



**SOLANO TRANSPORTATION AUTHORITY
BOARD MEETING AGENDA
6:00 p.m., Regular Meeting
March 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 Masielat, 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 jmasielat@sta-snci.com. **Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

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

ITEM

BOARD/STAFF PERSON

- | | |
|--|--------------------|
| <p>I. CALL TO ORDER/PLEDGE OF ALLEGIANCE
(6:00 – 6:05 p.m.)</p> | <p>Chair Price</p> |
| <p>II CONFIRM QUORUM/ STATEMENT OF CONFLICT
<i>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.</i></p> | <p>Chair Price</p> |

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	Mike Hudson	Ron Rowlett	Erin Hannigan	John Vasquez
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III. APPROVAL OF AGENDA

IV. OPPORTUNITY FOR PUBLIC COMMENT

(6:05 – 6:10 p.m.)

V. EXECUTIVE DIRECTOR’S REPORT – Pg. 1

(6:10 – 6:15 p.m.)

Daryl K. Halls

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

(6:15 – 6:25 p.m.)

A. Caltrans Report

1. Hunter Hill Rest Stop

Doanh Nguyen

B. Directors Report:

1. Planning

Robert Macaulay

2. Projects

Sam Shelton

3. Transit/Rideshare

Elizabeth Richards

VII. 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 February 9, 2011

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of February 9, 2011.

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B. Draft TAC Meeting Minutes of February 23, 2011

Johanna Masiclat

Recommendation:

Approve Draft TAC Meeting Minutes of February 23, 2011.

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C. Comprehensive Transportation Plan (CTP) Consultant Scope of Work

Robert Macaulay

Recommendation:

Authorize the Executive Director to release a Request for Proposal (RFP) for consultant services for the STA’s CTP update and enter into an agreement in an amount not-to-exceed \$125,000.

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D. Solano Countywide Bicycle Locker Study

Robert Guerrero

Recommendation:

Approve STA to conduct a Solano Countywide Bicycle Locker Study.

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E. Solano Rail Crossing Inventory and Improvement Plan Robert Macaulay
Recommendation:
Adopt the Solano Rail Crossing Inventory and Improvement Plan.
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F. 2011 STA SR2S Countywide Plan Update & Mapping Project Scope of Work Sam Shelton
Recommendation:
Approve the following:

1. *Approve the Scope of Work for the SR2S 2011 Plan Update & Mapping Project in Attachment A; and*
2. *Authorize the Executive Director to release a Request for Proposals not-to-exceed \$335,000 for the SR2S 2011 Plan Update & Mapping Project as shown in Attachment A, upon authorization of federal funding.*

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VIII. ACTION FINANCIAL ITEMS

A. Solano County Clean Air Grant Priorities Robert Guerrero
Recommendation:
Approve the allocation of Bay Area Transportation for Clean Air Funds (TFCA) and prioritization of Yolo Solano County Clean Air Funds as follows:

1. *\$200,000 from Bay Area TFCA for Solano Napa Commuter Information (SNCI) Program; and*
2. *\$30,000 from Bay Area TFCA and Prioritization of \$30,000 from the Clean Air Program for the Solano Safe Routes to School (SR2S) Program (\$60,000 total).*

(6:30 – 6:35 p.m.)
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B. Transfer of Land for the I-80/I-680/State Route (SR) 12 Interchange Project Bernadette Curry
Recommendation:
Adopt Resolution No. 2011-05 authorizing the Executive Director to negotiate with the City of Fairfield and the Fairfield Redevelopment Agency for the transfer of those parcels necessary for the I-80/I-680/SR12 Interchange Project.
(6:35 – 6:40 p.m.)
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IX. ACTION NON-FINANCIAL ITEMS

- A. Regional Transportation Plan (RTP) Update and Solano Call for Projects Draft List** Robert Macaulay
Recommendation:
Approve the following:
1. *Release the Draft Solano RTP Project List for public review; and*
 2. *Issue a call for projects to be included in the Solano RTP Project List.*
- (6:40 – 6:50 p.m.)
Pg. 45
- B. STA Project Delivery Policy** Sam Shelton
Recommendation:
Adopt the STA Project Delivery Policy as shown in Attachment B.
(6:50 – 6:55 p.m.)
Pg. 39
- C. Agricultural Land and Open Space Preservation** Robert Macaulay
Recommendation:
Authorize the STA Chair to forward a letter to MTC and ABAG supporting financial incentives for preservation of agricultural and open space lands.
(6:55 – 7:00 p.m.)
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X. INFORMATIONAL – NO DISCUSSION

- A. Legislative Updates** Bernadette Curry
Pg. 85
- B. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fund Estimates**
Pg. 93
- C. Project Delivery Update** Jessica McCabe
Pg. 99
- D. Funding Opportunities Summary** Sara Woo
Pg. 105
- E. STA Board Meeting Schedule for Calendar Year 2011** Johanna Masielat
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XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled at a **Special Time and Date**: **Wednesday, April 20, 2011, 4:00 p.m., Suisun City Hall Council Chambers.**

MEMORANDUM

DATE: March 2, 2011
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – March 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.

STA Board Discusses Impact of State Funding on Upcoming Projects

On March 2nd, six members of the STA Board traveled to Sacramento to meet with Solano County's State Legislative representatives and key agency staff from Caltrans and the California Transportation Commission (CTC) to discuss STA's support for reenactment of the gas tax swap, support for a state bond sale to provide funding for Solano based construction projects scheduled for 2011 and 2012, and for lowering the voter threshold for local transportation sales taxes to 55%. At the meeting with Caltrans and CTC, STA discussed current efforts underway to implement Express Lanes and various operational improvements on I-80 and the proposed Public Private Partnership Study focused on a number of Solano County transit centers to be initiated in 2011. Both agencies expressed support for and a strong interest in participating in these efforts.

New STATUS Newsletter Highlights 2010 Completed Projects and Solano's Legacy of Integrating Land Use and Transportation

The STA's most recent STATUS newsletter highlights the 2010 year as a good year for transportation construction projects in Solano County and Solano County's Transportation and Land Use: a Hidden Story Worth Sharing. Copies will be available at the meeting and available on the STA website.

STA Public Release of Call for Projects and Draft Solano County Projects List for MTC's Regional Transportation Plan (RTP)/Sustainable Communities Strategy *

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) has set an ambitious schedule for the initial public outreach at the County level and the submittal of RTP projects by the nine Bay Area Congestion Management Agencies. In order to meet the April 29th submittal deadline required by MTC, STA staff has updated the current list of Solano projects contained in the RTP and based on submittals provided by public works staff from the seven cities and the County of Solano have developed a draft RTP submittal list for review by the STA Board. The STA Board is being requested to issue a public request for projects to be submitted to the STA by April 8th in preparation for a Board hearing scheduled for the STA Board meeting of April 20th.

Request for MTC and ABAG to Consider Fiscal Incentives for Preservation of Agriculture and Open Space *

Contained in the provisos of SB 375 is language outlining the requirement for regional transportation planning agencies to consider fiscal incentives for preservation of resource areas and farmlands. The Napa County Transportation and Planning Agency (NCTPA) has requested the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) consider this issue and have proposed establishment of a specific funding program dedicated to this purpose. This type of program would be particularly pertinent to Solano County with its 25 years legacy of preserving its agriculture and open space through the Solano Orderly Growth Initiative and its recent 25 years extension approved by Solano County voters in 2008.

Proposed Transfer of City Property to Help Accelerate Delivery of Next Phase of I-80/I-680/SR 12 Interchange Project *

Staff from the City of Fairfield has indicated to STA staff that they are interested in the early transfer to STA of 28 acres of property adjacent to I-80 and 50 acres of property adjacent to SR 12 that has been preserved by the City of Fairfield and its Redevelopment Agency as right of way for the future construction of the I-80/I-680/SR 12 Interchange. The City of Fairfield has been prudently preserving this right of way in preparation for the interchange project. STA has been working closely with Caltrans to wrap up the environmental document for the interchange project and will be ready to rapidly move into the design and right of way phases for the next funded phase of the project. STA is targeting summer of 2012 to have the project ready for construction. The early transfer of this property will help accelerate the right of way schedule and help keep the overall project on schedule.

Clean Funds for Safe Routes to School and Solano Napa Commuter Information *

The Safe Routes to School Program and the Solano Napa Commuter Information Program are two effective programs that serve as foundations for STA's efforts to work with the seven cities and the County to promote commute alternatives, health and safety among school age children, and are included in the STA's Sustainable Communities Strategy to help address the goals outlined in SB 375. Staff is recommending the STA Board continue to prioritize air quality funding for both of these programs.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated March 2011)

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

SFCTA	San Francisco County Transportation Authority
SJCOG	San Joaquin Council of Governments
SHOPP	State Highway Operations & Protection Program
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SoHip	Solano Highway Improvement Plan
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR	State Route
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
STAF	State Transit Assistance Fund
STIP	State Transportation Improvement Program
STP	Federal Surface Transportation Program
T	
TAC	Technical Advisory Committee
TAM	Transportation 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
TMS	Transportation Management System
TOD	Transportation Operations Systems
TOS	Traffic Operation System
T-Plus	Transportation Planning and Land Use Solutions
TRAC	Trails Advisory Committee
TSM	Transportation System Management
U, V, W, Y, & Z	
UZA	Urbanized Area
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
February 9, 2011

I. CALL TO ORDER

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

MEMBERS

PRESENT:	Harry Price, Chair	City of Fairfield
	Jack Batchelor, 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 Sperring	County of Solano

MEMBERS

ABSENT: None.

STAFF

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

ALSO

PRESENT:

In Alphabetical Order by Last Name:

Dennis Allen	Resident, City of Fairfield
John Botsford	Milliman, Inc.
Monica Brown	Resident, City of Fairfield
Bill Emlen	County of Solano
Lt. Mike Ferrel	California Highway Patrol (CHP)
Richard Giddens	Resident, City of Fairfield
George Gwynn, Jr.	Resident, City of Suisun City
Mike Hudson	STA Alternate Board Member and Councilmember, City of Suisun City
Gary Leach	City of Vallejo
Wayne Lewis	City of Fairfield
Alyssa Majer	City of Suisun City
Rod Moresco	City of Vacaville
Mike Roberts	City of Benicia
Paul Wiese	County of Solano
Dennis Yu	PARS

II. SWEARING IN OF NEW STA ALTERNATE BOARD MEMBER

1. Janith Norman

Councilmember Norman, representing the City of Rio Vista, was sworn in as alternate member.

