the administration of the plan and the required actuarial valuation every two years is an additional cost to the plan. PARS administrative cost annually is \$9,000 and the actuarial cost every two years is approximately \$7,000. Consequently, the initial start of the plan has no assets, wherein the actuarial liability is in the amount of \$319,114. STA can make additional payments towards the reduction of the actuarial liability. The staff recommends an additional contribution beginning FY 2010-11 in the amounts of \$25,000, utilizing the annual savings to reduce the actuarial liability for this plan.

The tables below show STA's salaries and retirement contributions for the last five (5) fiscal years and the next ten (10) years projections. Table A below, shows the previous five (5) fiscal years of actual salaries and Defined contributions through the Nationwide Retirement Systems 401(a).

Table A

FY	# of Employees (EE)	Salaries Actual	401(a) Contributions Actual
2005-06	17	\$1,024,392	\$63,512
2006-07	17	\$1,120,955	\$69,499
2007-08	18	\$1,332,887	\$82,639
2008-09	18	\$1,481,522	\$91,854
2009-10	18	\$1,534,068	\$95,112

Table B below, shows the comparison between the current Defined Contribution Plan and the proposed Defined Benefit Plan with the proposed additional contribution to reduce the actuarial liability.

Table B

FY	# of EE	Salaries Projections ¹	401(a) @6.2% Current	PARS @ 2.93% Proposed	PARS Additional Contribution Proposed	PARS Total Annual Cost Proposed
2010-11	18	\$1,546,672	\$95,646	\$45,317	\$25,000	\$70,317
2011-12	18	\$1,577,605	\$97,812	\$46,224	\$25,000	\$71,224
2012-13	18	\$1,609,158	\$99,768	\$47,148	\$25,000	\$72,148
2013-14	18	\$1,641,341	\$101,763	\$48,091	\$25,000	\$73,091
2014-15	19	\$1,674,168	\$103,798	\$49,053	\$25,000	\$74,053
2015-16	19	\$1,707,651	\$105,874	\$50,034	\$25,000	\$75,034
2016-17	19	\$1,741,804	\$107,992	\$51,035	\$25,000	\$76,035
2017-18	19	\$1,776,640	\$110,152	\$52,056	\$25,000	\$77,056
2018-19	19	\$1,812,173	\$112,355	\$53,097	\$25,000	\$78,097
2019-20	19	\$1,848,416	\$114,602	\$54,159	\$0	\$54,159

¹Salary projection is estimated with 2% annual increase.

By utilizing the current 401 (a) contributions paid by STA for this proposed retirement modification and enhancement, the STA Board's goals and directives of a retirement option changes for a cost neutral is not only attained, but will also give future cost savings to the agency.

As required by the Government Code Section 7507 and recent changes made by Senate Bill 1123 (Stats. 2008, Ch. 371) effective January 1, 2009, an actuarial is required for any proposed change in retirement benefits or in Other Post Employment Benefits (OPEB). A representative from PARS and Milliman, Inc. are scheduled to be in attendance at the STA Board Meeting for the plan adoption and approval.

Fiscal Impact:

The STA's proposed PARS Plan contribution at 2.93%, the administration fee of \$9,000, and an additional payment to the Actuarial Liability of \$25,000 for FY 2010-11 is a total of \$79,317 for a savings of \$16,329. This retirement benefit conversion will result in a benefit savings for the next ten (10) years of approximately \$238,500 or 23% of retirements benefit cost.

Recommendation:

Authorize the Executive Director to:

1. Replace the 401(a) Defined Contribution Plan to a Defined Benefit Plan with PARS for an annual savings of approximately \$50,000;
2. Award contract to PARS for the administration and management of the PARS Plan for an annual amount of \$9,000; and
3. Increase PARS annual payment towards the payoff of the Actuarial Liability in the amount of \$25,000 for the next five to ten years.



DATE: February 3, 2011
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Solano Sustainable Communities Strategy Update/
Regional Transportation Plan (RTP) Projects Submittal Update

Background:

AB 32, the California Global Warming Solutions Act of 2006 is intended to substantially reduce the emission of Greenhouse Gases (GHG), primarily carbon dioxide. SB 375, approved in 2008, is designed to implement a portion of AB 32 by integrating regional decisions on land use planning and transportation investment. This is primarily accomplished by requiring regional Metropolitan Planning Organizations (MPOs) to develop a Sustainable Communities Strategy (SCS) that:

- Accommodates all of the region's growth, both in total numbers and by economic groups;
- Specifies the general location and density of housing development; and
- Ties transportation investments through the Regional Transportation Plan (RTP) to new development or redevelopment, in order to reduce Vehicle Miles Traveled (VMT), the proxy measure for GHG emissions.

SB 375 only addresses emission reductions from reductions in VMT for cars and light trucks. Other initiatives under AB 32 deal with improved vehicle fleet fuel economy, lower carbon fuels, and reduced emissions from heavy trucks, transit and non-transportation sources.

In addition to its use in developing the next RTP, the SCS will determine the base numbers for the Regional Housing Needs Allocation (RHNA). The Cities and the County are required to develop General Plan Housing Elements that accommodate their share of the RHNA. In previous years, the RHNA and RTP processes were separate.

Discussion:

The Association of Bay Area Governments (ABAG) and MTC have adopted final Performance Measures to be used in comparing land use development scenarios, including the Base Case (business as usual) and multiple alternatives. The final Performance Measures are provided in Attachment A.

MTC is preparing to issue a Call For Projects for the RTP, and to develop financial estimates for the region and for each individual county. The call for projects will officially go out on February 10, 2011.

However, the MTC timeline for submittal and analysis of projects is very short, with final submittal of all projects required by April 29, 2011. Within this time period, STA must meet MTC's public outreach goals (including outreach to low income groups and communities with limited English proficiency), identify projects, develop cost estimates,

determine which projects fit within the financial estimates provided by MTC, and complete submittal. STA staff is working to develop a more detailed schedule to meet these requirements, will provide it under separate cover, and it will become Attachment D to this staff report.

MTC is preparing financial assumptions to go along with the RTP Call for Projects. These assumptions include total revenues for the time period covered by the RTP, the formula for distribution of discretionary funds, and the definition of “committed projects.” Attachment B is the MTC staff memo on revenue projections. Attachment C is the MTC staff memo on committed projects. Specific issues of interest to Solano County are:

Revenue Projections: MTC assumes that Solano County will not pass a transportation sales tax measure during the term of the RTP, and that county sales tax revenues will grow at an average annual rate of 2.8%.

Distribution Formula: SB 375 requires MTC to consider financial incentives for the preservation of open space and farmland. MTC has not indicated at this time what, if any, financial incentives will be provided for this purpose.

Committed Projects: MTC wants to re-open the definition of projects that are committed, and therefore exempt from further assessment; or, are uncommitted, and are therefore subject to assessment and possible defunding. A key requirement would be to identify projects that are not under construction by December 31, 2011, as uncommitted. This could put both the SR 12 Jameson Canyon and the I-80 Eastbound Truck Scale projects in jeopardy.

Fiscal Impact:

None at this time. However, decisions made on the RTP will have a profound influence on future STA and local jurisdictions projects eligibility for State or Federal transportation funding.

Recommendation:

Adopt the STA RTP Call for Projects methodology and schedule in Attachment D.

Attachment:

- A. Adopted Performance Measures
- B. MTC Revenue Projections Memo
- C. MTC Committed Projects Memo
- D. STA RTP Call for Projects Methodology and Schedule (To be provided under separate cover.)

Date: January 26, 2011

W.I.: 1121

Referred by: Planning Committee

Attachment A

Resolution No. 3987

Page 1 of 2

Performance Targets for the Sustainable Communities Strategy/Regional Transportation Plan

GOAL/OUTCOME	#	RECOMMENDED TARGET <i>Unless noted, all targets are for year 2035 compared to a year 2005 base</i>
CLIMATE PROTECTION	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15% <i>Statutory - Source: California Air Resources Board, as required by SB 375</i>
ADEQUATE HOUSING	2	House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents <i>Statutory - Source: ABAG adopted methodology, as required by SB 375</i>
HEALTHY & SAFE COMMUNITIES	3	Reduce premature deaths from exposure to particulate emissions: <ul style="list-style-type: none"> • Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10% • Reduce coarse particulate emissions (PM₁₀) by 30% • Achieve greater reductions in highly impacted areas <i>Source: Adapted from federal and state air quality standards by BAAQMD</i> Associated Indicators <ul style="list-style-type: none"> • Incidence of asthma attributable to particulate emissions • Diesel particulate emissions
	4	Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) <i>Source: Adapted from California State Highway Strategic Safety Plan</i>
	5	Increase the average daily time walking or biking per person for transportation by 60% (for an average of 15 minutes per person per day) <i>Source: Adapted from U.S. Surgeon General's guidelines</i>

Attachment A
Resolution No. 3987
Page 2 of 2

GOAL/OUTCOME	#	RECOMMENDED TARGET <i>Unless noted, all targets are for year 2035 compared to a year 2005 base</i>
OPEN SPACE AND AGRICULTURAL PRESERVATION	6	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries) <ul style="list-style-type: none"> • Scenarios will be compared to 2010 urban footprint for analytical purposes only. <i>Source: Adapted from SB 375</i>
EQUITABLE ACCESS	7	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing <i>Source: Adapted from Center for Housing Policy</i>
ECONOMIC VITALITY	8	Increase gross regional product (GRP) by 90% – an average annual growth rate of approximately 2% (in current dollars) <i>Source: Bay Area Business Community</i>
TRANSPORTATION SYSTEM EFFECTIVENESS	9	<ul style="list-style-type: none"> • Decrease average per-trip travel time by 10% for non-auto modes • Decrease automobile vehicle miles traveled per capita by 10% <i>Source: Adapted from Caltrans Smart Mobility 2010</i>
	10	Maintain the transportation system in a state of good repair: <ul style="list-style-type: none"> • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10% of total lane-miles • Reduce average transit asset age to 50% of useful life <i>Source: Regional and state plans</i>



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: January 31, 2011

FR: Mat Adamo

RE: 2013 SCS/RTP Revenue Projection Assumptions

This memo sets forth the proposed financial assumptions for the revenue projections element of the RTP/SCS.

Background:

The economic landscape for the San Francisco Bay Area has changed since the financial projections were prepared for *Transportation 2035* (T2035). Although changes were made to the revenue projections prior to the Plan's adoption in 2009 to account for the economic downturn, the sustained recession is likely to affect the robustness of future revenue generations, specifically sales tax revenues.

It is important to strike a balance in the revenue forecasts – to maintain the integrity of financial constraint while also realistically anticipating new funding. This balance will ensure that transportation programs and improvements can be delivered in a timely manner.

MTC's past practice, with the exception of anticipated funds in T2035, has been to limit financially constrained revenues to existing, statutorily authorized funding streams. For this plan, staff believes it is reasonable and consistent with federal planning regulations to include revenues when there is a demonstrated record of success in securing them. Examples of these types of revenue streams would include the reauthorization of sales tax measures and bridge toll increases.

Schedule

Once the guiding financial assumptions are finalized, staff will complete draft long-range revenue projections by March 2011. These draft projections will be brought to the Partnership Technical Advisory Committee (PTAC), the Regional Advisory Working Group (RAWG), and the Policy Advisory Council in March for review. The draft projections may be used to guide further development of the Plan; however, financial projections will not be finalized until shortly before the adoption of the Plan in FY 2013, in order to allow for updates to revenue estimates based on legislative or economic changes.

General Assumptions

By way of background, the proposed timeframe and inflation assumptions are as follows:

- Time Frame – The time horizon for the SCS/RTP will be FY 2013 through FY 2040 (28 years).
- Inflation Rate – T2035 assumed a three percent inflation rate. For the 2013 SCS/RTP, staff consulted the Office of Management and Budget (OMB), which is projecting a long-term inflation rate of 1.8 percent. Staff believes this to be on the low side for the Bay Area. A 10-year

historical average of the Bay Area's Consumer Price Index (CPI) yields an annual growth rate of 2.6 percent. Staff recommends using a 2.2 percent rate—which is the average of the Bay Area's historical average and the OMB's long-term rate—in order to moderate for the potential difference in Bay Area vs. national CPI growth.

Key Revenue Sources

There are over 50 transportation revenue sources that must be projected for the RTP/SCS; however, some are more significant in terms of their contribution to overall revenue. Figure 1 below ranks the T2035 revenue sources, by percent share of total revenue, with 90 percent of the total revenue identified by specific sources. Sales-tax based revenues comprise approximately 25 percent of T2035 total revenue.

Figure 1: Ranking of Fund Sources by Relative Contribution to T2035 Revenues

Revenue Source	T2035 Baseline	% Share of Total RTP Revenue
Sales Tax (1/2 cent, TDA, AB1107)	\$54.7	25%
Local Streets and Road Revenue	\$28.4	13%
Transit Fare Revenues	\$25.8	12%
FTA Formula Funds (5307 and 5309)	\$14.7	7%
Other Local Taxes	\$13.2	6%
Bay Area Toll Authority Toll Revenues	\$12.9	6%
Anticipated Revenue	\$12.9	6%
SHOPP	\$10.2	5%
State Transit Assistance	\$6.6	3%
Federal Surface Trans. Program/CMAQ	\$6.2	3%
HOT/Express Lanes	\$6.1	3%
Regional Transp. Improvement Program	\$5.5	3%
All Other Revenues	\$20.7	9%
Total	\$218.0	100%

Recommended Assumptions by Revenue Category

The discussion below highlights several key revenue sources and recommends assumptions for use in estimating the long-range revenues. Further, preliminary estimates are included for most revenue sources; however, please note the amounts may be revised based on additional data between now and March.

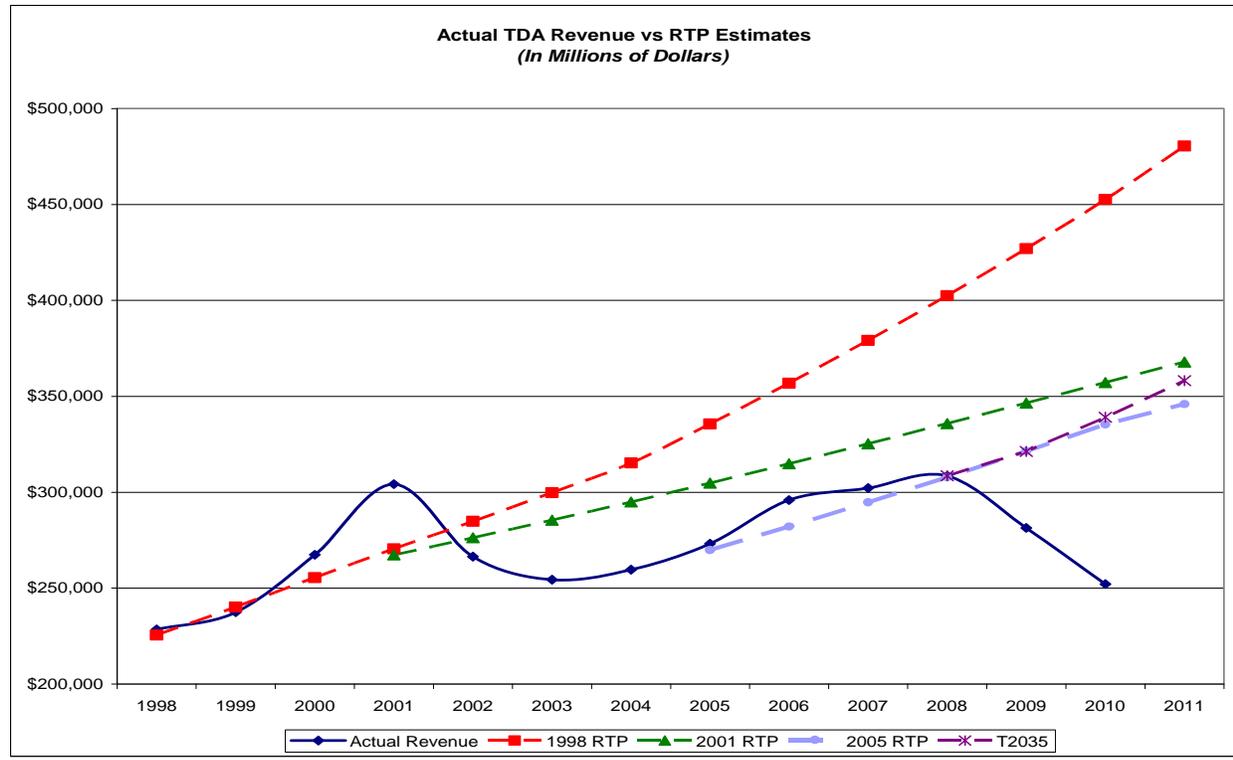
Local Funds:

Sales Tax (TDA, AB 1107 and local sales tax measures)

Sales tax-based revenue is difficult to forecast since it is subject to the inevitable contractions and expansions of the general economy. As illustrated in Figure 2 below, in each of the last four RTPs, Transportation Development Act (TDA) sales tax revenue projections have been higher than actual

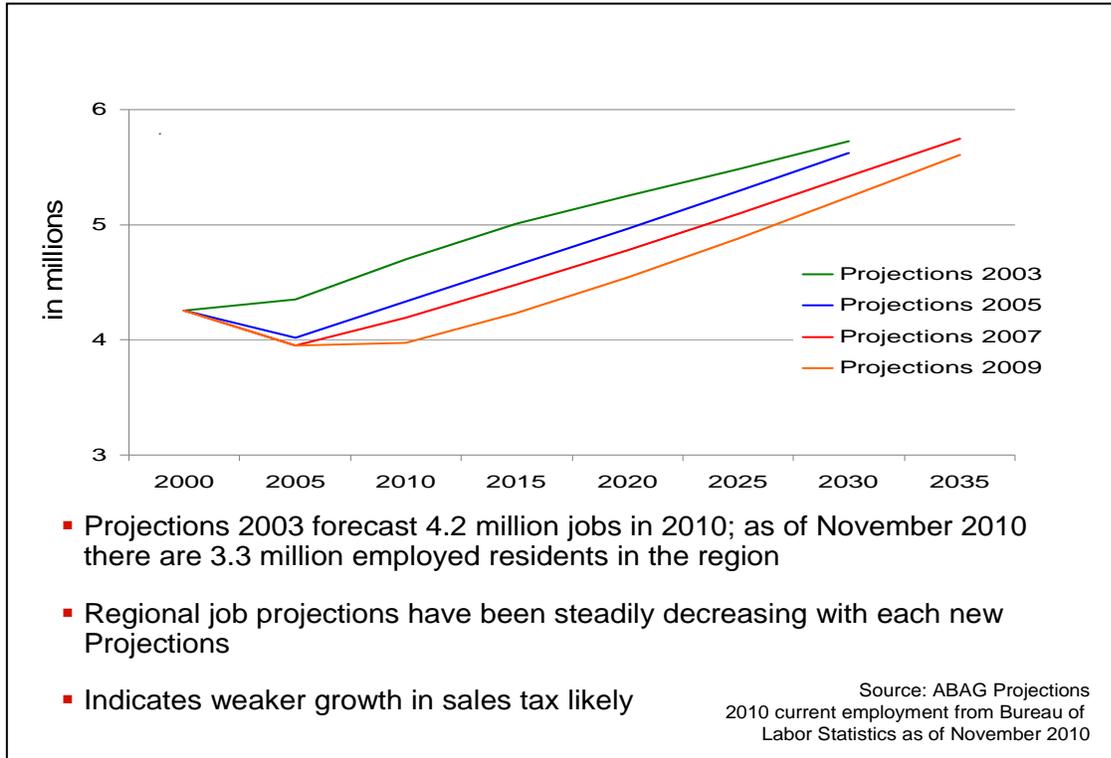
receipts. In T2035, staff modified the base year used in order to be more conservative, but could not have predicted the dramatic downturn that occurred in FY 2009.

Figure 2: TDA Sales Tax Revenue –RTP Projected vs. Actual



Taxable sales tax growth is driven by demographic changes as well. As shown in Figure 3, past RTPs have similarly overestimated job growth, at least in the near-term.

Figure 3: Regional Job Projections (in millions)



For the RTP/SCS, MTC intends to rely primarily on projections of sales tax revenues provided by the relevant sales tax authorities, which have generally been more conservative because of added financial review related to bond issuance. The growth rates assumed in these estimates will also inform the projections of Transportation Development Act and AB 1107 funds. Figure 4 on the next page summarizes the average growth rates assumed by the sales tax authorities, based on information currently provided to MTC.

In addition, the Association of Bay Area Governments (ABAG) is preparing forecasts of taxable sales for the region in order to provide a reasonableness check compared to what is forecasted by the sales tax authorities. This forecast is expected to be available in February 2011. MTC staff will work with the sales tax authorities to refine estimates where there are significant differences. ABAG estimates of taxable sales will likely be used to forecast TDA revenue for Napa and Solano counties.

Figure 4: Draft Sales Tax Revenue Growth Rates by County/District

County	Average Annual Growth Rate
Alameda	2.0%
Contra Costa	1.1%
Marin*	2.2%
Napa**	2.8%
San Francisco	3.6%
San Mateo	2.9%
Santa Clara	2.1%
Solano**	2.8%
Sonoma	4.0%
SMART*	3.4%

*Marin and SMART growth rate are placeholders and subject to change once sales tax estimates are provided.

**Napa and Solano growth rates represent their weighted average of growth rates in the other seen counties and will be updated in February 2011 based on ABAG’s forecast.

Recommendation: Use estimates and assumed growth rates provided by the sales tax authorities for sales tax measure revenue and to forecast TDA and AB 1107 revenue. Use forecast of taxable sales prepared by ABAG to estimate TDA revenue in Napa and Solano counties, and to use as a comparison against the sales tax authority estimates. An estimate prepared using the numbers in figure 4 would yield the following totals:
Estimated Totals
 TDA --\$11.2 Billion
 AB 1107 -- \$9.2 Billion
 Sales Tax Measures (Authorized) -- \$24.5 Billion
 *The local sales tax measures revenue estimate does not assume passage of a county sales tax in Napa and Solano Counties.

Countywide Vehicle Registration Fees

New revenue generated from the \$10 vehicle registration fees, per SB 83 (Hancock), passed in November 2010, in Alameda, Marin, San Francisco, San Mateo, and Santa Clara counties.

Recommendation: Include currently active Vehicle Registration Fees in the Local Revenue Category
Estimated Total:
 \$1.4 billion

Regional Revenues: Bridge Tolls

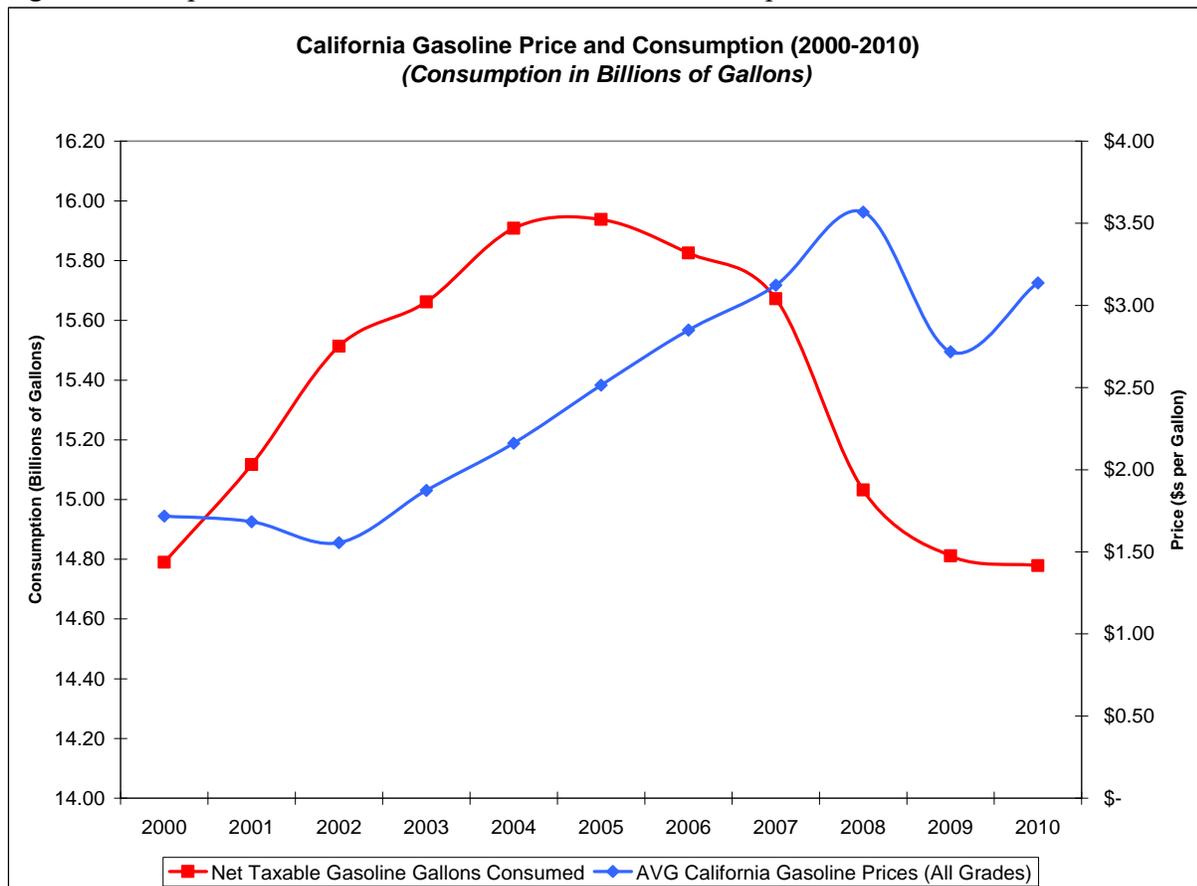
Growth assumptions based on the Bay Area Toll Authority (BATA) model average 0.3 percent growth per year for the combined regional bridges.

Recommendation: Assume that toll-paid vehicle growth averages 0.3 percent per year.
Estimated Total:
 \$18.5 billion

State Revenues

Several of the more significant State revenues are fuel tax based and are dependent on assumptions for fuel price and consumption growth. As with sales-tax based revenues, growth rates relevant to fuel are difficult to predict, and are subject to trends in the general economy. Figure 5 below shows a 10-year trend of price and consumption growth for fuel in California. As shown, consumption has generally declined as prices increased and further declined as a result of the economic recession. The downward trend seems to have flattened beginning in 2010. Fuel prices also turned sharply downward as a result of the recession, but are rising again as the economy begins to recover.

Figure 5: Comparison of Retail Gasoline Prices vs. Consumption



For T2035, MTC relied on information about price and consumption provided by the Legislative Analyst’s Office. For the RTP/SCS, staff proposes to use consistent fuel price and consumption assumptions for both the financial projections and the scenario modeling activities.

Revised fuel price and consumption growth rates will be available in March. In the meantime, staff is assuming the same growth rates that were used in T2035. To produce the draft estimates contained in this memo, a fuel price growth rate of approximately 2.4 percent for both gasoline and diesel was applied to a FY 2009 base price of \$2.86 per gallon. Consumption is estimated to grow at 1.25 percent annually for gasoline and 2.5 percent annually for diesel fuel.

Gas Tax Subvention

The projection of gas tax revenue is complicated given the Gas Tax Swap that was enacted by the Legislature in 2010 and the subsequent approval by the voters of Propositions 22 and 26. In the first case, the “swap” raised the excise tax on gasoline and eliminated the sales tax on gasoline from Proposition 42 in a manner that was intended to be revenue neutral for transportation. Subsequently, voters enacted propositions that retroactively require a 2/3 vote to validate the excise tax increase by November 2011. It could take a court decision to clarify the how Proposition 26 affects the gas tax swap. The worst case is that elements of the swap that lowered the sales tax would remain in effect while the new excise tax and higher diesel sales tax would be repealed. The draft assumptions assume that the gas tax revenues will be consistent with current levels either through a 2/3rd re-enactment of the gas tax swap (as proposed in the Governor’s FY2011-12 State Budget proposal) or a substitute measure.

Recommendation: Project revenues for the 18 cent base excise tax and an excise augmentation amount that is consistent with estimated Proposition 42 levels. Assumptions are subject to change based on up-coming legislative activity. Fuel price and consumption rates will be consistent with the RTP/SCS scenario modeling activities. The current estimates assume T2035 price and consumption rates described above.

Estimated Total:
 \$14.8 Billion

State Transportation Improvement Program (STIP)

Recommendation: Assume the same funding levels as are contained in the 2010 STIP Fund Estimate. Assume that new funding for the post- STIP period will come only from the share of the augmented excise gas tax to be directed towards the STIP, plus any remaining resources available from the Public Transportation Account. For the projections, the STIP is assumed to be continue to be split 75% to the Regional element, or RTIP, and 25% to the Interregional element, or ITIP.