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

V. OPPORTUNITY FOR PUBLIC COMMENT

Monica Brown, City of Fairfield resident, addressed the STA Board on transit issues.

Dennis Allen conveyed to the STA Board his opposition to limiting the public speaking time period.

VI. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- State Legislative Priority for Transportation
- Mobility on I-80 Corridor Focus of STA Effort in Washington, DC
- Metropolitan Transportation Commission (MTC) Kicks off Update of Regional Transportation Plan (RTP) with Call for Projects
- Two Major Construction Projects on Tap for 2011
- Proposed Reinvestment of STA Benefits Plan

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

A. MTC Report:

None presented.

B. Caltrans Report:

None presented.

C. STA Reports:

1. Directors Report:

- a. Planning – Robert Macaulay provided an update on upcoming SR 12 Public Meetings
- b. Projects – None provided.
- c. Transit/Rideshare – None provided.

VIII. CONSENT CALENDAR

On a motion by Board Member Patterson, and a second by Board Member Sanchez, the STA Board approved Consent Calendar Items A through J.

A. STA Board Meeting Minutes of January 19, 2011

Recommendation:

Approve STA Board Meeting Minutes of January 19, 2011.

B. Draft TAC Meeting Minutes of January 26, 2011

Recommendation:

Approve Draft TAC Meeting Minutes of January 26, 2011.

C. SolanoExpress Intercity Transit Consortium 2011 Work Plan

Recommendation:

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

D. 2011 Paratransit Coordinating Council (PCC) Work Plan

Recommendation:

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

E. Appointment of Pedestrian Advisory Committee (PAC) Member

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.

F. Safe Routes to School (SR2S) Public Safety Enforcement Grant

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.

- G. Regional Measure 2 (RM 2) Benicia Intermodal Resolution of Support**
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.

- H. Congestion Management Program Traffic Data**
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.

- I. Regional Housing Needs Allocation Consultant Contract**
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.

- J. Public Private Partnership Feasibility Study**
Recommendation:
 Authorize the Executive Director to execute a Project Management contract with Gray-Bowen Consulting for an amount-not-to-exceed \$20,000.

IX. ACTION – FINANCIAL ITEMS

- A. Proposed Modification to STA’s Retirement Benefit Plan**
 Daryl Halls provided an overview on the options for future reinvestment of the STA’s benefits plan. He cited that based on STA’s analysis, it is recommended that the STA Board approve the modifications of its investment in a 401a defined contribution plan to a Public Agency Retirement Agency (PARS) managed defined benefit plan. He noted that the change would accomplish the Board’s four goals established for the evaluation of STA’s retirement plan and would result in an annual savings to the STA ranging between \$15,000 to \$49,000 per year. He also cited that 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.

- Public Comments:**
 George Gwynn, Jr., Suisun City Resident and Richard Giddens, Fairfield Resident, both addressed the STA Board on issues regarding government spending.

- Board Comments:**
 None presented.

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. ***Approve Resolution 2011-04;***
3. Award contract to PARS for the administration and management of the PARS Plan for an annual amount of \$9,000; and
4. Increase PARS annual payment towards the payoff of the Actuarial Liability in the amount of \$25,000 for the next five to ten years.

On a motion by Vice Chair Batchelor, and a second by Board Member Sanchez, the STA Board unanimously approved the recommendation as amended shown above in ***bold italics***.

X. ACTION NON-FINANCIAL ITEMS

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

Robert Macaulay cited that the Metropolitan Transportation Commission (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. He noted MTC's timeline for submittal and analysis of projects is short, with final submittal of all projects required by April 29, 2011. He stated that with the short time period, STA must endeavor to meet MTC's public outreach goals, identifying projects, develop cost estimates, determine which projects fit within the financial estimates provided by MTC, and complete Solano's RTP submittal.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

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

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

B. Safe Routes to Transit Plan – Scope of Work

Robert Guerrero reviewed the objective and development process of the Safe Routes to Transit Plan (SRTP). He also reviewed the hiring process of a consultant to assist in the development of the Plan. He cited that the consultant will be responsible for gathering and organizing data related to safety in the area of Transit Facilities of Regional Significance (TFORS) identified by the STA.

Public Comments:

None presented.

Board Comments:

Board Member patterson commended staff for pursuing a Safe Routes to Transit Plan. She commented that this is a way of remaining and addressing the portion of the population that use or may use transit. She further stated her support for the plan.

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.

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

C. Legislative Update

Jayne Bauer reported that 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. She listed the three State priorities recommended for the STA delegation to focus on in Sacramento. She also reported that STA is working with STA's federal advocate, Susan Lent of Akin Gump, to restructure the STA's approach to meeting with Congressional representatives in Washington D.C. in April.

Public Comments:

George Gwynn, Jr., City of Suisun City resident, cited his opposition to lowering the voter threshold for local sales tax measure.

Board Comments:

None presented.

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.

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

XI. INFORMATIONAL ITEMS

A. Highway Projects Update

- 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**

Janet Adams provided a detailed update on two projects scheduled to start construction in 2011; the construction of Jameson Canyon and the relocation and update of the Eastbound Cordelia Truck Scales.

NO DISCUSSION

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

C. Project Delivery Update

D. Funding Opportunities Summary

E. STA Board Meeting Schedule for Calendar Year 2011

XI. BOARD MEMBER COMMENTS

Board Member Patterson commented on the Smart Growth Conference she attended in Charlotte North Carolina.

XII. ADJOURNMENT

The STA Board meeting was adjourned at 6:55 p.m. The next regular meeting of the STA Board is scheduled for Wednesday, March 9, 2011, 6:00 p.m., Suisun City Hall Council Chambers.

Attested by:



January 31, 2011

Johanna Masielat
Clerk of the Board

Date

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TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
February 23, 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
Royce Cunningham	City of Dixon
George Hicks	City of Fairfield
Dan Kasperson	City of Suisun City
Rod Moresco	City of Vacaville
Gary Leach	City of Vallejo
Paul Wiese	County of Solano

STA Staff Present:

(In Alphabetical Order by Last Name)

Janet Adams	STA
Susan Furtado	STA
Robert Guerrero	STA
Daryl K. Halls	STA
Robert Macaulay	STA
Johanna Masiclat	STA
Jessica McCabe	STA
Sam Shelton	STA

Others Present:

(In Alphabetical Order by Last Name)

Jeff Knowles	City of Vacaville
David Kleinschmidt	City of Vallejo
Alyssa Majer	City of Suisun City
Matt Tuggle	County of Solano

II. APPROVAL OF THE AGENDA

On a motion by Royce Cunningham, and a second by Rod Moresco, 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: Janet Adams announced that the next two design contracts for the I-80/I-680/SR 12 Interchange were awarded by STA and that the contract award include implementation of STA's new local preference policy. Monthly local project delivery team meetings will be initiated.

Other: None presented.

V. CONSENT CALENDAR

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

A. Minutes of the TAC Meeting of January 26, 2011

Recommendation:

Approve TAC Meeting Minutes of January 26, 2011.

B. Comprehensive Transportation Plan (CTP) Consultant

Scope of Work

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to release a Request for Proposal (RFP) and enter into an agreement in an amount not-to-exceed \$125,000.

C. Solano Countywide Bicycle Locker Study

Recommendation:

Forward a recommendation to the STA Board to approve STA to conduct a Solano Countywide Bicycle Locker Study.

VI. ACTION FINANCIAL ITEMS

A. Solano County Clean Air Grant Priorities

Robert Guerrero reviewed the estimated funding amounts available to program this year from both Air Districts. He cited that staff recommends continuing to prioritize investment commitments of the clean air funds into SNCI's Rideshare Incentives Program and Solano Safe Routes to School (SR2S) Program. He added that both programs directly benefit member agencies by providing marketing of commute alternatives, capital for bike and pedestrian projects, and strategies for implementing SB 375 and have been identified as priorities by the STA Board.

Recommendation:

Forward a recommendation to the STA Board to program the Solano Napa Commuter Information (SNCI) Rideshare Incentives Program and Solano Safe Routes to School (SR2S) Program for the following clean air funding amounts:

1. \$200,000 from TFCA for SNCI's Rideshare Incentives Program; and
2. \$30,000 from TFCA and \$30,000 from the Clean Air Program for the Solano SR2S Program (\$60,000 total).

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

VII. ACTION NON-FINANCIAL ITEMS

A. Regional Transportation Plan (RTP) Update and Solano Call for Projects Draft List

Robert Macaulay reviewed the RTP update process and the draft Solano RTP project list. He indicated that all projects must be submitted to MTC by April 29, 2011. He added that to meet the timeline, the draft list must be released for public comment by March 9th, and approved by the STA Board by April 13th. He indicated that STA staff is also available to provide presentations at local Planning Commissions or Board or City Council meetings to assist in obtaining public input.

After discussion, the STA TAC approved Paul Wiese's request to include the Peabody Road 4-Lanes Expansion to the Draft Solano RTP Project List.

Recommendation:

Forward a recommendation to the STA Board to release the Draft Solano RTP Project List for public review.

On a motion by Paul Wiese, and a second by Gary Leach, the STA TAC unanimously approved the recommendation with the amendment to include the Peabody Road 4-Lanes Expansion to the Draft Solano RTP Project List.

B. 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 includes 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, and to assist in the development of the draft CTP. He then described the contents of the draft land use chapter of the CTP.

Recommendation:

Forward a recommendation to the Alternative Modes Committee to approve the Land Use Chapter of the Solano CTP.

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

C. Solano Rail Crossing Inventory and Improvement Plan

Robert Macaulay cited that the final Solano Rail Crossing Inventory and Improvement Plan have been posted on the STA website. He added that the Plan was reviewed by staff from the Capitol Corridor JPA. No comments have been received since the Plan was released for public review.

Recommendation:

Forward a recommendation to the STA Board to adopt the Solano Rail Crossing Inventory and Improvement Plan.

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

D. STA Project Delivery Policy

Sam Shelton reviewed the STA's procedures regarding the programming and monitoring of STA funded projects. He noted that these policies focus on clear decision points and funding alternatives to implement the funding recommendations taken by the STA Board without earlier deadlines or additional administrative burdens.

Recommendation:

Forward a recommendation to the STA Board to adopt the STA Project Delivery Policy as shown in Attachment B.

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

VIII. INFORMATIONAL

A. Project Delivery Update

Jessica McCabe outlined the list of projects with programmed funding, which connects project fund sources to delivery deadline policies. She noted that 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.

NO DISCUSSION

B. Legislative Update

C. FY 2011-12 Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fund Estimates

D. Funding Opportunities Summary

E. STA Board Meeting Highlights of January 19, 2011 and February 9, 2011

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

IX. ADJOURNMENT

The meeting was adjourned at 2:25 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, March 30, 2010.**



DATE: March 3, 2011
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Consultant Scope of Work

Background:

The STA's Comprehensive Transportation Plan (CTP) was adopted in 2001 and updated in 2005. The CTP consists of 3 elements: Arterials, Highways and Freeways; Transit; and, Alternative Modes.

In 2008, the STA Board authorized a comprehensive update of the CTP. Since that time, the STA Board has approved:

- New Purpose Statement and Goals for each element
- A State of the System report for each element
- A Goal Gap Analysis for each element, identifying which Goals are or are not being met; and
- A CTP Project List to identify projects and programs that can help address the identified gaps.

The structure of the new CTP is different from the existing CTP. A new Land Use chapter has been added, and Ridesharing has been moved from the Alternative Modes to the Transit Element.

Concurrently, STA has been updating the Countywide Bicycle Master Plan and Countywide Pedestrian Master Plan (the Bike and Ped Plans). The STA Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) have been instrumental in these Plan updates, and have reviewed and approved project selection criteria, prioritized project lists and preliminary policies and text for the final versions of the Bike and Ped Plans.

At its January 2011 meeting, the STA Board approved a draft scope of work and schedule for update of the Solano Transportation for Livable Communities (TLC) Plan. At its February 2011 meeting, the Board approved a scope of work for the development of a Safe Routes to Transit (SR2T) Plan.

Discussion:

STA staff is proposing to combined four separate CTP support projects into a single scope of work, and to issue a Request for Proposals to complete that scope (Attachment A). The four areas of work are:

1. CTP Cost Estimates. Develop a general estimate of the cost of the CTP project and program list developed in 2010, and a detailed cost estimate for a subset of those projects and programs that are either reasonably deliverable in the timeframe of the CTP or are critical projects with a long-term delivery schedule.

2. CTP Mapping and Graphics Support. Provide general mapping and graphics support for the CTP update and the Countywide Bicycle and Pedestrian Master Plan updates.
3. Safe Routes to Transit Plan. SR2T Plan based upon the Board-approved scope of work.
4. TLC Plan Update. Develop the update of the Solano TLC Plan, based upon the preliminary Board-approved scope of work.

Fiscal Impact:

The Fiscal Year 2010-11 budget includes the following funds available for CTP consultant services: \$47,000 in TLC, \$106,538 in CTP Update and \$20,000 for ST2T plan development. Combined, this totals \$173,538 available for CTP Update consultant services. STA staff is proposing to allocate \$125,000 for completion of the attached Scope of Work, and to carry the remaining \$48,538 over to Fiscal Year 2011-12 for additional CTP consultant services that will be needed. By utilizing federal funds, STA will need to follow the federal procurement process.

At its meeting of February 23, 2011, the STA Technical Advisory Committee considered the scope of work, and recommended that the STA Board adopt the scope and authorize the Executive Director to release an RFP and subsequently enter into an agreement to implement the scope of work.

Recommendation:

Authorize the Executive Director to release a Request for Proposal (RFP) for consultant services for the STA's CTP update and enter into an agreement in an amount not-to-exceed \$125,000.

Attachments:

- A. Scope for Work for CTP Update Consultant Support

**SOLANO TRANSPORTATIONM AUTHORITY
COMPREHENSIVE TRANSPORTATION PLAN CONSULTANT
SCOPE OF WORK**

The Solano Transportation Authority (STA) is in the process of updating its Comprehensive Transportation Plan (CTP). The CTP provides a 25-year outlook on transportation goals, projects and programs that are of a county-wide or regional nature.

In 2008, the STA Board authorized a comprehensive update of the CTP. Since that time, the STA Board has approved:

- New Purpose Statement and Goals for each element
- A State of the System report for each element
- A Goal Gap Analysis for each element, identifying which Goals are or are not being met; and
- A CTP Project List to identify projects and programs that can help address the identified gaps.

Approval of a new Land Use Chapter is pending before the STA Board.

In order to complete the CTP update, STA seeks consultant support to complete one or more of the following tasks:

- A. CTP Cost Estimates (see Attachment A)
- B. CTP Mapping and Graphics Support (see Attachment B)
- C. Safe Routes to Transit Plan (see Attachment C)
- D. TLC Plan Update (see Attachment D)

CTP Project Cost Estimation
Consultant Scope of Work

The Solano Transportation Authority (STA) wishes to hire a consultant to assist in the development of cost estimates for projects and programs identified in the Solano Comprehensive Transportation Plan (CTP) Project List.

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

1. A list of all projects proposed for inclusion in the CTP, including existing project descriptions
2. Where available, existing schedules, engineering and environmental details and cost estimates for such projects.
3. A list of all programs proposed for inclusion in the CTP, including existing program descriptions
4. Details of existing programs, including costs and service delivery, and projected levels of service delivery.
5. Historical, existing and projected demographic data necessary to determine future populations that may use services identified in A.3 above.

B. The Consultant will perform the following tasks:

1. Provide a preliminary estimate of costs for all projects identified in A.1 above. The estimate shall be prepared using a cost estimation formula provided by STA. Cost estimates shall include:
 - a. Engineering design and environmental clearance
 - b. Right-of-way acquisition
 - c. Construction
 - d. Maintenance for 25 years

Deliverable Product: Preliminary Cost Estimate for CTP Project List

2. Consultant, in conjunction with STA staff, will identify a subset of projects identified in A.1 above for the development of more detailed cost estimates.

Deliverable Product: List of Selected Projects and Programs for Detailed Evaluation

3. Provide an estimate of capital and operational costs for programs identified in A.3 above, based upon existing program costs, projected levels of service delivery, and a cost escalation schedule to be developed by the Consultant. For transit services, STA and the Consultant will jointly develop the performance measures to be used in projecting future needs. These standards may include, but are not limited to, passengers carried per capita and vehicle hours of service per capita.

Deliverable Product: Detailed Cost Estimate for Selected Projects and Programs

CTP Mapping and Graphics Support
Consultant Scope of Work

The Solano Transportation Authority (STA) wishes to hire a consultant to assist in the development mapping and other graphics for the Comprehensive Transportation Plan (CTP). This work may extend to sub-plans, such as the Transportation for Livable Communities (TLC), Countywide Bicycle and Countywide Pedestrian Plans. The consultant must be able to use ArcView GIS software and ArcView files provided by STA, and to be able to produce mapping and graphic output in formats useable by the STA in current and future publications, including as web content.

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

1. Existing mapping and graphics data prepared for the Solano CTP and sub-documents, including:
 - a. Electronic copies of existing documents.
 - b. ArcView files relevant to producing Solano CTP maps and graphics
 - c. Access to aerial photos that are useable with ArcView files
 - d. Access to the library existing STA photo and graphic images
2. STA and the Consultant will work together to produce a master list of maps and descriptive graphics, such as bar and pie charts, for inclusion in the Solano CTP and sub-plans.
3. Upon completion of individual chapters of the Solano CTP and of each sub-plan, STA and the Consultant shall develop a list of presentation graphics, such as pictures illustrating a point addressed in the text of the document.

B. The Consultant will perform the following tasks:

1. The Consultant shall produce all maps and graphics identified in A.2, A.3 and/or A.4 above.
Deliverable Products: Master list of maps and graphics; maps and graphics.

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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

Deliverable product: Database of accident and safety data
2. Work with STA staff to develop a SR2T Steering Committee. The Steering Committee will be responsible for providing review and recommendations regarding the development of the planning document. Develop a planning and walking audit form to be used in subsequent steps. Deliverable products: Planning and walking audit form.
3. Work with STA staff to develop a SR2T task force committee for each TFORS. Jurisdictions with multiple TFORS may form a single task force. 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.
4. Work with STA staff and each SR2T task force committee to perform a field audit of each TFORS, and subsequently develop recommendations for improvements at each TFORS. 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. Deliverable products: Planning and walking audit of each TFORS
5. Using the planning and walking audit forms, meet with each SR2T Task Force Committee to develop a SR2T Report for each TFORS, which includes:
 - a. Description of how transit users access and use the TFORS
 - b. Incidents of accidents, including those involving pedestrians or cyclists
 - c. Incidents or clusters of criminal activity
 - d. Physical barriers or deteriorated infrastructure that restrict access to TFORS

Deliverable products: SR2T report for each TFORS
6. 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
 - e. Anecdotal photos of patrons using the facility
- Deliverable products: Site photos; photo database
7. A database of all incidents or barriers identified 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.
Deliverable product: incident and barrier database
 8. 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.Deliverable product: Recommendation of improvements for each TFORS

Solano Transportation for Livable Communities Plan Update
Consultant Scope of Work

The Solano Transportation Authority (STA) wishes to hire a consultant to assist in the update of the existing Solano Transportation for Livable Communities (TLC) Plan.

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

1. The existing Solano TLC Plan and all related sub-plans:
 - a. Jepson Parkway TLC Concept Plan
 - b. North Connector TLC Corridor Concept Plan
2. STA will develop a TLC Working Group, made up of local jurisdiction staff, to help guide development of the Solano TLC Plan.