Estimated Total:
 RTIP-- \$6.1 Billion
 ITIP -- \$1.5 Billion

State Highway Operation and Protection Program (SHOPP)

Recommendation: Assume the same funding levels as are contained in the 2010 STIP Fund Estimate. Assume that funding in periods after the time horizon of the STIP fund estimate will grow at a constant rate.

Estimated Total:
 SHOPP-- \$14.2 Billion

State Transit Assistance (STA)

Revenue levels for the STA program are derived primarily from the sales tax on diesel revenue, and formerly, with a portion of Proposition 42 funds. STA funding amounts are also in question due to the passage of Propositions 22 and 26. The gas tax swap raised the *sales tax* on diesel to 1.75 percent and reduced the excise tax, while eliminating Proposition 42. It also redirected a portion of State Highway Account funds to the STA and increased the share of PTA funds that would go to

2013 SCS/RTP Revenue Projection Assumptions

January 31, 2011

Page 8 of 10

fund the STA program from 50 percent to 75 percent; however, with the passage of Proposition 22, it is believed that the share will revert to 50 percent. It is possible that a re-enactment of the gas tax swap through a 2/3rd vote of the Legislature would allow the share of PTA revenue that goes to fund the STA program to remain at 75 percent.

Recommendation: Assume that the provisions of the gas tax swap remain in place, but that the STA program will only receive 50 percent of the diesel sales that would go to the PTA.

Assumptions are subject to change based on up-coming legislative activity. Fuel price and consumption rates will be consistent with what will be assumed by MTC in the Plan's scenario modeling activities.

Estimated Total:

\$6.3 Billion

High Speed Rail (HSR)

Recommendation: Assume the Bay Area will receive a share of the \$40 billion dollar HSR project from San Francisco to Los Angeles that is consistent with the proportional share of track mileage that will be built in the Bay Area (18.3 percent), relative to the total.

Estimated Total:

\$7.3 Billion

Federal Formula Funds

Without a new multi-year authorization, it is difficult to assume a growth rate for federal funds. The T2035 assumed annual growth rate of four percent has proven to be too optimistic in the short term for on-going formula funds.

Recommendation: Assume a three percent annual growth rate

Estimated Total:

FTA Formula Funds (5307 and 5309) -- \$16.3 Billion

STP/CMAQ -- \$7.9 Billion

Reasonably Anticipated Revenue:

“Reasonably Anticipated Revenue” represents funding that is likely to become available from federal or state sources over the course of the Plan period, but is unspecified in terms of source or expenditure requirements. Reasonably Anticipated Revenues differ from new, specific revenue that would be generated under local or regional control such as sales tax rollovers or regional toll increases. An example of Reasonably Anticipated Revenue would be the American Recovery and Reinvestment Act (ARRA) transportation funding that was distributed by the federal government in FY 2009 in response to the national recession. In T2035, an estimated \$13 billion in “anticipated” revenue was added to the financially constrained revenues based on revenue sources that materialized over a fifteen year period from 1998 through 2012. Shifting the period of analysis forward by four years yields approximately the same amount of ‘anticipated’ revenue.

Recommendation: Estimate the amount of anticipated funding that will become available over the course of the RTP/SCS based on the average annual amount of revenue that has become

2013 SCS/RTP Revenue Projection Assumptions

January 31, 2011

Page 9 of 10

available between the years 2002 to 2016 that was not otherwise accounted for in the estimates. To be conservative, staff recommends not assuming any anticipated funding in the first five years.

Estimated Total:

\$14 billion

Additions to Constrained Revenue:

Public Private Partnership (PPP) Funds

Estimate assumes private contribution of funds roughly equal to 2.5 percent of the total cost of all projects costing over \$50 million (based on T2035 projects). This figure will be refined based on project totals for the new RTP/SCS and further information on the likelihood of PPP contributions over the horizon of the Plan.

Estimated Total:

\$500 million

New Bridge Tolls

Assumes one \$1 increase in bridge tolls over the RTP/SCS period. This increase would take place by FY 2019.

Estimated Total:

\$ 2.3 billion

Sales Tax Reauthorization

Estimate assumes that all existing sales tax measures will be renewed and revenues will extend for the full course of the Plan.

Estimated Total:

\$5 billion

Express Lane Revenue

The revenue estimates for the regional Express Lane Network are being updated to reflect economic projections and will be provided at a later date.

Estimated Total: **\$TBD**

Summary-Constrained Revenues:

The summary below does not represent all revenue categories in either the Draft RTP/SCS or T2035. Once additional estimates are available, staff will provide a comprehensive summary. Note that until the Express Lane Network revenue estimates are updated, the comparison in Figure 6 does not include, in either column, HOT/Express lane revenue, which totaled approximately \$6 billion in T2035.

Figure 6: Draft 2013 SCS/RTP Revenue Totals Compared to T2035

Revenue Category	Draft RTP/SCS (Billions)	T2035 (Billions)
Sales Tax (Measures, TDA, AB1107)	44.9	54.8
Enacted Vehicle Reg Fees	1.4	0
Bridge Toll	18.5	13.0
Extended Sales Tax/Bridge Tolls	7.3	0
Gas Tax Subvention	14.8	12.0
RTIP / ITIP	7.6	7.4
SHOPP	14.2	10.2
STA	6.3	6.6
High Speed Rail	7.3	3.0
Federal Formula Funds (5307/5309 & STP/CMAQ)	\$24.2	\$20.9
Reasonably Anticipated Revenue	14.0	13.0

Potential Revenues

In addition to the financially constrained revenues, we will need to consider whether to incorporate potential revenues that may become available over the Plan period. Although there are substantial hurdles to secure these revenue streams, it is worthwhile to consider them for advocacy and planning purposes.

- 10-Cent Regional Gas Tax -- \$9 Billion (Approximately \$300 million annually)
- Regional Parking Revenue -- \$TBD
- \$10 Vehicle Registration Fee for Contra Costa, Napa, Sonoma and Solano Counties -- \$619 million



**METROPOLITAN
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Memorandum

TO: Partnership Technical Advisory Committee

DATE: January 31, 2011

FR: Ashley Nguyen

W. I.

RE: Preliminary Draft Committed Funds and Projects Policy for Regional Transportation Plan/Sustainable Communities Strategy - REVISED

Purpose & Background

For the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), MTC staff is proposing to update the Policy on prior commitments approved by the MTC Planning Committee for the Transportation 2035 Plan.

The determination of which projects and funding sources are deemed “committed” affects the amount of transportation revenues that will be subject to discretionary action by the Commission.

The Policy to be developed for the RTP/SCS will:

1. Determine which projects proposed for inclusion in the RTP/SCS are not subject to discretionary action by the Commission because the project is fully funded and is too far along in the project development process to consider withdrawing support. While local funds for a project will remain with that project, a fully locally funded project that is not far along in the project development process may be subject to project performance assessment by the Commission.
2. Determine which fund sources are subject to discretionary action by the Commission for priority projects and programs.

Determining prior commitments for projects and fund sources is a necessary first step in the discussion of how to spend the revenues projected to be available to the region over the 25-year life of the RTP/SCS. This determination includes the following three steps: (1) prepare the 25-year revenue assumptions and forecasts, (2) determine what funds and what projects are committed and will be included in the RTP/SCS without further evaluation, and (3) determine the revenue balance that is subject to MTC discretion by subtracting those committed funds and committed projects from the projected revenues.

Preliminary Proposal

MTC staff has prepared a preliminary Draft Policy on prior commitments (see **Attachment A**) for discussion and input from the Bay Area Partnership, SCS Regional Advisory Working Group, MTC Policy Advisory Council, and stakeholders. The key issues addressed in the draft policy are outlined below.

Threshold Criteria for Determining Committed Funds or Projects

As summarized in Table 1, staff proposes a more limited set of criteria for what is considered committed and to define a smaller subset of funds and projects as committed than in past plans, thus “opening up” more funds for discretionary action.

**Table 1: Comparison of Prior Commitment Criteria
 Transportation 2035 Plan versus Proposed RTP/SCS**

T2035 Criteria	Proposed Criteria for RTP/SCS
Committed Funding Sources	
<i>Locally generated or locally subvented funds are committed.</i>	No change
<i>Transportation funds for operations and maintenance as programmed in the current Transportation Improvement Program, specified by law, or defined by MTC policy are committed.</i>	See Attachment A , Table 3 for a list of committed and discretionary fund sources
Committed Projects	
<i>Committed projects are not subject to a project performance assessment.</i>	
<i>Projects or project elements fully funded in the current TIP are committed, except Cycle 1 Regional Program funding commitments</i>	Project is under construction with full capital funding by December 31, 2011
<i>Resolution 3434</i>	Project under construction with full capital and operating funding identified by December 31, 2011 would be considered committed
<i>Ongoing regional operations programs are committed</i>	Regional programs with existing executed contracts through the contract period only

1. Definition of “Committed” vs. “Discretionary” Funding. Are there any proposed changes to these designations since Transportation 2035?

As proposed in this draft policy, a “committed fund” is a fund source that is directed to a specific entity or purpose as mandated by statute or by the administering agency. For committed funds, MTC has no discretion on where these funds go or how they are spent. For discretionary funds, the Commission has either complete discretion on how and where funds are spent, or can develop policies/conditions on the expenditure of funds.

The preliminary proposed designations for committed and discretionary funding are included in **Attachment A, Table 3**. Staff is proposing to define more funding sources as “discretionary” funds compared to Transportation 2035. For example, while some funds have historically been committed to certain purposes, the Commission may exercise its authority to condition these funds on adherence to regional policies to be developed in RTP/SCS process. In addition, as discussed in the Financial Forecast Assumption memo, there are new sources of discretionary funding that are proposed for the RTP/SCS.

Definition of “Committed Projects”

Staff proposes to require a project to be advanced in project development (e.g., beginning construction by December 31, 2011) in order to be designated as committed.

2. Projects Identified as Exempt By Senate Bill 375

SB 375 provides that projects programmed for funding on or before December 31, 2011, are not required to be subject to the provisions required in the SCS or Alternative Planning Strategy (APS) if they are:

- Contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, or
- Funded pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or
- Were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects.

MTC staff proposes that a project that meets these criteria may still be subject to performance assessment for inclusion in the RTP/SCS and be subject to Commission discretion based on financial constraint, policy or other considerations. This view is consistent with the California Transportation Commission’s guidance in the approved *2010 Regional Transportation Plan Guidelines*.

Schedule

Staff presents Preliminary Draft Committed Funds and Projects Policy to various committees for input.	PTAC: January 31, 2011 RAWG: February 1, 2011 Policy Advisory Council: February 9, 2011 Partnership Board: February 16, 2011
Draft Committed Funds and Projects Policy is reviewed by MTC Planning and ABAG Administrative Committees	March 11, 2011
Proposed Final Committed Policy is reviewed and approved by MTC Planning and ABAG Administrative Committees	April 8, 2011

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Attachment A
Draft Committed Policy for the
Regional Transportation Plan/Sustainable Communities Strategy

1. Prior Commitment Criteria – Project

The following criteria are proposed to determine Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prior commitments. Projects that do not meet these criteria will be subject to the project performance assessment.

- A transportation project/program that meets any one of the following criteria would be deemed “committed”:
 1. Project that is under construction with full capital funding by December 31, 2011
 2. Resolution 3434 Program – Project, or project segment, that is under construction with full capital and operating funding identified by December 31, 2011 (see **Table 1**). This list is subject to change based on construction activity over the next year.
 3. Regional Programs – Regional programs with executed contracts (see **Table 2a and 2b**) through contract period only

Table 1: Resolution 3434 Program

Committed	Not Committed
BART/Oakland Airport Connector	AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit
Eastern Contra Costa BART (eBART)	AC Transit Enhanced Bus: Grand MacArthur Corridor
BART to Warm Springs	Caltrain Electrification
BART to Berryessa Station	Caltrain Express Phase 2
Transbay Transit Center Phase 1	Capitol Corridor Phase 2 Enhancements
Capitol Corridor Expansion (parts)	ACE Service Expansion
Expanded ferry service to South San Francisco	Sonoma-Marin Rail
Muni Third Street Light-Rail: New Central Subway	Dumbarton Rail
	Downtown to East Valley: Light Rail and Bus Rapid Transit Phases 1 and 2
	Expanded ferry service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and other improvements
	Transbay Transit Center Phase 2 – Caltrain DTX
	BART: Berryessa to San Jose/Santa Clara
	SFCTA and SFMTA: Van Ness Avenue Bus Rapid Transit
	Tri-Valley Transit Access Improvements to/from BART

Table 2a: Ongoing Regional Operations Program

Committed Project	Uncommitted Project
Clipper contract executed to FY 2018-19	Clipper FY 2019-20 and beyond
511 contract executed to FY 2018-19	511 FY 2019-20 and beyond
Freeway Service Patrol/Call Boxes funded with SAFE funds	FSP Funded with STP funding
Transit Connectivity (up to \$10 million)	Any remaining program needs beyond \$10 million commitment

Table 2b: Regional Programs

Committed Programs – 1st and 2nd Cycle of New Act Funding through FY 2015
Local Road Maintenance
Regional Bicycle Program
Lifeline Program
Climate Initiatives Program
Transit Rehabilitation (currently funded in TIP)
Transportation for Livable Communities (TLC)
CMA/Regional Agency Planning Funds
Freeway Performance Initiative (FPI)

2. Prior Commitment – Funding Sources

Funding for the RTP/SCS comes from a number of sources. Each funding source has specific purposes and restrictions. The federal, state, regional and local funds included in the draft RTP/SCS revenue forecasts as either committed or discretionary funds are defined below and listed in Table 3.

- Committed funding is directed to a specific entity or for a specific purpose as mandated by statute or by the administering agency.
- Discretionary funding is defined as:
 - Subject to MTC programming decisions.
 - Subject to compliance with Commission allocation conditions.