B. The Consultant will perform the following tasks:

1. Conduct a background analysis of TLC Program and its Relationship to The Association of Bay Area Governments (ABAGs) Priority Development Area (PDA) program. The Consultant shall produce a TLC Background Report that addresses, at a minimum, the following issues:
 - a. Local and regional benefits of a TLC Program
 - b. Summary of the Solano TLC Program policies, projects and funding as of December 31, 2010
 - c. Regional TLC Program and its relationship to the County Program

Deliverable product: TLC Background Report
2. Assist STA staff in development of goals and objectives for the County TLC/PDA Plan. The Consultant will prepare a Goals and Objectives Report, which will include the following:
 - a. The goals and objectives recommended by the TLC working group.
 - b. Minutes of the TLC Working Group meetings where goals and objectives were discussed and approved. The purpose of the minutes is to document the development of the Goals and Objectives, including those proposals that are not ultimately included in the adopted document.

Deliverable product: TLC Goals and Objectives Report
3. Develop a Suburban TLC Successful Projects and Best Practices Report. The Report will include:
 - a. Examples of TLC projects in suburban communities that have been financially successful and accepted by their communities.
 - b. A descriptive list of best practices for TLC projects, including both process (such as public outreach, entitlement and financial support) and design/capital elements.
 - c. Information from active developers of TLC projects identifying aspects of TLC plans and projects that act as either obstacles or expeditors for delivery of TLC development.

Deliverable Product: Suburban TLC Successful Projects and Best Practices Report
4. Develop a Solano PDA and TLC Capital Project Report. The report will include:
 - a. A description of all PDAs designated in Solano County, as well as those areas proposed for future PDA designation. The description shall include the PDA boundaries, existing

land uses, a summary of land use regulations, development potential within each PDA, transit facilities within or adjacent. The description will include maps and photos of each PDA.

- b. A description of all TLC capital projects within or adjacent to each PDA. This will be an update of the information found in STA's State of the System Report – Alternative Modes. The description will include maps and photos of each TLC capital project.
Deliverable product: PDA and TLC Capital Project Report
5. Develop a Solano PDA/TLC Priority Project List. The consultant will work with STA staff and the TLC committee to develop a prioritized list of TLC and/or PDA projects.
 - a. Develop a list of projects in PDAs that are eligible for TLC funds. The PDA/TLC projects shall be taken from the Solano CTP project list, the Countywide Bicycle Plan list and/or the Countywide Pedestrian Plan list.
 - b. Develop criteria for prioritizing PDA and TLC projects listed in step a.
 - c. Develop a prioritized PDA/TLC project list.
Deliverable products: PDA project list; PDA/TLC project prioritization criteria; prioritized PDA/TLC project list.
6. Develop a Potential TLC/PDA Site Report. Consultant will investigate areas in each City and the unincorporated County that could produce Transit Oriented Developments, could use TLC type projects to increase bicycle, pedestrian and/or transit access, and/or could be submitted at a future date potential PDA's currently not part of ABAG's PDA designation. Consultant will also develop strategies for these locations to begin introducing TLC/PDA design concepts and policies. The intent of this report is to spotlight opportunities in cities and the unincorporated County without PDA designations. The report is not intended to recommend or direct local jurisdictions on changes to land use designations or regulations.
Deliverable product: Potential TLC/PDA Site Report
7. Develop a TLC/PDA Performance Measure tool. Working with STA staff and the TLC working group, the Consultant will develop performance measures and reporting criteria so that STA and its member agencies can track the implementation of TLC projects and the success in meeting TLC Goals.
Deliverable product: TLC/PDA Performance Measure Tool.
8. Final Plan. The Consultant will develop a final Solano TLC Plan, taking all of the products previously produced and integrating them into a single document, including an executive summary. The final Solano TLC Plan shall also place the Plan in the larger context of the Solano Comprehensive Transportation Plan and of similar plans from regional agencies with which STA and the local jurisdictions work. The consultant will develop a Draft Solano TLC Plan. STA will be responsible for obtaining public review of the Draft Solano TLC Plan. The Consultant shall subsequently develop a Final Solano TLC Plan. STA shall be responsible for final adoption of the Solano TLC Plan.
Deliverable products: Draft and Final Solano TLC Plans; reproducible copies of the Draft and Final Solano TLC Plans in a format to be specified by STA.

9. Solano TLC Brochure. The Consultant will develop a single-page Solano TLC brochure for subsequent distribution by STA.

Deliverable product: Solano TLC Brochure

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DATE: February 23, 2011
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Solano Countywide Bicycle Locker Study

Background:

The STA has been contacted by the Cities of Fairfield and Suisun City and on several occasions by bicyclists to help coordinate information for how cyclists can obtain a locker and who to contact if a locker user loses their key. Currently, there is not a comprehensive document that identifies how cities and the County of Solano are providing, maintaining, and monitoring bicycle lockers. This is particularly true for lockers that are enclosed, leased or rented.

Discussion:

STA staff proposes to evaluate what policies are in place and report how each city and the county addresses bicycle lockers in planning and project implementation. In addition, there is a potential opportunity to have the Solano Napa Commuter Information (SNCI) program help manage and advertise the availability of these lockers. There are also potential marketing opportunities to map where lockers exist; for example: Safe Routes to School maps and the Solano Bikelinks Map. There is also clean air funding available for these types of activities.

This effort is proposed to be a joint planning project with STA, Solano Bicycle Advisory Committee (BAC) and local agencies. The study is proposed to include the following elements:

- Report on locker users
- Inventory and map bicycle locker facilities
- Report on city policies related to bicycle lockers
- Report on current trends in bicycle lockers
- Management and maintenance options

A summary of each element is included in a Draft Scope of Work outlined in Attachment A. The intent is to have the study be incorporated as part of the STA Countywide Bicycle Plan Update and the overall Solano Comprehensive Transportation Plan. STA staff anticipates completion of the study by January 2012, before the next cycle of available clean air funds.

The STA Technical Advisory Committee (TAC) and SolanoLinks Transit Consortium reviewed and unanimously supported this item at their February 23, 2011 meetings.

Fiscal Impact:

None to the STA Budget. The proposed study will be completed in-house as part of the Solano Bicycle Plan Update.

Recommendation:

Authorize STA Staff to conduct the Solano Countywide Bicycle Locker Study.

Attachment:

- A. Solano Countywide Bicycle Locker Study Draft Scope of Work

Solano Countywide Bicycle Locker Study Draft scope of work:

- Report on locker users
 - Discuss cost effective methods of estimating users of the facilities
 - Discuss current and anticipated types of users
 - How can we get more users?
- Inventory and map bicycle locker facilities
 - Surveying sites will be time consuming. The BAC will be requested to recommend specific location types to focus countywide surveying efforts (e.g. survey public facilities, shopping centers, and transit facilities)
 - Inventory existing transit routes with bicycle racks or storage (including ferry and rail).
 - Determine what lockers types are available
- Report on city policies related to bicycle lockers
 - General Plan
 - Transit
 - Others?
- Report on current trends in bicycle lockers
 - Identify new, innovative, cost-effective lockers
 - Identify opportunities for public private partnerships
 - Identify funding opportunities
- Management and maintenance options
 - Determine who is maintaining lockers
 - Recent reported problems? How are they addressed?
 - Opportunities



DATE: March 3, 2011
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Solano Rail Crossing Inventory and Improvement Plan

Background:

Railroads provide both passenger and freight service to Solano County. Rail traffic also disrupts the flow of traffic on surface streets, and occasionally is involved in vehicle and/or pedestrian accidents. STA's Fiscal Year (FY) 2009-10 Overall Work Plan includes a task to conduct a Countywide rail crossing and accident inventory. The purpose of the inventory is to help STA identify and prioritize improvements to rail crossings located throughout Solano County in order to reduce congestion, improve transit and improve safety. The STA hired Wilson and Company to prepare a comprehensive database of rail crossings and accidents. Wilson and Company has completed the inventory work.

In May and June of 2010, TAC members received and provided comments on the crossing and accident inventory. In September, a Draft of the complete plan, minus the appendices, was provided to the Technical Advisory Committee (TAC) for review and comment.

At its meeting of December 8, 2010, the STA Board released the Draft of the Solano Rail Crossing Inventory and Improvement Plan for public comment.

Discussion:

Attachment A is the Final of the Solano Rail Crossing Inventory and Improvement Plan (Rail Plan), including the appendices.

The Rail Plan identifies the Dixon West B Street pedestrian crossing as the highest priority for a grade separation project based upon safety concerns. Since this project is not fully funded, the plan recommends that STA and the partnering agencies seek additional funds to implement this project. The Rail Plan identifies the existing at-grade Peabody Road crossing as the highest priority for a grade-separation project based upon traffic congestion. The crossing will be grade-separated as part of the Fairfield Vacaville Intermodal Transportation Center Project.

Because of the cost of grade-separation projects, the Rail Plan does not recommend seeking out existing at-grade crossings for improvement, except as part of a larger development project. Instead, the Rail Plan recommends focusing on restricting unauthorized access to the rail corridor between crossings, making crossings sufficiently safe and attractive, and providing good linkage from crossings to destinations such as schools, so that bicyclists and pedestrians do not attempt to cross undesignated locations.

The Solano Rail Crossing Inventory and Improvement Plan has been posted on the STA web site. The Plan was reviewed by staff from the Capitol Corridor JPA. No comments have been received since the Plan was released for public review.

The STA Technical Advisory Committee (TAC) reviewed the final Plan at its meeting of February 23, 2011. The City of Dixon public works staff asked for 4 technical corrections, and recommended that a State of California Public Utilities Commission publication be referenced. Those changes have been incorporated into the final version of the Plan.

Fiscal Impact:

No direct impacts. However, adoption of the Rail Plan will guide funding decisions for STA-programmed money.

Recommendation:

Adopt the Solano Rail Crossing Inventory and Improvement Plan.

Attachment:

- A. The draft Solano Rail Crossing Inventory and Improvement Plan (The Plan is posted and may be downloaded by visiting STA's website at <http://www.sta.dst.ca.us/plans2.html#railxing>)



DATE: February 28, 2011
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: 2011 STA SR2S Countywide Plan Update & Mapping Project Scope of Work

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.

Prior STA SR2S Planning and Mapping products:

On February 13, 2008, the STA Board adopted the STA's Safe Routes to School Plan and authorized STA staff to create a Safe Routes to School Program in Solano County. The STA's SR2S Plan process included over 100 committee members and over 450 parents, teachers, students, and neighbors at 29 schools across the county. Each city developed a local SR2S plan in partnership with local SR2S task forces that reviewed school plans within their community. Each communities plan was subsequently adopted by each city's council and local school board. These local plans were then incorporated into the STA's countywide SR2S plan.

In 2009, the STA drafted 15 pilot "Suggested Route to School Maps" to encourage students to walk and bicycle to school together in Walking School Buses. The STA's mapping methodology used a GIS-Based route suitability model to map the safest routes to school and measure travel times. School staff and parents reviewed these maps prior to their being finalized.

In the nine years between 1999 and 2008, Solano County cities received about \$1.482 M in federal and state grants for SR2S engineering projects. Since the adoption of the 2008 STA SR2S plan, cities have received an additional \$1.912 M in SR2S project grants in just two years, either from STA discretionary federal grants, regional air quality funds, or state grants. The cities of Benicia and Dixon have also funded over \$1M of priority 2008 STA SR2S planned projects without grant funds.

Approved FY 2010-11 & FY 2011-12 SR2S Program Work Plan

On December 8, 2010, the STA Board approved the SR2S 2-Year Work Plan, authorizing about \$1.5M in education, encouragement, and enforcement program expenditures. Part of this work plan included the development of Request for Proposals (RFP) for SR2S Planning and Mapping projects up to \$70,000 for planning and \$283,000 for mapping, for a total of \$353,000.

5-Year Funding Outlook for STA SR2S Program

All of the STA's SR2S Program's funds come from grants which will expire by the end of FY 2011-12. Between FY 2008-09 and FY 2009-10, the STA's SR2S Education & Encouragement program will have expended \$386,794 of the \$736,000 in current air district and federal grants, mostly on radar speed feedback signs. Between FY 2010-11 and FY 2011-12, the program will add \$1.279 M in additional grant funding, from MTC's SR2S Congestion Mitigation and Air Quality (CMAQ) funded program for mostly education and encouragement activities. STA staff is currently pursuing agreement amendments to extend grant funding to FY 2012-13.

Additional Cycle 2 MTC SR2S funds are possible in FY 2012-13 and STA will have to submit applications for competitive federal SRTS grants (administered by Caltrans) in order to maintain portions of the Solano SR2S Program.

Discussion:

Many of the highest priority capital projects identified in the 2008 plan were constructed while the 15 pilot maps have yet to be properly marketed to students and parents. The 2011 SR2S Plan update and the Mapping Project will help add seven additional schools to the SR2S Plan and design and market "Suggested Route to School Maps" for all remaining schools in the county. \$65,000 is budgeted for the plan update while \$270,000 is budgeted for the mapping project. The STA seeks to hire a consultant firm to update the STA's SR2S Plan and deliver the STA's SR2S Mapping Project.

STA staff recommends combining these services into one Request for Proposals (RFP) as these services are similar in nature and on similar timelines. On February 16, 2010, the STA SR2S Advisory Committee reviewed and recommended the scope of work in Attachment A. Prior STA SR2S planning and mapping scopes of work were reviewed by the SR2S-Advisory Committee (SR2S-AC) to develop the recommended 2011 planning and mapping scope of work.

2011 STA SR2S Plan Update (add 7-8 schools to the plan)

The 2011 Plan update involves holding a countywide summit & program kickoff, identifying local task force stakeholders, facilitating local task force meetings, facilitating school site walking audits & evening planning events, drafting recommendations, and seeking the approval from city councils, school boards, STA committees, and the STA Board. The STA's SR2S-AC will help guide the planning process by reviewing materials prior to their use during meetings and within documents.

STA SR2S Mapping Project (produce 65-70 maps)

The mapping project mirrors the process used during the pilot mapping process to produce an additional 65-70 maps. The consultant firm will review the pilot project's mapping methodology, request approval of any changes to the methodology from the SR2S-AC, review and collect Geographic Information System (GIS) data to create first draft maps, hold at least two (2) school site map review meetings with school staff to review draft and final maps, design and pilot map marketing mediums using the first 15 pilot maps, collect feedback from the pilot process, finalize map marketing mediums and publish all final maps, including the first 15 pilot maps.

On February 23, 2011, the TAC reviewed the SR2S Plan and recommended support of the staff recommendation.

Fiscal Impact:

A total of \$353,000 from five different grant sources pay for the STA SR2S Countywide Plan Update & Mapping Project: \$27,000 in Federal MTC Surface Transportation Program (STP) Planning funds, \$35,000 in Federal STP MTC SR2S County Program funds, \$250,000 in Federal Congestion Mitigation and Air Quality (CMAQ) MTC SR2S County Program funds, and matched locally with \$29,000 in Bay Area Air Quality Management District (BAAQMD), \$8,000 in Yolo-Solano Air Quality Management District (YSAQMD), and \$4,000 in Transportation Development Act (TDA) Article 3 funding. The federal funding for this RFP will require STA to follow the federal procurement process.

Recommendation:

Approve the following:

1. Approve the Scope of Work for the SR2S 2011 Plan Update & Mapping Project as shown in Attachment A; and,
2. Authorize the Executive Director to release a Request for Proposals not to exceed \$335,000 for the SR2S 2011 Plan Update & Mapping Project in Attachment A.

Attachment:

- A. Scope of Work for the SR2S 2011 Plan Update & Mapping Project

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Solano Transportation Authority

Safe Routes to School: 2011 Plan Update and Mapping Project

Consultant Scope of Work

Background

On February 13, 2008, the STA Board adopted the STA's Safe Routes to School Plan and authorized STA staff to create a Safe Routes to School Program in Solano County. The STA's SR2S Plan process included over 100 committee members and over 450 parents, teachers, students, and neighbors at 29 schools across the county. Each city developed a local SR2S plan, developed in partnership with local SR2S task forces reviewing school plans within their community, which were adopted by each city's council and school board. These local plans were then incorporated into the STA's countywide SR2S plan.

In 2009, the STA drafted 15 pilot "Suggested Route to School Maps" to encourage students to walk and bicycle to school together in Walking School Buses. The STA's mapping methodology used a GIS-Based route suitability model to map the safest routes to school and measure travel times. School staff and parents reviewed these maps prior to finalizing the maps.

In the nine years between 1999 and 2008, Solano County cities received about \$1.482 M in federal and state grants for SR2S engineering projects. Since the adoption of the 2008 STA SR2S plan, cities have received an additional \$1.912 M in SR2S grants in just two years, either from STA discretionary federal grants, regional air quality funds, or state grants. The cities of Dixon and Benicia have also funded over \$1M of priority 2008 STA SR2S planned projects without grant funds. The STA's non-infrastructure SR2S Program (Education, Encouragement, and Enforcement activities) has over \$1.5M budgeted for activities over the next three years.

Planning and Mapping Tasks overview

Many of the highest priority projects identified in the 2008 plan were constructed while the 15 pilot maps have yet to be properly marketed to students and parents. The 2011 SR2S Plan update and the Mapping Project will help add seven additional schools to the SR2S Plan, design and market "Suggested Route to School Maps" for all remaining schools in the county. \$65,000 is budgeted for the plan update while \$270,000 is budgeted for the mapping project.

The STA seeks to hire a consultant firm to update the STA's SR2S Plan **and** deliver the STA's SR2S Mapping Project. Below is a summary of tasks, noting recommended deliverable scope.

2011 STA SR2S Plan Update (add 7-8 schools to the plan)

The 2011 Plan update involves holding a countywide summit & program kickoff, identifying local task force stakeholders, facilitating local task force meetings, facilitating school site walking audits & evening planning events, drafting recommendations, and seeking the approval from city councils, school boards, STA committees, and the STA Board. The STA's SR2S Advisory Committee (SR2S-AC) will help guide the planning process by reviewing materials prior to their use during meetings and within documents.

STA SR2S Mapping Project (produce 65-70 maps)

The mapping project mirrors the process used during the pilot mapping process to produce an additional 65-70 maps. The consultant firm will review the pilot project’s mapping methodology, request approval of any changes to the methodology from the SR2S-AC, review and collect Geographic Information System (GIS) data to create first draft maps, hold at least two (2) school site map review meetings with school staff to review draft and final maps, design and pilot map marketing mediums using the first 15 pilot maps, collect feedback from the pilot process, finalize map marketing mediums and publish all final maps, including the first 15 pilot maps.

Draft Timeline of Tasks

Estimated Due Dates	Plan Update tasks (not to exceed \$65,000)	Mapping Project tasks (not to exceed \$270,000)
04-25-11	Begin Project	Begin Project
04-29-11	Revised Scope of work and Budget	Revised Scope of work and Budget
May	Existing Conditions and 2008 Plan Review; Incorporate available travel mode statistics and other performance measures listed in the 2008 STA SR2S Plan.	Recommend Mapping methodology to SR2S Advisory Committee; review ability to update maps later, add walking school bus locations.
May	Identify SR2S Stakeholders/Local Task Forces; include a contact list.	Identify Mapping Project Stakeholders; include a contact list.
June	Help Facilitate 2011 SR2S Summit; gather stakeholders to kickoff the 2011 SR2S planning, mapping process, and current STA SR2S Program.	Draft & Final Pilot Map Marketing mediums to SR2S Advisory Committee for approval; include published and online materials.
June/July	Work with Local Task Forces to identify schools to add to the plan and schedule walking audits.	Review existing mapping data and draft maps for use during school walking audits and 1 st map review meetings.
August	Facilitate walking audits and evening public planning events.	Hold map review meetings at school sites and finalize maps.
September	Continue walking audits and planning events.	Distribute first 15 maps using pilot marketing mediums. Continue other school site map meetings.
October	Review event information with local task forces and recommend projects and programs; include project cost estimates.	Collect feedback from pilot marketing mediums & redesign. Continue other school site map meetings.
November	Recommend approval of local plans with School boards and City Councils.	Final map designs to SR2S Advisory Committee for approval.
Dec/Jan	Review Draft Plan with STA Committees	Publish final maps for all schools
Feb 2012	Final Draft for STA Board Approval	

This is a draft timeline of tasks. Several of these tasks can be completed at the same time depending on a staggered school mapping review schedule (e.g., data collection, draft designs, drafting maps) while others are on a critical path prior to adoption of a local SR2S plan (e.g., stakeholder info, task force meetings, walking audits). The budget between plan update tasks and mapping project tasks is limited by their funding sources, meaning billing planning hours to the mapping project is prohibited.