The following criteria are proposed to determine RTP/SCS prior commitments:

- A transportation fund that meets any one of the following criteria would be deemed “committed”:
 1. Locally generated and locally subvented funds stipulated by statute
 2. Fund source that is directed to a specific entity or purpose as mandated by statute

Table 3: Committed versus Discretionary Funds

Committed Funds	Discretionary Funds
Federal	
FTA New Starts Program	FTA Section 5307, Urbanized Area Formula (Capital)
FHWA Bridge/Safety Program, Highway Bridge Rehabilitation (HBR)	FTA Section 5309 Fixed Guideway Program
FTA Bus & Bike Facilities Program	FHWA Surface Transportation Program (STP)
FTA Section 5310 Elderly & Disabled	FHWA Congestion Mitigation and Air Quality Improvement (CMAQ) Program
FTA Small Starts	FTA Section 5316 Job Access and Reverse Commute (JARC)
FTA Ferry Boat Discretionary	FTA Section 5317 New Freedom
American Recovery and Reinvestment Act (ARRA) High-Speed Rail Program	FTA Section 5311 Non-Urbanized Area Formula
State	
State Highway Operations and Protection Program (SHOPP)	State Transportation Improvement Program (STIP): Regional Transportation Improvement Program (RTIP) County Shares
Traffic Congestion Relief Program (TCRP)	STIP: Interregional Road/Intercity Rail (ITIP)
State Transit Assistance (STA) Revenue Based	STIP: Transportation Enhancements (TE)
Gas Tax Subvention	STA Population Based – PUC 99313
Proposition 1B	
Proposition 1A (High-Speed Rail)	
Regional	
AB 1107 ½ cent sales tax in three BART counties (75% BART Share)	AB 1107 ½ cent sales tax in three BART counties (only includes 25% share that MTC administers as discretionary)
BATA Base Toll Revenues and Seismic Retrofit Funds	AB 664
Regional Measure 2 (RM2)	2% Toll Revenues
Service Authority for Freeway and Expressways (SAFE)	5% State General Funds
	RM1 Rail Extension Reserve
	AB 1171
	Regional Express Lane Network Revenues
	Bridge Toll Increase
Local	
Existing locally adopted transportation sales tax	Transportation Development Act (TDA)
Local Funding for Streets and Roads	Regional funds identified as match to sales tax-funded local projects
Transit Fare Revenues	
San Francisco Municipal Transportation Agency (SFMTA) General Fund/Parking Revenue	
Golden Gate Bridge Toll	
BART Seismic Bond Revenues	
Property Tax/Parcel Taxes	
Vehicle Registration Fees per Senate Bill 83 (Hancock)	
Public Private Partnerships	
Anticipated Funds	
	Anticipated Funds

3. Projects Exempt from Senate Bill 375

SB 375 provides that projects programmed for funding on or before December 31, 2011, are not required to be subject to the provisions required in the SCS or Alternative Planning Strategy (APS) if they are:

- Contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, or
- Funded pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or
- Were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects.

A project's status as exempt under these SB 375 provisions does not preclude MTC from evaluating it for inclusion in the RTP/SCS per the project performance assessment process and at Commission discretion based on financial constraint, policy or other considerations.

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DATE: February 3, 2011
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Safe Routes to Transit Plan – Scope of Work

Background:

STA has created a successful Safe Routes to Schools (SR2S) plan, with the collaboration of STA, local school districts, and the seven Solano Cities and the County of Solano. The Solano SR2S Plan provides a basis for local governments to apply for state and federal SR2S grant funds. One of the reasons that a SR2S Plan is successful is that it applies to discrete locations with common operational characteristics.

Transit centers are similar to schools in that they are small in number and have common operational characteristics. In addition, funds to improve access to and operation of transit centers are periodically made available by regional, state and federal governmental agencies. Transit is also becoming a more prominent portion of the regional solution to traffic congestion and air emissions.

Six of the nine Solano Priority Development Areas (PDAs) contain or are within ¼ mile of transit centers: Downtown Vallejo, Fairfield West Texas Street, Downtown Fairfield/Downtown Suisun City, Downtown Vacaville and Allison Ulatis Vacaville. Fairfield's proposed Fairfield/Vacaville Train Center PDA will be centered around a proposed train station served by local buses. PDAs are expected to accommodate 35% of the county's residential growth from 2010 to 2035.

Discussion:

The development of a Safe Routes to Transit (SR2T) Plan is contained in the STA's Board approved Overall Work Plan. Staff will develop the Safe Routes to Transit Plan utilizing a similar approach to the development of the Safe Routes to School Plan. This would include creation of a SR2T Steering Committee, including membership from a local Public Works Department and a local Community Development Department, individuals who access transit centers by bicycle or by walking (possibly member of STA's Bicycle and Pedestrian Advisory Committees), transit users from STA's Paratransit Coordinating Council and/or Senior and People with Disability Transportation Advisory Committee, and a transit operator.

The scope of work envisions identifying existing barriers to safe access to transit centers and gathering statistics regarding crime and accidents around them. It is expected that not all issues can be identified just by a statistical/records search, so the consultant will be tasked to conduct a walking audit of each center with SR2T Steering Committee, and to interview bicyclists and pedestrians and other users accessing the transit centers.

As staff is drafting the updated Solano Comprehensive Transportation Plan (CTP), PDAs are assuming an important role at the regional level based on policies adopted by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). Because of this, the SR2T Plan will contribute to the update of the County Transportation for Livable Communities Plan, Solano's PDAs and the CTP. Subject to approval to the Scope of Work by the STA Board, STA staff will prepare a Request for Proposals for a consultant to help complete the CTP, including developing cost estimates and preparing document graphics.

At their meetings on January 26, 2011, the Solano Express Intercity Transit Consortium (Consortium) and STA Technical Advisory Committee (TAC) considered the draft SR2T Scope of Work. Both the Consortium and TAC recommended the STA Board to proceed with development of the SR2T Plan with consultant support based upon the Scope of Work as presented.

Fiscal Impact:

The adopted Fiscal Year 2010-11 (FY 2010-11) budget includes \$20,000 for creation of the SR2T plan: \$5,200 from State Transit Assistance Funds and \$14,800 from Surface Transportation Plan Planning funds.

Recommendation:

Approve the following:

1. Approve the Scope of Work for creation of the Safe Routes to Transit Plan in Attachment A; and
2. Authorize the Executive Director to release a Request for Proposal for Safe Routes to Transit Plan consultant services.

Attachment:

- A. Safe Routes to Transit Plan Scope of Work

Safe Routes to Transit
Consultant Scope of Work

The Solano Transportation Authority (STA) wishes to hire a consultant to assist in the development of a Safe Routes to Transit (SR2T) plan. The consultant will primarily be responsible for gathering and organizing data related to safety in the area of Transit Facilities of Regional Significance (TFORS) identified by the STA.

A. The STA will provide the selected Consultant with the following:

1. List of all TFORS, including both existing and proposed facilities
2. A list of all streets and paths within a ½ mile radius of each TFORS
3. A contact name, phone number and e-mail for each jurisdiction having identified TFORS

B. The Consultant will perform the following tasks:

1. Gather all available accident and safety data for the streets and paths identified in A.2. This will include:
 - a. Traffic accidents, with a special emphasis on identifying incidents involving pedestrians and bicyclists
 - b. Crimes against persons
2. STA staff is working with SR2T task force committees in for each TFORS to collaborate in developing recommendations for improvements at each TFORS. Task force participants will include but not be limited to transit riders, pedestrians, bicyclists, city planners, engineers, police and transit staff. Responsibilities will include conducting a planning and walking audits of each existing TFORS with the SR2T Task Force. Special emphasis will be placed on how pedestrian and bicycle users access each Center. Including a survey of the number of users and how and when users arrive at and depart from each Center.
3. STA staff is working with a SR2T Steering Committee with members representing the task force committees. The Steering Committee will be responsible for providing review and recommendations regarding the development of the planning document.
4. Identify barriers to safe access to or use of identified TFORS with the aid of each SR2T Task Force Committee input, including:
 - a. High incidents of accidents involving pedestrians or cyclists
 - b. High incidents or clusters of criminal activity
 - c. Physical barriers or deteriorated infrastructure that restrict access to TFORS
5. Take digital photos of each TFORS, covering the items listed below. The photos shall be stored in a database designed so that it can be searchable, can be expanded to include future-year photos, and can be incorporated into STA's Geographic Information System (GIS):
 - a. General site photos
 - b. All direct access ways
 - c. Parking lots
 - d. Bicycle parking and storage facilities
6. A list of all incidents or barriers identified in B 1 and 2 above, including a unique identification number. The list shall be designed so that it can be stored in a searchable database, can be expanded to include future-year incidents and/or barriers, and can be incorporated into the STA's GIS.

7. Recommendations for improvements to each TFORS in order to improve bicycle, pedestrian and ADA accessibility and safety, including the following:
 - a. Standard design elements that can be incorporated into both existing and future TFORS.
 - b. Signage consistent with the Metropolitan Transportation Commission's Transit Connectivity Study findings, showing safe access to local and regional destinations.
 - c. A prioritization plan, both county-wide and for each facility examined.



DATE: February 2, 2011
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On December 8, 2010, the STA Board adopted its 2011 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2011.

Discussion:

State

The Governor's Proposed 2010-11 State Budget released on January 10th paints a bleak fiscal picture for California in general, and local government and transportation in particular, as summarized by Gus Khouri of STA's State Legislative Advocacy firm Shaw/Yoder/Antwih (Attachment A). Of particular concern is the recent discussion about delaying the next state bond sale from Spring 2011 to the Fall of this year, which could delay the construction of SR 12 Jameson Canyon and the I-80 Eastbound Cordelia Truck Scales Relocation projects.

Staff is working with Shaw/Yoder/Antwih to schedule meetings in the next few weeks between STA Board members and STA's State representatives in Sacramento to urge protection of critical funding for transportation projects in Solano County. The STA delegation will focus on urging our State legislators to support the following priorities:

1. Reenactment of the gas tax swap and use of truck weight fees for bond debt service
(STA 2011 Legislative Priority #4: Oppose efforts to reduce or divert funding from transportation projects.)
2. Sale and acceleration of bond allocations
(STA 2011 Legislative Platform #VII.4 Funding: Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.)
3. Lower the voter threshold for local sales tax measures
(STA 2011 Legislative Priority #5: Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.)

Shaw/Yoder/Antwih has been working with a broad coalition of stakeholders including the League of Cities, California State Association of Counties, California Alliance for Jobs, and California Transit Association, among others, to push for the reenactment of the gas tax swap. Staff requests the STA Board formally support the coalition's efforts (letter included in Attachment B). Further information can be found in the Gas Tax Swap Reenactment Q&A (Attachment C) prepared by Shaw/Yoder/Antwih.

Federal

With the debate continuing on how to fund the federal surface transportation account, the House of Representatives has issued a no-earmarks stance for appropriations. The Senate has not yet announced whether it will also boycott earmarks, but it does not appear that earmarks will be supported by Congress at this time. President Obama also expressed strong sentiment against earmarks in his State of the Union speech this week. For further information, see the January Federal Legislative Update (Attachment D). Congressman John Garamendi did, however, solicit Appropriations requests, and STA staff has submitted two earmark requests:

- Fairfield/Vacaville Train Station Improvements, \$2 million
- Dixon Station: West B Street Bicycle and Pedestrian Undercrossing Project, \$2 million

Staff is working with STA's federal advocate, Susan Lent, of Akin Gump to restructure our approach to meeting with our Congressional representatives in Washington DC in March. In recognition of the need to keep travel costs to a minimum, the Board's Executive Committee has directed staff to focus the scope of the meetings and limit the participants. While STA project priorities will remain as outlined in the 2011 STA Legislative Priorities and Platform, funding will likely come from federal agencies (Federal Highway Administration, Federal Transit Authority, Department of Housing and Urban Development), and not from Congressional earmarks. The STA Board will meet with a range of key officials at federal departments and agencies to discuss competitive grant opportunities, public private partnerships, and discretionary funding programs. The focus this year will be to demonstrate local and regional support for STA's priority projects as they reinforce Solano's regionally significant transportation network.

Recommendation:

Approve the following:

1. Support of three State priorities as specified:
 - a) Reenactment of the gas tax swap and use of truck weight fees for bond debt service
 - b) Sale and acceleration of bond allocations
 - c) Lower the voter threshold for local sales tax measures
2. Authorize the STA Chair to forward letters to the Governor and members of Solano's State legislative delegation to support the reenactment of the gas tax swap.

Attachments:

- A. State Legislative Update - January (Shaw/Yoder/Antwih)
- B. Coalition Letter Urging Reenactment of Gas Tax Swap
- C. Gas Tax Swap Reenactment Q&A
- D. Federal Legislative Update – January (Akin Gump)



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

January 27, 2011

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

RE: STATE LEGISLATIVE UPDATE- JANUARY

On January 10, Governor Brown released his FY 2011-12 State Budget. Describing an 18-month \$25.4 billion General Fund deficit, which includes a current year (FY 10-11) shortfall of \$8.2 billion, and a budget year (FY 11-12) shortfall of \$17.2 billion, the governor cites unrealistic assumptions, including the reliance on federal funds which have not materialized, the sunset of tax extensions, one-time solutions, and a stagnant housing market and economy in general as reasons for the shortfall. As a result, Governor Brown proposes \$12.5 billion in cuts, \$12 billion in revenues, and \$1.8 billion in shifts to close the deficit and provide a \$1 billion reserve.

The proposed reductions include cuts to most major programs such as \$1.7 billion to Medi-Cal, \$1.5 billion to California's welfare-to-work program, \$1 billion to the University of California and California State University, \$750 million to the Department of Developmental Services, \$580 million to state operations and employee compensation, and the elimination of redevelopment agencies (\$1.7 billion).

With respect to revenues, the Governor proposes extending existing tax rates for the next five years upon voter approval on the June ballot for the following items:

- **Personal Income Tax (PIT) Rate Surcharge:** Effective for tax years on or after January 1, 2011 but before January 1, 2016, maintain the .25% surcharge for PIT tax rate and the Alternative Minimum Tax Rate. If extended, this proposal is expected to generate revenues of \$1.187 billion in FY 10-11 and \$2.077 billion in FY 11-12.
- **PIT Dependent Exemption Credit:** Maintain the dependent exemption credit in effect in 2009 until 2015. If extended, this proposal is expected to generate revenues of \$725 million in FY 10-11 and \$1.248 billion in FY 11-12.
- **Sales & Use Tax:** Effective July 1, 2011, the 6-cent sales and use tax would continue for 5 years. The rate would sunset on June 30th to 5-cents without voter approval. If extended, the proposal is expected to generate \$4.549 billion in FY 11-12 and \$5.5 billion in FY 14-15.
- **Vehicle License Fee (VLF):** Effective July 1, the 1.15% VLF rate would continue for five years. Of the 1.15% rate, 0.5% would be used to fund local programs including public safety. If extended, this proposal is expected to generate \$1.382 billion in FY 11-12 and nearly \$1.7 billion in FY 14-15.

Realignment

In addition, the Governor's budget proposes a major shift in the state-local partnership by proposing to realign control and budget authority of certain governmental services such as

fire and emergency response activities, court security, mental health services, the transfer of low-level offenders to county jails, substance treatment programs, and foster care to the locals, among other things. When fully implemented, this proposal will restructure how and where more than \$10 billion in a wide range of services are delivered. The first phase of the proposal will be a \$5.9 billion transfer of programs from the state to counties funded by maintaining the current 1-percent sales tax and the .50-percent Vehicle License Fee (VLF) that are currently set to expire on June 30, 2011. As mentioned above, the Governor proposes to make these revenue streams available to fund programs if they are approved by the voters in June.

Impact on Transportation

The Governor's Budget acknowledges the passage of Proposition 26 threatens the transportation and transit revenues enacted in last March's "gas tax swap" and that the passage of Proposition 22 makes it harder for the state to use excise tax on gasoline revenue for purposes of paying transportation bond debt service (a method used in the gas tax swap to achieve General Fund savings).

In response, the Governor proposes to use truck weight fees from the State Highway Account (SHA) – which may not be as restricted by Proposition 22 – to pay remaining FY 2010-11 and new FY 11-12 bond debt service; additionally, remaining truck weight fees are proposed to be loaned to the General Fund. Truck weight fees generate roughly \$800 to \$900 million annually.

He would also use certain other SHA revenues not restricted by Article XIX to pay for Proposition 116 (rail transit) bond debt service.

Gas Tax Swap Reenactment

The Governor also proposes to "reenact" the gas tax swap, with the new 2/3 vote threshold as required by Proposition 26 to pass a tax increase by the legislature. Despite the fact that the gas tax swap was passed as a revenue-neutral package, several legal minds have opined that while the legislature can reduce taxes with a majority vote, increasing a tax necessitates a 2/3 vote.

Governor Brown recommends pursuing budget trailer bill language to clear the ambiguity associated with complying with Proposition 26. This suggests reenactment of the excise tax increases for highways and streets & roads, as well as the sales tax on diesel fuel for public transit. While we have yet to see language, we presume that the same spending priorities as in the original swap are being contemplated, with the addition that some of the new excise gas tax would be used to backfill the SHA (i.e. for its loss of the truck weight fees for bond debt service and General Fund loans) in the event that weight fees cannot cover the debt service.

If both the reenactment of the gas tax swap and weight fee proposal is approved, the net impact of the package would result in a nearly identical amount of transportation/transit spending and General Fund relief to pay down bond debt service as originally contemplated in the gas tax swap.

Impact on Transit Funding

The Governor also acknowledges the impact on local public transit spending of the passage of Proposition 22; namely, that Proposition 22 would require all sales tax on diesel fuel revenues to be split 50% between the State Transit Assistance (STA) program (local transit grants) and 50% for non-STA state transit priorities, such as the intercity rail program. He notes that the gas tax swap created a 75%/25% split, favoring the STA program, so he proposes trailer bill language appropriating additional funds from the Public Transportation Account (PTA) fund balance to ensure that local transit agencies continue the equivalent of

75% of the sales tax on diesel fuel, plus the \$23 million in FY 11-12 and \$12 million in FY 12-13 that local transit agencies were to have received from non-Article XIX revenues as a part of the 2010 gas tax swap. This is expected to offset the effect on local transit of shifting of \$77.5 million in non-Article XIX revenues to fund debt service in FY11-12.

Given lower diesel sales revenues, the total amount of state funding for local transit agencies from PTA resources – i.e. the STA program – is estimated to be \$329.6 million for FY 11-12.

Proposition 1A Funding

The total amount of funding available, including state bond and federal funds, for state operations and capital outlay in FY 10-11 is \$220.9 million and \$192 million in FY 11-12. These funds are for continued project management, environmental and engineering work.

The Governor states that while the High-speed Rail Authority has been awarded billions of dollars in federal funding for construction, details of the grants have not been finalized and appropriation of these funds may not be needed until FY 12-13. Therefore, only \$89.7 million in federal funds for partial design and environmental work is reflected in the budget, with the same amount in bond funds for the state match.

Proposition 1B Funding

An appropriation of \$2.3 billion for capital funding of bond projects is made available for the following programs within Proposition 1B:

- \$631.2 million for the Corridor Mobility Improvement Account
- \$972.3 million for the Trade Corridors Improvement Fund
- \$117 million for the Public Transportation Modernization, Improvement, and Service Enhancement Account
- \$200 million for the State and Local Partnership Program
- \$22 million for the Local Bridge Seismic Retrofit Program
- \$391.9 million for State Route 99

Department of Finance Director Ana Matasantos mentioned during the Governor's press conference that the state will not have a Spring bond sale for the first time since 1988, meaning that allocations for bond programs will be delayed even further.

Planning Program Project Initiation Document (PID) Workload Justification

The Governor proposes an increase of \$2.4 million and 18 positions to complete PIDs for state and locally funded projects on the state highway system. This includes a decrease of \$4.9 million in SHA resources and an increase of \$7.2 million in reimbursements from locals to complete PIDS on locally funded projects.

Board Action Requested

We have been working with a broad coalition of stakeholders including the League of Cities, California State Association of Counties, California Alliance for Jobs, and California Transit Association, among others, to push for the reenactment of the gas tax swap. Please see the attached material to the board packet to view materials that have been distributed by the coalition. It would be helpful for the STA Board to support the coalition's efforts so that we can communicate this to our legislative delegation.

Lobby Day

Each year, members of the STA Board have visited Sacramento to speak with our legislative delegation about issues of concern. This year, we would like to visit our delegation to ask for reenactment of the gas tax swap and use of weight fees for bond debt service, supporting the sale and acceleration of bond allocations, and lowering the local vote threshold for local sales tax measures. We are working with STA staff to determine the best possible date for our annual Lobby Day.

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CALIFORNIA STATE
ASSOCIATION OF COUNTIES



LEAGUE OF CALIFORNIA CITIES



REGIONAL COUNCIL OF RURAL
COUNTIES



ASSOCIATED GENERAL
CONTRACTORS (AGC)



January 4, 2011

To: Members of the Legislature

From: Associated General Contractors
California Alliance for Jobs
California State Association of Counties
California Transit Association
League of California Cities
Regional Council of Rural Counties
Transportation California

Re: **Comprehensive Fix to Address Propositions 22 & 26 and the March 2010
Transportation Tax Swap**

The Problem

The passage of Proposition 22 and Proposition 26 have many implications for the Transportation Tax Swap (AB 8X 6: Tax Provisions and AB 8X 9: Allocation Formulas) enacted in March 2010. Recall, the swap made the following major changes:

1. Eliminated the sales tax on gas and replaced it with a 17.3-cent excise tax increase on gasoline, indexed to keep pace with what the sales tax on gasoline would have generated in a given fiscal year to ensure true revenue neutrality. Revenues are allocated as follows:
 - 44% State Transportation Improvement Program (STIP)
 - 44% Local Streets and Roads
 - 12% State Highway Operation and Protection Program (SHOPP)
2. Reduced the excise tax on diesel to 13.6-cents and replaced it with an increase in the sales tax rate on diesel by 1.75 percent, and provided an exemption to hold harmless entities that would be impacted from the change (SB 70).

A primary reason for enacting the swap was to remove transportation funding from the general fund and the annual budget debate. Equally important is the state general fund savings estimated at approximately \$1 billion annually from the replacement 17.3-cent excise tax or Highway User Tax Account (HUTA) dedicated to transportation bond debt service.

However, Prop 22 limits the use of HUTA funds for bond debt and general fund relief as required in the swap. Further, Proposition 26 invalidates the replacement taxes contained in AB 8X 6 within 12-months of its passage and is self-executing in November 2011.

The Solution

In order to address these issues with the Transportation Tax Swap, we urge the Legislature to enact a comprehensive solution that addresses state general fund, state and local transportation, and transit concerns. The comprehensive package should:

1. Validate the replacement tax provisions as contained in AB 8X 6 with a 2/3rds vote of the Legislature (Prop 26 fix);
2. Approve the transfer of Transportation Weight Fees from the State Highway Account (SHA) to a fund to provide the General Fund relief and backfill any losses to the SHA with a portion of the replacement 17.3-cent excise tax (Prop 22 fix); and
3. Reenact a revised AB 8X 9 (Allocations Formulas) that allows the new 17.3-cent gas excise tax and 1.75 percent sales tax rate increase on diesel to be allocated for its intended uses and achieves the same fiscal results anticipated in March 2010 (Prop 22 fix). This includes:
 - a. Language to allocate the new Section 2103 Highway User Tax Account (HUTA) funds for the STIP, SHOPP, and Local Streets and Roads; and
 - b. Language to achieve something closer to the originally-intended split of Public Transportation Account revenues that recognized the importance of funding local transit operations.

The Imperative

The loss of \$2.5 billion in revenue jeopardizes transportation projects across California, threatens thousands of jobs, and negatively impacts the overall economic wellbeing of the State given the multiplier affects from infrastructure investment. This loss of transportation revenue would be devastating to California’s transportation programs effecting state, regional and local projects across all systems and modes.

The most effective path to provide certainty and avoid the risk of losing these transportation funds and provide the State this much needed and promised general fund relief is to pass a comprehensive package to fix the issues with the Transportation Tax Swap from Propositions 22 and 26.

Contact Information

Dave Ackerman, Associated General Contractors – dackerman@theapexgroup.net or (916) 444-9601

Jim Earp, California Alliance for Jobs – jearp@rebuildca.org or (916) 446-2259

DeAnn Baker, California State Association of Counties – dbaker@counties.org or (916) 650-8104

Josh Shaw, California Transit Association – josh@caltransit.org or (916) 446-4656

Jennifer Whiting, League of California Cities – jwhiting@cacities.org or (916) 658-8249

Paul Smith, Regional Council of Rural Counties – psmith@rcrcnet.org or (916) 445-4806

Mark Watts, Transportation California – mwatts@smithwattsco.com or (916) 446-5508

cc: The Honorable Jerry Brown, Governor, State of California
 Anna Manasantos, Director, Department of Finance
 Mark Hill, Program Budget Manager, Department of Finance

Gas Tax Swap Re-enactment Q&A

1. Why was the gas tax swap enacted?

In October 2009, the California Supreme Court upheld a lower court ruling in the *Shaw v. Chiang* case that annual raids on transit funding, which diverted billions of dollars of sales tax revenue for General Fund purposes, was illegal. As a result, the legislature enacted the gas tax swap proposal in order to acquire General Fund relief to pay down bond debt service by converting the sources of state funding for state highway and local streets and roads programs to rely on an increase in the excise tax, while eliminating the sales tax on gasoline. Essentially, Proposition 42 was traded for a 17.3 increase in the excise tax.

2. What is the impact of the gas tax swap?

The gas tax swap allowed the legislature to acquire a dedicated, ongoing source of revenue to pay down General Obligation (G.O.) debt service on transportation bonds, essentially converting G.O. bonds into revenue bonds. In addition, funding for highways, transit, and local streets and roads was increased over historic allocations.

3. Why is reenactment of the gas tax swap necessary?

The passage of Proposition 26 has called into question the legality of gas tax swap due to the requirement that taxes and fee increases be passed by a 2/3 vote. Despite the fact that the gas tax swap was passed as a revenue-neutral package in one bill (AB 6, Chapter 11, Statutes of the 2009-10 8th Extraordinary Session) several legal minds have opined that while the legislature can reduce taxes with a majority vote (elimination of sales tax on gas), increasing a tax (excise tax) necessitates a 2/3 vote. The swap was approved by the legislature on a majority vote.

4. Why is enactment of the proposal to dedicate weight fees to bond debt service necessary?

Proposition 22 restricts the legislature's ability to utilize excise tax revenues for bond debt service. The dedication of weight fees (\$800 to \$900 million annually) for bond debt service would help alleviate the pressure caused by the restriction imposed by Proposition 22.

5. Does the gas tax swap need to be reenacted in tandem with the weight fee proposal?

Yes. Both proposals need to be enacted as a package in order to maintain the integrity of the gas tax swap package as approved last March.

6. Why can't the weight fee proposal be adopted alone?

Weight fees are intended to pay for bond debt service that accrues when the state is able to sell bonds. Therefore, the proposal would create capacity for bond debt service which was intended to provide *supplemental* funding for the state's transportation infrastructure needs but it does not protect the historic sources of funding which are necessary in many cases to fully fund projects.

Without swift action, \$2.5 billion in traditional funding for transportation programs would be in severe jeopardy, compromising over 40,000 jobs, adding to the state's 12% unemployment rate, and eroding the tax base to fund vital programs such as education and public safety, while potentially exposing the state and local jurisdictions to liability claims by contractors.

7. What happens to transit funding without reenactment of the gas tax swap?

It shrinks considerably. The gas tax swap retained the sales tax on diesel (at an increased rate) as the only source of state funding for transit operations and capital through the State Transit Assistance (STA) program. Proposition 22 splits revenues 50/50, while the gas tax swap split revenues 75/25 to favor STA. Without the reenactment of the swap, fewer resources would be available to maintain current local transit service.

AKIN GUMP
STRAUSS HAUER & FELD LLP

Attorneys at Law

M E M O R A N D U M

January 27, 2011

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

We assisted STA in preparing appropriations submissions for Congressman Garamendi in January. We also monitored developments in Washington regarding surface transportation funding and SAFETEA-LU reauthorization.

Surface Transportation Reauthorization

The President spoke in his State of the Union address in support of continuing investment in highways, bridges, rail and transit to keep the country competitive and “win the future” despite his call for freezing federal discretionary spending from fiscal year 2011 through fiscal year 2015. Although he did not identify new revenue sources, he stated that the transportation program would be fully paid for, attract private investment, select projects based on merit, and be free of earmarks. He threatened to veto any bill that Congress sends to him that contains earmarks.

The President’s Budget, which is to be released the week of February 14, will outline a comprehensive, six year surface transportation reauthorization plan. According to a White House release, it will be front-loaded so that most of the spending will occur in the early years and contain a proposal for an infrastructure bank to support funding for projects of national and regional significance. The bill also will authorize the expansion of the high speed rail program. During the address, the President set a goal of providing 80 percent of Americans access to high-speed rail in the next 25 years.

Both Senate Environment and Public Works Committee Chair Barbara Boxer (D-CA) and House Transportation and Infrastructure Committee Chair John Mica (R-FL) have stated that the surface transportation reauthorization is one of their top priorities this year. Chair Mica is planning to draft a bill this spring in an effort to send the bill to the Senate by this summer. His priorities are stabilizing the trust funds without increasing the gasoline tax, reprogramming unspent transportation funds, expanding innovative finance and public private partnerships, and streamlining project delivery. In February, Chair Mica will embark on a nationwide multi-city listening tour to hear from stakeholders. While plans have not been finalized, a listening session has been scheduled for Fresno, California, and a congressional field hearing has been scheduled

Solano Transportation Authority
January 27, 2011
Page 2

in Southern California, which EPW Chair Boxer is expected to attend. A second listening tour may be scheduled for March.