DATE: February 23, 2011
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Solano County Clean Air Grant Priorities

Background:

The Bay Area Air Quality Management District (BAAQMD) and the Yolo Solano Air Quality Management District (YSAQMD) annually provides clean air funding to cities and counties within their jurisdictions for projects that reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects. The two Air Districts divide Solano County. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County are located in the Bay Area air basin and are eligible for BAAQMD funding. The cities of Dixon, Rio Vista, Vacaville, and the unincorporated area of the County located in northeastern Solano County are part of the Sacramento air basin, and are eligible for YSAQMD funding.

Funding for both clean air programs are provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The YSAQMD also has funds to allocate from a fee collected with property taxes in areas within its air basin. The STA is responsible for programming the BAAQMD Transportation Fund for Clean Air (TFCA) funding for Solano County. A different process is implemented for programming YSAQMD Clean Air Funds. The YSAQMD is directly responsible for programming the Clean Air Funds; however, they have set up a review process in partnership with the STA which includes participation from STA Board members to review and recommend projects to the YSAQMD Board. Both grant programs had funding levels shrink over the last two years as a result of the reduction in the number of motor vehicles registered.

In 2009, the STA Board prioritized the Solano Napa Commuter Information's (SNCI) Rideshare Incentives Program and the Solano Safe Routes to School Program (SR2S) for a two year period (FY 2009-10 and FY 2010-11). This was due in part to the limited air quality funds. The total amount prioritized for both programs during the last year were \$200,000 for SNCI and \$60,000 for SR2S. Any remaining air quality funds were made available to other eligible clean air projects.

Discussion:

Both Air Districts are in the process of finalizing actual funding amounts available to program. However, STA staff estimates \$280,000 from the BAAQMD Transportation Fund for Clean Air Program (TFCA) and \$260,000 from the YSAQMD Clean Air Program is available to program this year.

STA staff recommends continuing to prioritize investment commitments of the clean air funds into SNCI's Rideshare Incentives Program and the Solano SR2S Program.

Both programs directly benefit member agencies by providing marketing of commute alternatives, capital for bike and pedestrian projects, and strategies for implementing SB 375 and have been identified as priorities by the STA Board.

SNCI's Rideshare Incentives Program Summary

SNCI's Rideshare Incentives Program continues to be a cost effective and successful program in terms of air emission benefits as calculated through the BAAQMD's TFCA program. Benefits of the program include marketing and promotion of commute alternatives through transit brochure distribution, vanpool formations, bicycle and pedestrian education, employer presentations, marketing events, and incentives campaigns (e.g. Bike to Work Day and Commute Challenge). STA staff is recommending \$200,000 from the TFCA program this year. Funding for this program is matched with funding from Eastern Solano CMAQ funds.

Solano Safe Routes to School Summary

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 a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police. STA staff is recommending \$30,000 from Bay Area TFCA and \$30,000 from Yolo Solano Clean Air Funds this year.

STA staff's recommendation is consistent with last year's STA Board approved funding levels. The funds recommended for both programs will continue to assist in providing local cash contributions to leverage other grant sources available to each program. Given the most recent funding estimates, a remaining balance of \$50,000 of TFCA funding and \$230,000 of YSAQMD are estimated to be available for programming. STA staff will begin the process for programming the remaining TFCA in March when estimates become refined by the BAAQMD. The remaining YSAQMD funds will be approved in April by a subcommittee of the YSAQMD Board.

The STA Technical Advisory Committee (TAC) reviewed and unanimously supported STA staff's recommendation at their February 23, 2011 meeting.

Fiscal Impact:

A total of \$260,000 of BAAQMD TFCA and YSAQMD Funding are recommended to be prioritized for SNCI's Rideshare Incentives Program and the Solano SR2S Program. The funding will be used to leverage local match contributions from other grant sources.

Recommendation:

Approve the allocation of Bay Area Transportation for Clean Air Funds (TFCA) and prioritization of Yolo Solano County Clean Air Funds as follows:

1. \$200,000 from Bay Area TFCA for Solano Napa Commuter Information (SNCI) Program; and
2. \$30,000 from Bay Area TFCA and Prioritization of \$30,000 from the Clean Air Program for the Solano Safe Routes to School (SR2S) Program (\$60,000 total).



DATE: March 3, 2011
TO: STA Board
FROM: Bernadette S. Curry, STA Legal Counsel
RE: Transfer of Land and for the I-80/I-680/State Route (SR) 12 Interchange Project

Background:

The I-80/I-680/SR 12 Interchange, located along the I-80 corridor in Solano County, is one of the busiest in Northern California. Each day, the volume of cars, buses, and trucks exceed the roadway's capacity, causing long delays and back-ups, particularly during commute hours. Improving this major bottleneck is a top priority for Solano County, the State of California, and the local jurisdictions.

The public comment period on the Draft Environmental Impact Report/Environmental Impact Statement ("EIR/EIS") for the I-80/I-680/SR 12 Interchange Project ("Project") closed on October 11, 2010. Final certification of the EIR/EIS is anticipated to occur in 2011. Once certified, the I-80/I-680/SR12 Interchange Project will quickly move into the next phase which will include final design and right-of-way acquisitions.

Discussion:

For many years, the City of Fairfield ("City") and its Redevelopment Agency ("Agency") have been acquiring various parcels along the I-80/I-680/SR12 corridors in preparation for the eventual widening and improvements associated with the Project. The sixteen parcels total approximately 78.50 acres as follows:

City/Agency property along I-80

Assessor Parcel #	Acreage	Ownership
148-270-290	10.34	Agency
148-280-150	0.21	Agency
148-280-140	0.91	Agency
148-280-130	0.54	Agency
148-280-120	0.15	Agency
045-280-440	6.94	Agency
027-260-230	6.71	Agency
Subtotal:	25.8	
027-350-080	1.7	City
027-271-030	0.18	City
Subtotal:	1.88	
I-80 Total:	27.68	

City/Agency property along Highway 12

Assessor Parcel #	Acreage	Ownership
032-010-170	2.38	Agency
032-010-190	2.26	Agency
032-010-230	11.09	Agency
032-010-240	<u>26.34</u>	Agency
Subtotal:	42.07	
032-020-190	0.16	City
032-020-200	0.22	City
032-010-140	<u>8.37</u>	City
Subtotal:	8.75	
Hwy 12 Total:	50.82	

Staff has been approached by City of Fairfield staff to begin discussing the transfer of those parcels at this time in order to facilitate the process to allow construction to begin in 2012. The transfer of these parcels was discussed with the Executive Committee at its February 28, 2011 meeting who were supportive of recommending to the Board the transfer of property for the interchange to STA.

Adoption of the attached resolution will authorize the Executive Director to begin negotiations with the City and the Agency for the transfer of these parcels and the development of a transfer agreement. The parcels will be appraised and the value will be credited towards the local share of cost for the Project.

The Fairfield City Council will still need to take action on the transfer of parcels which is anticipated to occur this month. If the City Council does not approve of the transfer at this time, the parcels will be appraised and formal negotiations will begin later this year in conjunction with the rest of the property acquisitions for the project.

All property acquired for the Project will be ultimately transferred to Caltrans.

Fiscal Impact:

Transferring these parcels to the STA may incur a nominal cost for insurance purposes but such costs would be an eligible expense to be covered by the I-80/I-680/SR12 Interchange Project.

Recommendation:

Adopt Resolution No. 2011-05 authorizing the Executive Director to negotiate with the City of Fairfield and the Fairfield Redevelopment Agency for the transfer of those parcels necessary for the I-80/I-680/SR12 Interchange Project.

Attachments:

- A. Resolution 2011-05
(Exhibits A & B to this Resolution have been provided to the STA Board members under separate enclosure. You may obtain a copy by contacting the STA office at (707) 424-6075.)

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION NO. 2011-05**

**RESOLUTION OF INTENTION OF THE SOLANO TRANSPORTATION AUTHORITY
TO AUTHORIZE THE NEGOTIATION AND EXECUTION OF A PROPERTY
EXCHANGE AGREEMENT BY AND BETWEEN THE COUNTY OF SOLANO, THE
CITY OF FAIRFIELD AND THE REDEVELOPMENT AGENCY OF THE CITY OF
FAIRFIELD FOR VARIOUS PARCELS ASSOCIATED WITH THE I-80/I-680/STATE
ROUTE 12 INTERCHANGE PROJECT**

WHEREAS, the City of Fairfield (“City”) owns five (5) parcels of real property legally described as Assessor’s Parcel Numbers 027-350-080, 027-271-030, 032-020-190, 032-020-200, and 032-010-140, comprising a total of approximately 10.63, located in various proximities to I-80, I-680 and State Route (“SR”) 12, as shown on the maps attached as Exhibit A and B; and

WHEREAS, the Fairfield Redevelopment Agency (“Agency”) owns eleven (11) parcels of real property legally described as Assessor’s Parcel Numbers 148-270-290, 148-280-120, 148-280-130, 148-280-140, 148-280-150, 045-280-440, 027-260-230, 032-010-170, 032-010-190, 032-010-230, and 032-010-240, comprising a total of approximately 67.87 acres, located in various proximities to I-80, I-680 and SR 12, as shown on the maps attached as Exhibit A and B; and

WHEREAS, the City and Agency have been acquiring these parcels over the past ___ years to ensure that additional right-of-way needed for the I-80/I-680/SR12 Interchange Project would be available; and

WHEREAS, the Solano Transportation Authority has been working closely with the California Department of Transportation (“CalTrans”) regarding the environmental analysis of the I-80/I-680/SR12 Interchange Project which is anticipated to complete in 2011; and

WHEREAS, once the environmental clearance for the I-80/I-680/SR12 Interchange Project is obtained, the Solano Transportation Authority will begin working with CalTans for the design and acquisition of right-of-way to allow construction on the Project to commence in 2012; and

WHEREAS, the transfer of these parcels is in the best interests of the Solano Transportation Agency, the City of Fairfield and the Redevelopment Agency of the City of Fairfield and the general public by facilitating necessary land acquisitions expeditiously to further the I-80/I-680/SR12 Interchange Project.