Chair Boxer has promised to work closely with EPW Ranking Member James Inhofe (R-OK) and with Chair Mica to enact a bill in 2011. She endorsed the President's proposal to invest in infrastructure to create jobs and expand the economy. Although she has not outlined additional priorities, Chair Boxer has indicated that she will examine ways to leverage local funding as a means of securing funding sources for infrastructure projects, including potentially expanding the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program.

Although he prides himself on being the most conservative Senator, Sen. Inhofe believes in infrastructure spending as one of a few roles for the federal government. He has recommended that spending should be focused on the core transportation programs and away from tourist ferry boat services or recreational bike trails, because they offer an opening for critics of the program as wasteful and misguided.

Despite agreement in the White House and the leadership of the congressional authorizing committees, enactment of legislation to authorize a six-year highway program still faces great difficulties due to a lack of sufficient revenues in the Highway Trust Fund and possible shortfalls. The Congressional Budget Office predicted that the Highway Trust Fund will run a deficit of \$7 billion in 2011, compared with a surplus of \$11 billion in 2010, on January 26. Chair Mica has stated his commitment to hold spending under the 6-year bill to projected revenue or about \$250 billion in new budgetary authority. Some Democrats have suggested that because the outlook for funding is not favorable that it may be preferable to adopt a 2-3 year bill.

House Rule Change

Further clouding the future of transportation spending is a House Rule change that eliminated a point of order against appropriations bills that do not guarantee spending to the authorized levels under the transportation act. Adopted by the House on January 5, the rule requires that spending from the Highway Trust Fund be limited to authorized highway and transit programs and bars funding of unauthorized programs like the Obama Administration's Transportation Infrastructure Generating livable communities program. With the rule change, the House Budget and Appropriations Committees can allow surpluses to build in the highway trust fund to mask the size of the federal deficit, a practice that was routine before Congress passed the surface transportation law (TEA-21) in 1998.

The rule change was vigorously opposed by the transportation lobby, as well as Chair Mica and the House Committee's Ranking Member, Rep. Nick Rahall (D-WV). A group of 21 transportation groups and supporters, including the American Association of State Highway and Transportation Officials, the American Road and Transportation Builders Association and the U.S. Chamber of Commerce, sent a letter to House leadership opposing the rule change and

Solano Transportation Authority
January 27, 2011
Page 3

warning that it would make annual federal highway and transit investments subject to the whims of the appropriations process.

Fiscal Year 2011 Continuing Resolution

During the week of February 14, the House is expected to consider a continuing resolution (CR) to fund the federal government through the end of fiscal year 2011. The current continuing resolution expires on March 4 and provides funding for most government programs at fiscal year 2010 levels. It was adopted in December after Congress was unable to pass the appropriations bills by the end of the last Congress. The February 14 debate is intended to allow the House and Senate sufficient time to reach agreement on the funding and prevent a government shutdown. If the House and Senate fail to reach an agreement, they may adopt another short-term funding bill.

The House floor debate appears to be timed to coincide with the release of President Obama's fiscal year 2012 budget. Republican leaders have said that his proposal to freeze federal spending for the next five years does not go far enough and instead want non-security discretionary spending reduced to 2008 levels or lower. On January 25, the House passed a resolution directing the appropriations committees to make the reductions in spending in the CR to move toward that funding level. The Republican Leadership called this a "down payment" on plans to further reduce federal spending. Members and staff of the House Appropriations Committees are working on a line-by-line review of federal programs to identify spending cuts. The Republican leadership plans to adopt an open rule to allow additional amendments to reduce spending during the House floor debate on the CR.

The conservative House Republican Study Committee (RSC) proposed eliminating funding for the new starts and high speed rail programs in their proposal to reduce fiscal 2011 non-security discretionary spending to fiscal 2008 levels. Their proposal also calls for spending to be rolled back to 2006 levels for a total savings of \$2.5 trillion by 2021. It is unlikely that these and most other programs will be eliminated, however, since most programs have support from constituencies that will insist on continuation of the programs.

Spending reductions adopted by the House are likely to be modified in negotiating a proposal with the Senate that the President will sign into law. The Democratic-controlled Senate and President likely will push back against some of the spending cuts, including in transportation.

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DATE: January 31, 2011
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Highway Projects Status Report:
1.) I-80/I-680/SR 12 Interchange
2.) I-80 EB Cordelia Truck Scales Relocation
3.) North Connector
4.) I-80 Ramp Metering: Red Top Rd. to Air Base Pkwy
5.) Redwood Pkwy - Fairgrounds Drive Improvements
6.) Jepson Parkway
7.) State Route 12 (Jameson Canyon)
8.) State Route 12 East SHOPP Project
9.) I-80 SHOPP Rehabilitation Projects

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 and the I-80 Ramp Metering (Associated with the High Occupancy Vehicle Lanes) projects. In addition, the I-80 Eastbound Cordelia Truck Scales Relocation Project received nearly \$50 million in funding from the Trade Corridor Improvement Fund of Proposition 1B.

Discussion:

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

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

The Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) Report was circulated in August 2010 for a 60-day public comment period. Two full-build alternatives (Alternatives B and C) and two first phases (Alternative B Phase I and Alternative C Phase I) are currently being considered for the improvement of the I-80/I-680/SR 12 Interchange relocation, upgrade, and expansion of the westbound truck scales on I-80. Alternatives B and C each include an option (Option 1 or Option 2) for improvements to SR12 east (SR12E). The Final EIR/EIS is scheduled to be completed in late spring/early summer 2011. The main issue to completing the Final EIR/EIS will be to obtain the Biological Opinion from the US Fish and Wildlife Service.

STA staff worked with Caltrans and the California Transportation Commission (CTC) to secure \$24 million of Proposition 1B CMIA savings from the I-80 High Occupancy Vehicle (HOV) Lanes Project for use by the Interchange project. These savings will be used for the first construction package that is scheduled to start construction in 2012.

In addition, this Project has circulated for public comments the Qualitative Particulate Matter (PM) 2.5 Analysis. This analysis, in addition to the public comments, will be part of the federal air quality consultation for the project.

2.) I-80 EB Cordelia Truck Scales Relocation Project

The Cordelia Truck Scales substantially contribute to the congestion and safety concerns on I-80 because of the large number of trucks exiting and entering I-80 and the close proximity of the scales to both the Suisun Valley Road and I-680 and SR 12 E interchanges. Congestion leads to closure of the truck scales when queuing trucks begin to back up onto the mainline freeway. The proposed project is to 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 on- and off-ramps would be constructed, and, upon completion of the project, the existing facility would be demolished.

The Environmental Impact Report/Environmental Assessment (EIR/EA) environmental document was approved by Caltrans in late October 2009. The 100% Plans, Specifications & Estimate (PS&E) have been submitted to Caltrans HQ for final review in late December 2010. Full possession of the Right of Way necessary for the Project is nearly completed. Of the eight property owners, either a signed contract has been executed; a Right of Entry or Resolution of Necessity has been obtained. In addition, the PM 2.5 determination that the Project is not a project of air quality concern is circulating for public comment. This determination, in addition to the public comments, will be part of the federal air quality consultation for the project. Project Construction is scheduled for 2011 assuming the CTC allocates the programmed funds this spring.

3.) North Connector Project

The North Connector Project is a new intra-city/county roadway to provide a parallel arterial to ensure the local roadway system can serve local traffic and I-80 can better serve regional traffic through the I-80/I-680/SR 12 interchange area.

The Project consists of four lanes from Chadbourne Road at SR 12 East heading north to Abernathy Road and continuing west (parallel to I-80) over a new bridge at Suisun Creek (this segment is the Suisun Parkway), the new road will connect to the local development project (Fairfield Corporate Commons Project). In addition, the North Connector would construct a two-lane roadway, west from the existing Business Center Drive to SR 12 (Jameson Canyon) at Red Top Road.

Construction on the East End began with the new signals and turn lanes at I-80 /Abernathy which was completed in the fall of 2009. Construction began in the summer of 2009 with the opening of this segment completed in the fall 2010. Construction contract close out work continues.

4.) I-80 Ramp Metering Project: Red Top Road to Air Base Parkway

Ramp metering facilities are required as part of the requirements for the I-80 for High Occupancy Vehicle (HOV) Project between the I-80/Red Top Road Interchange East to approximately 0.5 miles east of the I-80/Air Base Parkway Interchange. These facilities include metering lights and on-ramp improvements. Staff from the STA,

the Metropolitan Transportation Commission (MTC), Caltrans and the local jurisdictions located adjacent to I-80 have begun discussions for the implementation of these facilities. Construction has just been initiated and is expected to be completed by the end of 2011.

5.) Redwood Pkwy - Fairgrounds Drive Improvements

The Project Study Report (PSR) for the I-80 HOV Lane/Fairground Access Project was completed last year. The next step is to begin the environmental document for both elements of this PSR. The City of Vallejo, the County of Solano and STA are moving forward with the initiation of the environmental document for the I-80/Redwood Parkway interchange reconfiguration and the local road improvements. The Scoping meeting for this environmental documentation is scheduled for January 26, 2011 at 6:30 pm at the Cooper Elementary School in Vallejo. Monthly Project Delivery Team Meetings are being held at Caltrans that includes the City of Vallejo and Solano County staff.

6.) Jepson Parkway Project

STA, in conjunction with the cities of Fairfield, Suisun City, and Vacaville, and Solano County, are working together to construct improvements along a 12-mile-long corridor between I-80 in Vacaville and State Route (SR) 12 in Suisun City. The project would widen from two to four lanes and/or upgrade and link a series of existing local two- and four-lane roadways, as well as construct an extension of an existing roadway, to provide a safe, convenient north-south alternative to I-80 and SR 12 for local travel between neighborhoods and jurisdictions in central Solano County. The project includes safety improvements such as roadway medians, traffic signals, standard shoulders, separate turn lanes, and a railroad grade separation. It will construct a separated and landscaped continuous bike lane/pedestrian path to encourage non-motor travel and accommodate future implementation of bus service, including one local and one express route. Since 2002, STA has been working to prepare alignment plans for the four (4) Environmental Impact Report/Environmental Impact Statement (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.

The Final EIR was certified by the STA Board in March 2009. STA is working with Caltrans to have the EIS portion of the document completed. The Biological Opinion from the US Fish and Wildlife Service (USFWS) has been obtained. In addition, the PM 2.5 determination that the Project is not a project of air quality concern is circulating for public comment. This determination, in addition to the public comments, will be part of the federal air quality consultation for the project. The allocation of \$2.4 million in State Transportation Improvement Program (STIP) programmed funds for PS&E was made by the CTC in the fall of 2010.

The Jepson Parkway Working Group has been meeting the past three months to develop the implementation strategy and funding agreements to insure the entire project has a roadmap to being completed. The County of Solano has already contributed \$1 million toward the local match for this project. The STA Board has authorized the release of a Request for Proposals will be issued for design services in preparation to begin work this summer.

7.) State Route 12 (Jameson Canyon) Project

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 in many sections. The SR 12 Jameson Canyon 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.

STA’s consultants have submitted the 100% PS&E packages to Caltrans Headquarters (HQ) for both construction contracts, Napa and Solano. Full possession of the Right of Way necessary for the Project is nearly completed. Of the eight property owners, either a signed contract has been executed; a Right of Entry or Resolution of Necessity has been obtained. In addition, the PM 2.5 determination that the Project is not a project of air quality concern is circulating for public comment. This determination, in addition to the public comments, will be part of the federal air quality consultation for the project. Project Construction will begin by 2011 assuming the CTC allocates the programmed funds this spring.

8.) State Route 12 East Projects

In December 2010, Caltrans hosted a ribbon cutting for the SR 12 East SHOPP project. This project began construction in 2009. The next safety project, a \$9 million shoulder widening from Azevedo Road to Liberty Island Road, is currently programmed in the 2010 SHOPP Program for Fiscal Year 2011-12. This project is located between SR 113 and Rio Vista.

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

Caltrans has over \$120 million of State Highway Operations & Protection Program (SHOPP) rehabilitation projects programmed for I-80 between Vacaville and Vallejo. This project started in Fiscal Year (FY) 2007-08 with work in the cities of Vacaville and Vallejo. This work occurred concurrently with the construction of the new I-80 HOV lanes project.

The roadway rehabilitation projects listed along I-80 in Solano County summary are as follows:

Vallejo	Tennessee to American Canypn	Completed
	American Canyon to I-680	Completed
Fairfield	SR 12 East to Air Base Pkwy	Completed
	SR 12 East to Leisure Town (Ramps	Pending
Vacaville	Air Base Pkwy to Leisure Town	Completed
Dixon	Meridian Road to East Route 113 South	Delayed from FY 2011-12 to FY 2012-13
	Route 113 to Yolo County Line	Under Construction

At the meeting, staff will provide a more detailed update of the two projects scheduled to start construction in 2011, the construction of Jameson Canyon and the relocation and update of the Eastbound Cordelia Truck Scales.

Recommendation:
Informational.



DATE: January 18, 2011
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2010-11 Abandoned Vehicle Abatement (AVA) Program
First Quarter Report

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administration 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. California Vehicle Code (VC) Section 22710(f) defines qualified abandoned vehicle abatement, as those vehicles marked as abandoned by an AVA Member Agency. AVA Program qualifying vehicles are registered vehicles with California License Plate.

STA's administration duty is in accordance with the VC Section 22710, which requires AVA Member Agencies to adopt an ordinance establishing procedures for the abatement and for recovery of cost. The money received from the DMV shall be used only for the abatement, removal, and disposal of a public nuisance of any abandoned, wrecked, dismantled, or inoperative vehicle or parts from private or public property.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Vacaville, City of Vallejo, City of Suisun City, and the County of Solano. The City of Rio Vista currently does not participate in this program, but has expressed an interest in participating in FT 2011-12.

Discussion:

In FY 2009-10, STA was allocated \$353,892.95 in AVA Program Funds and disbursed a total of \$251,467.90. In accordance with Section 9250.7 and 22710 of the VC, STA has carried forward the unexpended and unallocated funds from FY 2009-10 in the amount of \$91,808.27 for the continuation of program. This amount will be disbursed in FY 2010-11 utilizing the funding formula.

For the First Quarter FY 2010-11, STA was allocated \$94,057.27 in AVA Funds and has deducted \$2,821.72 (3%) for administrative costs.