RESOLVED the Solano Transportation Authority authorizes the Executive Director to negotiate with the City of Fairfield and the Fairfield Redevelopment Agency for the execution of any necessary transfer agreements to transfer of ownership of such parcels listed on Exhibits A & B necessary for the I-80/I-680/SR12 Interchange Project and delegates authority to the Executive Director to execute any such agreements and take all necessary steps to effectuate this transaction.

Harry Price, Chair
Solano Transportation Authority

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

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____

Johanna Masiplat
Clerk of the Board

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

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: March 3, 2011
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan (RTP) Update and Solano Call for Projects
Draft List

Background:

The Regional Transportation Plan (RTP) is the long-range transportation plan for the 9-county Bay Area. It is prepared every 4 years by the Metropolitan Transportation Commission (MTC). The RTP sets out a 25-year vision for the region's transportation system, establishes goals and milestones for achieving that vision, and lists projects that are designed to help meet those goals. The RTP is a financially constrained document; only projects that can be funded through reasonably-anticipated revenues can be included in the RTP.

Projects that receive federal and/or state financing must be listed in the RTP. In addition, local projects that have no federal or state funds may still be listed in the RTP in order to undergo air quality conformity analysis as part of the RTP review. It is therefore beneficial to have a project included in the RTP.

Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 is intended to substantially reduce the emission of Greenhouse Gases (GHG), primarily carbon dioxide. Senate Bill (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 order to provide a transportation network for the SCS analysis and the next RTP (which will use a horizon year of 2040, and will be known as T2040), MTC has already begun the process of updating the current RTP (T2035).

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.

At its meeting of February 9, 2011, the STA Board approved a schedule for review of the draft RTP Project List, including a public outreach component. That schedule is included as Attachment A. Because of the SCS/RTP update schedule, only a short amount of time is allocated by MTC for STA to develop Solano County's RTP project list. All projects must be submitted to MTC by April 29, 2011.

MTC has adopted Performance Measures to be used in development of the SCS and RTP. These measures will be used to compare the base case (business as usual) land use development and transportation network with several alternative scenarios. The adopted Performance Measures are included as Attachment B.

Discussion:

Attachment C is the Draft Solano RTP Project List. Projects are listed in four categories:

- A. Projects in T2035 that have been completed.
- B. Projects that are in T2035 that have not been completed.
- C. Projects proposed by STA staff for inclusion in T2040.
- D. Projects that fit into exempt categories, such as operations and maintenance.

MTC has provided STA with its fund estimates for the RTP. This estimate is based upon the funds MTC believes are 'reasonably available' (\$1.92 billion), plus a mark-up of 75%. The resultant STA fund estimate is \$3.36 billion. Because the RTP is a fiscally constrained document, only projects that in total will cost no more than the available funds can be included in the RTP. In preparing T2035, MTC provided STA with a fund estimate of approximately \$1.5 billion, but later reduced that amount to \$600 million. STA staff believes the \$3.36 billion fund estimate significantly exceeds the amount that will ultimately be available for local projects. Projects that are funded entirely with local funds may be listed in the RTP without being counted against Solano County RTP fiscal limits.

In preparing the proposed RTP Project List, STA staff began with projects currently included in the T2035 list and projects proposed by the member agencies in 2010 for inclusion in the Solano Comprehensive Transportation Plan (CTP). From that master list, STA staff then identified projects that; a) have a reasonable likelihood of completion in the next 10 years; b) support efficient use or improvements to safety for the existing system, rather than major capacity expansion; c) that help improve the overall capacity of the Solano system, rather than act as stand-alone components; and d) are consistent with the existing RTP goals and the RTP and SCS Performance Measures.

Some programs are designed to maintain the current system, such as local streets and roads or transit maintenance. Other projects are individually small, but together make-up a larger regional program, such as development of the Regional Bicycle Network. Programs and projects that fit into those categories do not have to be submitted individually by local agencies and the CMAs. The Programmatic Categories are listed in Attachment D. The complete MTC Call for Projects letter and supporting attachments is included as Attachment E.

All projects must be submitted to MTC by April 29, 2011. To meet this timeline, the Draft Solano RTP Project List must be released for public comment by March 9th along with the call for projects. The document released by the Board will be presented to the public via the STA website and at meetings targeting low income and senior and disabled transit users and other STA Advisory Committees in March. STA staff is also available to provide presentations at local jurisdiction Planning Commission or Board or Council meetings to assist in obtaining public input. All proposed additions, deletions or changes to the project list must be received by April 8, 2011. The STA Board is scheduled to hold a public hearing on the Draft RTP Project List at its April 13, 2011 meeting. The final list will then be reviewed by the STA TAC on April 27th, and a final action will be taken by the STA Board on May 11th.

STA member agencies and members of the public (including advocacy groups) are requested to identify projects that they believe should or should not be on the RTP Project List. For members of the public recommending projects be added to the list, they must identify a public agency sponsor to submit the project on their behalf.

At their February 23, 2011 meetings, the Solano Express Intercity Transit Consortium and the STA Technical Advisory Committee (TAC) reviewed the Call for Projects and the initial project list. TAC members recommended several edits to project descriptions in Category B (existing RTP) projects in Attachment C. Both TAC and Consortium members recommended the addition of several projects to Category C (new projects), and the deletion of 2 projects from Category B due to lack of a viable funding strategy. All of those changes are reflected in Attachment C.

Fiscal Impact:

None at this time. However, the RTP project list will identify those projects that are covered under the RTP federal air quality attainment conformity analysis and which projects are eligible for state or federal funds, both of which strongly influence STA and member agency spending options.

Recommendation:

Approve the following:

1. Release the Draft Solano RTP Project List for public review; and
2. Issue a call for projects to be included in the Solano RTP Project List.

Attachments:

- A. RTP Draft Project List Review Schedule
- B. MTC Adopted RTP Performance Measures
- C. Draft Solano RTP Project List
- D. Programmatic Categories
- E. MTC Call for Projects Letter and Attachments

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DRAFT

Schedule of Actions to Select STA's Projects for Submittal to MTC for the next RTP:

Action	Date
MTC issues formal Call for Projects to CMAs (and major transit providers)	February 10
STA Technical Advisory Committee and Solano Express Intercity Transit Consortium review Preliminary Solano Prioritized Project List – <i>public input meeting</i>	February 23
STA Board reviews Preliminary Solano Prioritized Project List – <i>public input meeting</i>	March 9
MTC Release of County-Level Financial Projections	March 11
Community Outreach Meeting for Low Income Users on Preliminary Solano Prioritized Project List (combination of Lifeline, CBO committees) – <i>public input meeting</i>	March 17
Community Outreach Meeting for Senior and Disabled Transit Users on Preliminary Solano Prioritized Project List (combination of Senior and Disabled Transit Committee and Paratransit Coordination Council) – <i>public input meeting</i>	March ____ Or April ____
Bicycle Advisory Committee review Preliminary Solano Prioritized Project List – <i>public input meeting</i>	March 10
Pedestrian Advisory Committee review Preliminary Solano Prioritized Project List – <i>public input meeting</i>	March 24
STA Board Public Hearing on Prioritized Solano Project List – <i>public input meeting</i>	April 13
STA Technical Advisory Committee and Solano Express Intercity Transit Consortium meetings on Final Prioritized Solano Project List – <i>public input meeting</i>	April 27
STA Board Public Hearing on Final Solano Project List	May 11

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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SOLANO COUNTY

RTP Reference Number	Project/Program	Total Project Cost	Committed Funds1	Discretionary Funds2	Project Notes
CATEGORY A - COMPLETED PROJECTS					
22631	Construct Route 12 westbound truck climbing lane at Red Top Road	\$13.2	\$13.2	\$0.0	COMPLETED
22634	Construct an adjacent 200-space, at-grade parking lot at the Vacaville intermodal Station (Phase 1)	\$12.9	\$12.9	\$0.0	COMPLETED
22700	Construct parallel corridor north of I-80 from Red Top Road to Abernathy Road	\$69.0	\$60.5	\$8.5	3 segments completed; segment 4 is part of 230326, I-80/I-680/SR 12 Interchange
230650	Widen I-80 from Red Top Road to Airbase Parkway to add HOV lanes in both directions (includes pavement rehabilitation and ramp metering)	\$94.9	\$94.9	\$0.0	COMPLETED
22629	Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities and pedestrian access improvements) - Phase A				COMPLETED
CATEGORY B - PROJECTS IN T2035 NOT COMPLETED					
21341	Construct new Fairfield/Vacaville multimodal train station for Capitol Corridor intercity rail service (Phase 1)	\$39.6	\$29.6	\$10.0	Partially funded with Regional measure 2 Toll Bridge Program funds
22629	Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities and pedestrian access improvements) - Phase B	\$85.6	\$75.6	\$10.0	Partially funded with Regional measure 2 Toll Bridge Program funds, project under construction.
22630	Improve Dixon facilities associated with the Dixon Rail Station: 1) Parkway Boulevard overcrossing, 2) B Street Ped Undercrossing, 3) West A Street Undercrossing	\$12.4	\$12.4	\$0.0	
22632	American Road/Hiddenbrook Parkway Operational Improvements	\$10.7	\$10.7	\$0.0	
22633	Widen Azuar Drive/Cedar Avenue on Mare Island, Vallejo, from 2 to 4 lanes between P-Street and Residential Parkway (includes bicycle lanes, railroad signals and rehabilitation improvements)	\$11.7	\$11.7	\$0.0	
94151	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road	\$194.0	\$134.0	\$60.0	CEQA clearance completed.
230311	Widen and improve Peterson Road (south gate to Travis AFB) with the addition of a truck-stacking lane (includes drainage improvements)	\$2.6	\$2.6	\$0.0	
230322	Rebuild and relocate eastbound Cordelia Truck Scales Facility (includes a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)	\$100.9	\$100.9	\$0.0	Scheduled for construction 2011.
230326	Improve I-80/I-680/Route 12 Interchange, including connecting I-680 northbound to Route 12 westbound (Jamieson Canyon), adding connectors and reconstructing local interchanges (Phase 1) and including west end of the North Connector and conversion of HOV to Express Lane	\$487.9	\$134.4	\$353.5	Partially funded with Regional Measure 2 Toll Bridge Program funds, scheduled for construction in 2012.
230468	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Air Base Parkway (includes a new eastbound mixed-flow lane from Route 12 east to Air Base Parkway)	\$50.0	\$0.0	\$50.0	
230635	Construct new 400-space parking garage at the Vacaville Intermodal Station (Phase 2)	\$10.0	\$0.0	\$10.0	for Phase 1, see Solano project #22634
230708	Improve local interchanges and auxiliary lanes and make local streets and roads improvements (includes street channelization, overcrossing, bicycle and pedestrian access, and safety improvements)	\$15.0	\$15.0	\$0.0	