Attachment A is a matrix summarizing the First Quarter FY 2010-11 and is compared to the total FY 2009-10 numbers of abated vehicles, notices issued, and cost reimbursements submitted by the members of the Solano County's AVA Program. For the first quarter of this year, 675 vehicles were abated at a reimbursement cost of \$65,165.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. First Quarter FY 2010-11 AVA Program Statistics

First Quarter FY 2010-11 AVA Program Statistics

Member Agency	FY 2010-11 First Quarter				FY 2009-10				% of Abated Vehicles from Prior Year
	# of Abated Vehicles	# of Issued Notices	Reimbursed Amount	Cost per Abatement (avg.)	# of Abated Vehicles	# of Issued Notices	Reimbursed Amount	Cost per Abatement (avg.)	
City of Benicia	13	7	\$2,851	\$219	327	17	\$9,255	\$28	4%
City of Dixon	0	0	\$0	\$0	16	18	\$1,513	\$95	0%
City of Fairfield	94	0	\$8,578	\$91	359	0	\$36,106	\$101	26%
City of Suisun	34	150	\$5,282	\$155	149	287	\$31,080	\$209	23%
City of Vacaville	35	372	\$12,310	\$352	141	1,296	\$56,122	\$398	25%
City of Vallejo	399	393	\$33,453	\$84	2,151	1,757	\$107,494	\$50	19%
Solano County Unincorporated area	100	2	\$2,701	\$27	14	10	\$9,898	\$707	714%
Total	675	924	\$65,175	\$96	3,157	3,385	\$251,468	\$80	21%

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DATE: January 27, 2011
TO: STA Board
FROM: Jessica McCabe, Project Assistant
RE: Project Delivery Update

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.

This project delivery update is provided to the Solano Project Delivery Working Group (Solano PDWG), the STA's Technical Advisory Committee (TAC), and the STA Board for their review before considering any changes to prior project funding recommendations.

Discussion:

STA Board Recommendations and Improvement Programs

Between January and July of 2010, the STA Board recommended funding for a variety of transportation projects included in currently approved plans. Other funding agencies program funding for Solano projects in their own improvement programs, such as the Metropolitan Transportation Commission's (MTC) Draft 2011 Transportation Improvement Program (TIP) for federal and regional funds, the California Transportation Commission's (CTC) 2010 State Transportation Improvement Program (STIP) for state funds, and other regional and local grant funding actions (e.g., air district grant programs and local funding swaps). These improvement programs contain the details of how much funding each project receives in specific fiscal years over the next four to five years.

Programmed Funding Does Not Guarantee Project Funding

Despite the approved nature of improvement programs, they are based on estimates of available tax dollars, meaning that improvement programs can over-program funding for projects should tax receipts be smaller than expected. In addition to the chance of funding being limited, funding agency "Use it or lose it" project delivery polices contain strict deadlines for current fiscal year programmed funds, which are put in place to expedite the delivery of projects and protect against the loss of funds to other agencies who can spend funds in a timely manner. For example, MTC usually programs more funding than they have available, counting on Bay Area project sponsors being ready to take advantage of funds from other regions who miss delivery deadlines. The STIP has a history of running low on funds, forcing the CTC to create additional "allocation plans" that further prioritize STIP funds, leaving programmed projects waiting until later fiscal years for funding, adding to project delays and cost increases.

Staying on Top of Deadlines and Making Timely Choices

Attached is a list of projects with programmed funding, which connects project fund sources to delivery deadline policies (Attachment A). Projects that are highlighted have Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds programmed in the TIP for FY 2010/2011 and are therefore subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606), including the Request for Authorization (E-76) submittal deadline of February 1 and the obligation deadline of April 30. In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1 of the year the funds are programmed in the TIP. Funding for which an obligation/ FTA transfer request is submitted after the February 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming.

Delayed Projects and STA Deadline Assistance

Projects outlined with a border such as, Benicia's Columbus Parkway Overlay, Fairfield's Linear Park Alt Route – Nightingale Drive and Vacaville's Ulatis Creek Bike Path (Ulatis to Leisure Town Rd.), are experiencing project delays and project sponsors have indicated that they will not be able to meet the Request for Authorization (E-76) submittal deadline of February 1. Benicia is working towards scheduling a field review for the Columbus Parkway Overlay. Fairfield is working on completing its design for the Linear Park Alt Route – Nightingale Drive. Vacaville is working on environmental clearance for the Ulatis Creek Bike Path. To help projects stay on track with meeting the next deadline, STA staff is working with project sponsors to help them convey to MTC that progress is being made and that the April 30 obligation deadline will be met. Specifically, STA staff intends to collect Benicia, Fairfield and Vacaville's project schedules and send them to MTC before February 1, as an extension request.

MTC's project delivery policies are also attached (Attachments B). This project information is collected by STA staff and reported to Solano PDWG, STA TAC, and STA Board members as they review the feasibility of spending programmed transportation funds and consider project funding alternatives. The earlier a project sponsor realizes that implementing the current funding recommendation for their project is not feasible, the easier it is for the STA and its partner agencies to consider alternative funding scenarios. Project sponsors that wait until deadlines approach or miss deadlines have far fewer options available and may risk losing these funds.

Recommendation:

Informational.

Attachments:

- A. Programmed funding in Solano County, 1-13-11
- B. MTC Resolution 3606, "Milestones, Deadlines, and Consequences", pg 11, 07-23-08

Solano Transportation Authority (STA)

Project Delivery Update, 1-13-2011

Projects listed by agency, including known available funding by delivery phase noting total shortfall.

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Shortfall	Status	Next Task and Deadlines
					Preliminary Engineering (PE)		Right-of-Way	Construction	Total			
				Environmental	Design							
Benicia	SOL070045	State Park Road Bridge Widening	CMAQ/ARRA	2010					2,406		Complete	Closeout Project
Benicia	SOL010031	Benicia Intermodal Trans Stations (Military)	RM2	2011	\$ 92	\$ 224	\$ 170	\$ -	2,514	\$ -	Concept	Request RM2 & start PE
Benicia	SOL110008	Benicia Industrial Pk Multi-Modal Trans Study	RM2	Future	\$ 125	\$ -	\$ -	\$ -	\$ -	\$ -	Concept	Request RM2 & start PE
Benicia	REG090032	East 2nd Street Overlay	ARRA	2010	\$ -	\$ -	\$ -	\$ -	197	\$ -	Complete	Closeout Project
Benicia	N/A	Park Road Sidewalk	RM1 (Proposed)	2011	\$ -	\$ -	\$ -	\$ -	\$ -	450	Concept	Complete concept plan
Benicia	SOL110015	Columbus Parkway Overlay	STP (LS&R C1)	2011	\$ -	\$ -	\$ -	\$ -	371	\$ -	PE	Request E76 by Feb 2011
Dixon	SOL030001	Dixon Multimodal Transportation Center	STIP	Future	\$ -	\$ 1,330	\$ -	\$ -	\$ -	26,152	PE	Review Earmarks & Design
Dixon	SOL050007	I-80/Pedrick Road Interchange Modification	Local Impact Fee	Future	\$ 150	\$ 200	\$ 500	\$ -	\$ -	19,120	Concept	N/A
Dixon	SOL050009	Parkway Blvd/UPRR Grade Separation	Earmark (TEA-21)	Future	\$ 1,260	\$ 290	\$ 1,243	\$ -	\$ -	11,070	PE	Clear NEPA, Review Earmarks
Dixon	SOL070045	SR-113 Pedestrian Improvements	ECMAQ (SR2S)	2010	\$ -	\$ -	\$ -	\$ -	105	\$ -	Complete	Closeout Project
Dixon	N/A	West B Street Bicycle and Ped Undercrossing	ECMAQ (Ped)	2015	\$ -	\$ 543	\$ -	\$ -	1,415	\$ 4,685	PE	Enter Fund swap with Vaca
Dixon	REG090032	Stratford Avenue Rehabilitation	ARRA	2009	\$ -	\$ -	\$ -	\$ -	218	\$ -	Complete	Closeout Project
Dixon	REG090033	Various Street and Road Rehab (N. Almond)	ARRA	2009	\$ -	\$ -	\$ -	\$ -	300	\$ -	Complete	Closeout Project
Fairfield	SOL030002	Fairfield/Vacaville Intermodal Rail Station	RM2/STIP/Earmark	2013	\$ 125	\$ 4,731	\$ 2,060	\$ 21,831	\$ -	\$ -	PE	Request \$4M STIP FY 11/12
Fairfield	SOL991068	Fairfield Transportation Center Phase III	RM2/CMAQ	2013	\$ -	\$ 1,030	\$ -	\$ 6,150	\$ -	\$ -	PE	CON in FY 10/11
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	STP (CMAQ Bike)	2010	\$ -	\$ -	\$ -	\$ 85	\$ -	\$ -	Complete	Closeout Project
Fairfield	SOL090004	McGary Road Safety Improvement	ARRA (Safety)	2010	\$ -	\$ -	\$ -	\$ 1,500	\$ -	\$ -	Complete	Closeout Project
Fairfield	SOL110013	Linear Park Alt Route - Nightingale Dr	CMAQ/TDA	2012	\$ -	\$ 29	\$ -	\$ 221	\$ -	\$ -	PE	Request E76 by Feb 2011
Fairfield	SOL110010	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,370	\$ -	\$ -	PE	Request E76 by Feb 2012
Fairfield	REG090032	East Tabor Ave Resurfacing	ARRA	2010	\$ -	\$ -	\$ -	\$ 475	\$ -	\$ -	Complete	Closeout Project
Fairfield	REG090032	Gateway Blvd. Resurfacing	ARRA	2010	\$ -	\$ -	\$ -	\$ 692	\$ -	\$ -	Complete	Closeout Project
Fairfield	REG090032	Suisun Valley Rehabilitation	ARRA	2010	\$ -	\$ -	\$ -	\$ 538	\$ -	\$ -	Complete	Closeout Project
Rio Vista	SOL070019	Rio Vista Signage Improvement Program	Earmark (SAFETEA-LU)	2010	\$ -	\$ 11	\$ -	\$ 261	\$ -	\$ -	PE	Request E76 for CON
Rio Vista	SOL050062	SR 12 Rio Vista Bridge Study	Earmark (SAFETEA-LU)	2010	\$ 453	\$ -	\$ -	\$ -	\$ -	\$ -	Complete	Adopted, Closeout project
Suisun City	SOL110012	Grizzly Island Trail	CMAQ (Bike/SR2S)	2013	\$ 50	\$ 250	\$ -	\$ 1,764	\$ -	\$ -	PE	Request Field review
Suisun City	REG090032	Main Street Rehabilitation	ARRA	2010	\$ -	\$ -	\$ -	\$ 670	\$ -	\$ -	CON	invoice every 6 months
Suisun City	SOL110011	Pintail Dr. Resurface (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 437	\$ -	\$ -	Amend	Request E76 by Feb 2011
Suisun City	REG090032	Sunset Avenue Rehabilitation	ARRA	2010	\$ -	\$ -	\$ -	\$ 700	\$ -	\$ -	Complete	Closeout Project
Vacaville	SOL050013	Vacaville Intermodal Station (Allison Dr)	RM2/CMAQ	2010	\$ 620	\$ 990	\$ 2,950	\$ 8,219	\$ -	\$ -	Complete	Closeout Project
Vacaville	NEW	Vacaville Intermodal Station Phase 2	Earmark/RM2/CMAQ	Future	\$ 975	\$ -	\$ -	\$ 925	\$ 7,923	\$ -	PE	Request E76 by Feb 2011
Vacaville	SOL070028	Vacaville Downtown Creekwalk	ECMAQ (Ped)	2010	\$ 85	\$ 60	\$ -	\$ 784	\$ -	\$ -	Complete	Closeout Project
Vacaville	SOL070029	Ulatis Creek - Allison to I-80	ECMAQ/YSAQMD	Future	\$ 191	\$ -	\$ -	\$ -	\$ 1,220	\$ -	PE	Fund CON by 20
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis Dr to L Town Rd)	ECMAQ/YSAQMD	2013	\$ 66	\$ 195	\$ 180	\$ 630	\$ -	\$ -	ROW	Request E76 by Feb 2011
Vacaville	SOL070047	Peabody/Marshall Rd Ped Safety	ECMAQ/YSAQMD	2009	\$ -	\$ -	\$ -	\$ 396	\$ -	\$ -	Complete	Closeout Project
Vacaville	REG090032	Various Streets Overlay (Allison, Alamo, etc.)	ARRA	2010	\$ -	\$ -	\$ -	\$ 1,376	\$ -	\$ -	Complete	Closeout Project
Vacaville	SOL110016	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,324	\$ -	\$ -	PE	Request E76 by Feb 2012
Vacaville	SOL050057	Jepson Pkwy Gateway Enhancement	STIP-TE	2012	\$ -	\$ 120	\$ -	\$ 230	\$ -	\$ -	Amend	CTC Allocation by Apr 2011
Vacaville	REG090032	GPS EVP System Project	ARRA	2010	\$ -	\$ -	\$ -	\$ 320	\$ -	\$ -	Complete	Closeout Project
Vacaville	SOL050059	Nob Hill Bike Path	ECMAQ	2008	\$ 91	\$ -	\$ -	\$ 350	\$ -	\$ -	Complete	Closeout Project
Vallejo	SOL010027	Lemon Street Rehabilitation	STP	2009	\$ -	\$ 29	\$ -	\$ 759	\$ -	\$ -	Complete	Closeout Project
Vallejo	SOL050048	Vallejo Downtown Streetscape, Ph 1	ARRA/TE/CMAQ	2009	\$ 664	\$ -	\$ -	\$ 5,196	\$ -	\$ -	CON	Invoice every 6 months
Vallejo	REG090032	Sereno Dr/Tennessee St. Overlay	ARRA	2009	\$ -	\$ -	\$ -	\$ 1,020	\$ -	\$ -	Complete	Closeout Project
Vallejo	SOL110014	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,595	\$ -	\$ -	PE	Request E76 by Feb 2012
Vallejo	SOL050012	Vallejo Curtola Transit Center	RM2	Future	\$ 705	\$ -	\$ -	\$ 11,045	\$ -	\$ -	PE	Clear CEQA, req't RM2 for CON
Vallejo	SOL050023	Vallejo Station Pedestrian Links	CMAQ (TLC)	2012	\$ -	\$ -	\$ -	\$ 2,340	\$ -	\$ -	CON	Invoice every 6 months
Vallejo	SOL950035	Vallejo Station Intermodal	STIP/RM2/5309	2012	\$ 200	\$ 5,800	\$ 9,000	\$ 64,128	\$ -	\$ -	CON	Invoice every 6 months

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Shortfall	Status	Next Task and Deadlines
					Preliminary Engineering (PE)							
					Environmental	Design	Right-of-Way	Construction				
Vallejo	SOL990018	I-80/American Canyon Rd overpass Improv	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ 5,230	\$ -	PE	Complete PSR	
Solano County	SOL050046	Old Town Cordelia Enhancements	ARRA/STIP-TE/CMAQ	2010	\$ 265	\$ -	\$ -	\$ 465	\$ -	Complete	Closeout Project	
Solano County	SOL050061	I-80 HOV Lanes Turner Overcrossing	Earmark (SAFETEA-LU)	2010	\$ 1,400	\$ 2,359	\$ -	\$ -	\$ -	Complete	Study Complete	
Solano County	SOL070012	Cordelia Hills Sky Valley Ped Corridor	Earmark (SAFETEA-LU)	2013	\$ -	\$ 175	\$ 2,475	\$ 50	\$ -	PE	Clear NEPA	
Solano County	SOL070021	Travis AFB: South Gate Improvement Project	Earmark (SAFETEA-LU)	2014	\$ -	\$ 187	\$ 160	\$ 2,617	\$ -	PE	Clear NEPA	
Solano County	SOL070048	Travis AFB: North Gate Improvement Project	Earmark (SAFETEA-LU)	Future	\$ 558	\$ -	\$ -	\$ -	\$ 4,050	PE	Clear NEPA	
Solano County	SOL090015	Redwood Fairgrounds Dr. I/C Imp (STUDY)	Earmark (SAFETEA-LU)	Future	\$ 1,500	\$ -	\$ -	\$ -	\$ -	PE	Clear NEPA	
Solano County	SOL090035	Vacaville Dixon Bike Route (Phase 5)	ECMAQ/TDA	2012	\$ -	\$ 362	\$ -	\$ -	\$ 8,050	PE	Request E76 by Feb 2011	
Solano County	SOL090027	2011 Pavement Overlay Program	FAS	2011	\$ -	\$ -	\$ -	\$ 1,807	\$ -	PE	Request E76 by Feb 2011	
Solano County	SOL110017	Solano County:STP overlay 2012 (cycle 1)	LS&R, BP Flex, TDA	2012	\$ -	\$ -	\$ -	\$ 2,255	\$ -	PE	Send MTC TDA Phase out info	
Solano County	REG090032	2009 ARRA Various Streets Overlay (Phase 1)	ARRA	2009	\$ -	\$ -	\$ -	\$ 2,000	\$ -	Complete	Closeout Project	
Solano County	REG090032	2009 ARRA Various Streets Overlay (Phase 2)	ARRA	2010	\$ -	\$ -	\$ -	\$ 360	\$ -	Complete	Closeout Project	
STA	SOL070020	I-80/I-680/SR 12 Interchange Project	RM2, STIP, CMIA, TCRP	2015	\$ 30,000	\$ 75,036	\$ 26,525	\$ 73,264	\$ -	PE	Clear NEPA/CEQA	
STA	SOL090003	EB I-80 Cordelia Truck Scales Relocation	RM2, TCIF	2014	\$ 5,800	\$ 17,700	\$ 3,000	\$ 74,400	\$ -	ROW	invoice every 6 months	
STA	SOL030003	I-80/I-680/SR12 North Connector	RM2, STIP, TCRP	2010	\$ 5,500	\$ 2,000	\$ -	\$ 28,964	\$ -	Complete	Closeout project	
STA	SOL110002	I-80 HOV conversion to Express Ln (Fairfield)	Bridge Tolls	2015	\$ 500	\$ -	\$ -	\$ -	\$ 39,600	PE	begin study	
STA	SOL110001	I-80 Express Lanes (Vacaville)	Bridge Tolls	2020	\$ 600	\$ -	\$ -	\$ -	\$ 190,600	PE	begin study	
STA	<i>Jepson Parkway: Phases shown below</i>		STIP	Varies	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ 157,000	Varies		
STA	SOL110003	Jepson: Vanden Rd from Peabody to LT	STIP	2015	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ -	PSE	complete design	
STA	SOL11005/6	Jepson: LT Road from Vanden to Orange	STIP	Future	\$ -	\$ -	\$ -	\$ -	\$ 65,900	PE	N/A	
STA	SOL110004	Jepson: Walters Rd Ext - Peabody Rd Widen	STIP	Future	\$ -	\$ -	\$ -	\$ -	\$ 91,100	PE	N/A	
STA	NAP010008	SR 12 (Jamieson Canyon Road) Widening	CMIA, STIP, TCRP	2015	\$ 7,300	\$ 7,550	\$ 18,391	\$ 105,700	\$ -	ROW	acquire ROW	
STA	REG090071	STA Safe Routes to School Program	CMAQ	Prgm	\$ 1,029	\$ -	\$ -	\$ -	\$ -	ongoing	request E76 for PE	
STA	SOL991066	Eastern Solano / SNCI Rideshare Program	CMAQ, AQ	Prgm	\$ 445	\$ -	\$ -	\$ -	\$ -	ongoing	request E76 for PE	
STA	SOL970033	CMA Planning Activities	STP, 4% planning	Prgm	\$ 500	\$ -	\$ -	\$ -	\$ -	ongoing	N/A	
*GRAND TOTAL					\$ 66,247	\$ 126,001	\$ 74,254	\$ 502,883	\$ 626,920			

* Total project funding exceeds 2011 TIP totals because prior year funds are included.

** Caltrans SHOPP projects and various Caltrans grant projects are not yet included in this report.

Milestone	Deadline	Authority	Consequence of Missed Deadline
Programming in TIP	Agency committed to obligate funds by April 30 of the year listed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Field Review (If applicable)	Within 12 months of inclusion in TIP	Regional	Restrictions on future programming, obligations and OA until deadline is met.
Pre-Draft Environmental Document Submittal (Non-Cat Ex)	12 months prior to obligation of Right of Way or Construction funds	Regional	Reprogramming of funds.
MTC Annual Obligation Plan	Beginning of each federal fiscal year	Regional	Funds not identified in MTC's annual Obligation Plan do not receive priority for OA and may need to wait until after May 1 to receive obligation/ transfer of funds.
Disadvantaged Business Enterprise (DBE) Goals (If Applicable)	Start by January 1, complete by February 1, of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA if not obligated by April 30.
Obligation/ FTA Transfer Request Submittal	February 1 of year programmed in TIP	Regional	Project loses priority for OA. Other projects in region may be given OA.
Obligation/ Transfer to FTA	April 30 of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Release of Unused OA	May 1	Caltrans	Unused OA is made available for other regions to access.
End of Federal Fiscal Year. - OA no Longer Available	August 30	Caltrans, Federal	FHWA Obligation system shut down. Unused OA at the end of the fiscal year is taken for other projects. No provision that the funds taken will be returned.
Program Supplement Agreement (PSA)	60 days after receipt from Caltrans 6 months after obligation	Caltrans	Restrictions on future programming, obligations and OA until deadline is met. De-obligation by Caltrans after 6 months.
Construction Advertisement	6 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Construction Award	9 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Invoicing & Reimbursement	Agency must invoice and receive reimbursement at least once every 6 to 12-months following obligation of funds	Caltrans, Federal, Regional	Explanation in writing if funds not invoiced in past 6-month period. (Caltrans) Deobligation if project inactive for 12 months. (FHWA) Restrictions on future programming, OA and obligations if agency has not invoiced and received reimbursement at least once every 12-months after obligation. (MTC)
Liquidation	6 years after obligation	State of California	Loss of State Budget Authority and de-obligation by State of California
Project Close-Out	6 months after final invoice	Caltrans, Regional	Explanation in writing. (Caltrans) Restrictions on future programming, obligations and OA. (MTC)

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DATE: January 31, 2011
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: Funding Opportunities Summary

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Up to \$5,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	Station Area and Land Use Planning Program*	Approximately \$750,000	Due On March 1, 2011
6.	FTA Section 5310 Elderly and Disabled Specialized Transit Program*	Approximately \$25 million for FFY 2010/11	Due On March 4, 2011
7.	Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF)*	Approximately \$260,000	Due On March 25, 2011
8.	Caltrans Bicycle Transportation Account (BTA) Grant	Estimated \$7 million based on previous cycles	Anticipated Date: March 25, 2011
9.	Caltrans Community-Based Transportation Planning Grants	Budget is \$3 million , each project not to exceed \$300,000 for 2011/12	Anticipated Date: April 1, 2011
10.	Caltrans Environmental Justice: Context-Sensitive Planning	Budget is \$3 million , each project not to exceed \$300,000 for 2011/12	Anticipated Date: April 1, 2011

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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Attachment A

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

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

*New Funding Opportunity

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB (916) 322-6370 mmiles@arb.ca.gov	Application Due On First-Come, First-Served Basis	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/msprog/aqip/cvrp.htm
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approximately \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/

*New Funding Opportunity

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Station Area and Land Use Planning Program*	Therese Trivedi MTC (510) 817-5767 ttrivedi@mtc.ca.gov	March 1, 2011 Eligible Applicants: Local jurisdictions with 1) areas approved as planned or potential PDAs and 2) station areas in transit extension projects identified under MTC's resolution 3434 that don't meet MTC's TOD policy for minimum housing thresholds	Approximately \$750,000	City-sponsored planning efforts for the areas around future transit extension stations. These station-area and land-use plans are intended to address the range of transit-supportive features that are necessary to support high levels of transit ridership.	Eligible Projects: Land use plans and policies that will substantially increase transit ridership around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area http://www.mtc.ca.gov/planning/smart_growth/stations/
FTA Section 5310 Elderly and Disabled Specialized Transit Program*	Liz Niedziela STA (707) 399-3217 eniedziela@sta-snci.com One Harbor Center Suite 130 Suisun City, CA 94585	March 4, 2011 Eligible Applicants: Private non-profit corporations, and public agencies approved by the State	Approximately \$25 million	Provides capital grants for projects that meet the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient or inappropriate.	Eligible Projects: Accessible vans and buses, mobile radios and communication equipment, computer hardware and software http://www.mtc.ca.gov/funding/FTA/5310.htm
Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF)*	Jim Antone YSAQMD (530) 757-3653 jantone@vsqmd.org 1947 Galileo Court Suite 103 Davis, CA 95616	March 25, 2011 Eligible Applicants: Eastern Solano County jurisdictions (Dixon, Rio Vista, Vacaville, and surrounding unincorporated areas)	Approximately \$260,000	The YSAQMD CAF Program is designed to reduce emissions from motor vehicles by supporting cleaner vehicle technologies, alternative modes of transportation, and public education.	Eligible Projects: Clean technologies/low-emission vehicles, alternative transportation (bicycle and pedestrian projects), transit services, and public education http://www.vsqmd.org/Incentives10.php
Caltrans Bicycle Transportation Account (BTA)	Ann Mahaney Caltrans (916) 653-0036	March 25, 2011 Eligible Applicants:	\$7.2 million total expected to be allocated, max for	This program provides state funds for city and county projects that improve safety	Eligible Projects: (1) new bikeways serving major transportation

*New Funding Opportunity

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Grant*	ann.mahaney@dot.ca.gov P.O. Box 942874 Sacramento, CA 94274-0001	Cities and Counties with an adopted Bicycle Transportation Plan (BTP)	one applicant is \$1.8 million	and convenience for bicycle commuters.	corridors; (2) new bikeways removing travel barriers; (3) secure bicycle parking; (4) bicycle-carrying facilities on public transit; (5) installation of traffic control devices to improve safety; (6) elimination of hazardous conditions on existing bikeways; (7) planning; (8) improvement and maintenance of bikeways http://www.dot.ca.gov/hq/LocalPrograms/bta/BTA/CallForProjects.htm

Community-Based Transportation Planning Grants*	Russ Walker Caltrans (916) 651-6886 russ_walker@dot.ca.gov	Grants for 2011/2012 due April 1, 2011 (anticipated deadline) Eligible Applicants: Cities and Counties	Budget is \$3 million , each project not to exceed \$300,000; this grant requires a local 20% match with a maximum 10% in-kind contribution allowed	This program provides planning funds that support livable communities (such as long-term economic development, multimodal linkages, and jobs/housing balance), coordinate land-use and transportation planning, reflect community values, and include non-traditional participants in transportation decision making.	Eligible Projects: Long-term sustainable community studies/plans, blueprint planning follow-up or refinement, rural smart growth, transit oriented/adjacent development or “transit village” studies/plans, infill studies/plans, etc http://www.dot.ca.gov/hq/tpp/grants.html
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*New Funding Opportunity

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Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Environmental Justice: Context-Sensitive Planning*	Jorge Rivas Caltrans (916) 654-6236 jorge_rivas@dot.ca.gov	Grants for 2011/2012 due April 1, 2011 (anticipated deadline) Eligible Applicants: Cities and Counties	Budget is \$3 million , each project not to exceed \$300,000; this grant requires a local 10% match with a maximum 5% in-kind contribution allowed	This program provides funding for transportation planning-related projects that promote environmental justice in local planning; contribute to the early and continuous involvement of low-income and minority communities in the planning and decision-making process; improve mobility and access for under-served communities; and create a business climate that leads to more economic opportunities, services and affordable housing.	Eligible Projects: Transit Innovation studies/plans, comprehensive mobility studies/plans, context-sensitive streetscapes or town center studies, complete street studies, context-sensitive community development planning, community-friendly goods movement transportation corridors, ports, and airports studies, etc http://www.dot.ca.gov/hq/tpp/grants.html

*New Funding Opportunity

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DATE: January 31, 2011
TO: STA Board
FROM: Johanna Masiplat, Clerk of the Board
RE: STA Board Meeting Schedule for Calendar Year 2011

Discussion:

Below is the STA Board meeting schedule for Calendar Year 2011.

Fiscal Impact:

None.

Recommendation:

Informational.

DATE	TIME	LOCATION	STATUS
February 9, 2011	6:00 p.m.	Suisun City Hall	Confirmed
March 9, 2011	6:00 p.m.	Suisun City Hall	Confirmed
April 13, 2011	6:00 p.m.	Suisun City Hall	Confirmed
May 11, 2011	6:00 p.m.	Suisun City Hall	Confirmed
June 8, 2011	6:00 p.m.	Suisun City Hall	Confirmed
July 13, 2011	6:00 p.m.	Suisun City Hall	Confirmed
No Meeting in August			
September 14, 2011	6:00 p.m.	Suisun City Hall	Confirmed
October 12, 2011	6:00 p.m.	Suisun City Hall	Confirmed
November 9, 2011 14 th STA Annual Awards		TBD, Fairfield	
December 14, 2011	6:00 p.m.	Suisun City Hall	Confirmed

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