CATEGORY C NEW PROJECTS PROPOSED FOR ADDITION TO RTP

Fairfield Transportation Center Expansion - construct additional parking structure for net addition of spaces	
Curtola Transit Center Expansion - construct parking structure at site of existing surface parking lot to support express bus and rideshare. Net increase of 880 spaces.	
Benicia Park and Ride Lots	RM2 funded
Benicia Intermodal Center	RM2 funded
Redwood Parkway/Fairgrounds Interchange -	PSR approved.
I-505/Vaca Valley Parkway Interchange - reconstruct existing overcrossing from 2 to 4 lanes plus Class II bike lane; reconstruct ramps to modified cloverleaf design.	\$0.0 Local Development Impact Fees fully fund project
I-80/I-505 Interchange redesign to accommodate Express Lane and eliminate lane drop from WB I-80 at I-505.	
I-80 California Drive Overcrossing in Vacaville - construct new overcrossing with no freeway connection	\$0.0 Local Development Impact Fees fully fund project
I-80 Lagoon Valley Road interchange - reconstruct existing overcrossing from 2 to 4 lanes; rebuild ramps	\$0.0 Local Development Impact Fees fully fund project
SR-12/SR-113 intersection - non-capacity improvements to existing intersection to add turn lanes and signalize intersection	May be SHOPP Eligible
SR-12/Church Intersection - non-capacity improvements to realign existing roadways and add turn lanes; may also include park-and-ride lot	May be SHOPP Eligible
Construct the Vallejo Ferry Maintenance Building	
Widen Peabody Road to 4 lanes from the Fairfield city limits to the Vacaville city limits.	

CATEGORY D PROGRAMATIC PROJECTS

230699	Local streets and roads maintenance	\$2,559.0	\$716.0	\$524.0 Shortfall remains
	Convert express and local buses to alternative fuels			

Attachment A.2 Programmatic Categories

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Projects within programmatic categories must be exempt from regional transportation conformity. Many projects which address the concerns of communities, such as pedestrian bulbouts, bicycle lanes, transit passenger shelters, ridesharing, etc. are often taken into account in a programmatic category. Therefore individual projects of this nature do not need to be specified. Projects grouped in a programmatic category are viewed as a program of multiple projects. Projects that add capacity or expand the network are not included in a programmatic category. Projects that do not fit within the identified programmatic categories are listed separately in the RTP/SCS. Programmatic categories to be used include, but are not limited to the following:

1. **Bicycle/Pedestrian Expansion** (new facilities, expansion of existing bike/pedestrian network)
2. **Bicycle/Pedestrian Enhancements** (enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements)
3. **Bicycle/Pedestrian Facilities Rehabilitation**
4. **Lifeline Transportation** (Community Based Transportation Plans projects such as information/outreach projects, dial-a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e. bus shelters). Does not include fixed route transit projects.)
5. **Transit Enhancements** (ADA compliance, mobility and access improvements, passenger shelters, informational kiosks)
6. **Transit Management Systems** (TransLink[®], Transit GPS tracking systems (i.e. Next Bus))
7. **Transit Safety and Security Improvements** (Installation of security cameras)
8. **Transit Guideway Rehabilitation**
9. **Transit Station Rehabilitation**
10. **Transit Vehicle Rehabilitation/Replacement/Retrofit**
11. **Transit O&M** (Ongoing non-capital costs, preventive maintenance)
12. **Transit Operations Support** (purchase of operating equipment such as fareboxes, lifts, radios, office and shop equipment, support vehicles)
13. **Local Road Safety** (shoulder widening, realignment, non-coordinated signals)
14. **Highway Safety** (implementation of Highway Safety Improvement Program, Strategic Highway Safety Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers)
15. **Non-Capacity Increasing Local Road Intersection Modifications and Channelization**
16. **Non-Capacity Increasing State Highway Enhancements** (noise attenuation, landscaping, roadside rest areas, sign removal, directional and informational signs)
17. **Freeway/Expressway Incident Management** (freeway service patrol, call boxes)
18. **Non-Capacity Increasing Freeway/Expressway Interchange Modifications** (signal coordination, signal retiming, synchronization)
19. **Freeway/Expressway Performance Management** (Non-ITS Elements, performance monitoring, corridor studies)
20. **Non-Capacity Increasing Local Road Rehabilitation** (Pavement resurfacing, skid treatments)
21. **Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit**
22. **State Highway Preservation** (Caltrans SHOPP, excluding system management)
23. **Toll Bridge Rehabilitation/Replacement/Retrofit**
24. **Local Streets and Roads O&M** (Ongoing non-capital costs, routine maintenance)
25. **State Highway O&M** (Caltrans non-SHOPP maintenance, minor 'A' and 'B' programs)
26. **Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
27. **Local Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies)
28. **Regional Planning and Outreach** (regionwide planning, marketing, and outreach)
29. **Transportation Demand Management** (continuation of ridesharing, shuttle, or vanpooling at current levels)
30. **Parking Management** (Parking cash out, variable pricing, etc.)

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February 14, 2011

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RE: Regional Transportation Plan/Sustainable Communities Strategy – Call for Projects

To: **Caltrans, Congestion Management Agencies, and Multi-County Transit Operators**

The Metropolitan Transportation Commission (MTC) is issuing an open “call for projects” for consideration in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). MTC requests the assistance of each of the nine Congestion Management Agencies (CMAs) to coordinate project submittals for their county. Caltrans and multi-county transit operators may submit directly to MTC, but coordination with the CMAs are encouraged. Attached is the Call for Projects Guidance that lays out required elements to be carried out in the local call for projects.

Project submittals are due to MTC on April 29, 2011. Projects/programs will undergo a project-level performance evaluation, which MTC will initiate starting in May 2011. MTC requests all partner agencies to adhere to this deadline. The results of the project performance assessment will inform the upcoming detailed alternatives analysis and investment trade-off discussions, ultimately leading to a preferred RTP/SCS early next year with adoption occurring a year later. As such, there will be ongoing opportunities for these discussions to occur.

The SCS legislation requires closer integration between land use and transportation planning. With this in mind, MTC and ABAG have adopted goals that direct local agencies to consider how their projects support SCS principals as promulgated by SB 375.

MTC is developing a web-based application form for sponsors to fill out and submit their projects. Sponsors will be able to (a) remove projects in the current plan (Transportation 2035) that are either now complete and open for service or no longer being pursued, (b) update projects in the current plan that should be carried forward in the RTP/SCS, and (c) add new projects. The web-based project application will be available

on March 1, 2011. At that time, MTC will provide instructions to CMAs on how to access and use the web-based form. Upon request, MTC staff will also provide a brief tutorial to the CMAs and its technical advisory committee.

MTC looks forward to receiving your project submittals. If you have any questions about the submittal process, please contact Grace Cho of my staff at (510) 817-5826 or gcho@mtc.ca.gov.

Sincerely,



Ann Flemer
Deputy Executive Director, Policy

AF: GC

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Attachments:

- Attachment A: Call for Projects Guidance
- Attachment A.1: Goals and Performance Targets
- Attachment A.2: Programmatic Categories
- Attachment A.3: MTC's Draft Transportation Project Performance Assessment Methodology
- Attachment A.4: MTC Policy Advisory Council Members

Attachment A Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) requests the assistance of the nine Bay Area Congestion Management Agencies (CMAs) to help with the Call for Projects within their counties. CMAs are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their counties. MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Project sponsors with projects vying for future state or federal funding must have their project identified in the financially constrained RTP/SCS. CMAs will be the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 SCS/RTP. Sponsors of multi-county projects (i.e. Caltrans, BART, Caltrain, etc.) may submit directly to MTC, but communication and coordination with CMAs is encouraged. Members of the public are eligible to submit projects, but must secure a public agency sponsor and coordinate the project submittal with their CMA.

CMAs will assist MTC with the Call for Projects by carrying out the following activities:

1. Public Involvement and Outreach

- ***Conduct countywide outreach to stakeholders and the public to solicit project ideas.***
CMAs, as well as multi-county transit operators and Caltrans, will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at http://www.onebayarea.org/get_involved.htm. CMAs are expected, at a minimum, to:
 - Execute effective and meaningful local engagement efforts during the Call for Projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process. In addition to the CMAs' citizen advisors, MTC's Policy Advisory Council members are a good resource to the CMAs to help plan community outreach events, engage members of the public, and identify candidate projects. Please see **Attachment A.4** for a list of MTC's Policy Advisory Council members.
 - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
 - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
 - Hold at least one public hearing providing opportunity for public comment on the list of potential projects prior to submittal to MTC;
 - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations.
 - CMA staff will be expected to provide MTC with a link so the information can also be viewed on the website OneBayArea.org;
 - Hold public meetings in central locations that are accessible for people with people with disabilities and by public transit;

- Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- ***Document the outreach effort undertaken for the local call for projects.*** CMAs, as well as multi-county transit operators and Caltrans, are to provide MTC with:
 - A description of how the public was involved in the process for nominating and/or commenting on projects for inclusion in the RTP/SCS. Specify whether public input was gathered at forums held specifically for the RTP/SCS or as part of an outreach effort associated with, for example, an update to a countywide plan;
 - A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
 - A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA. Conversely, rationale must be provided if comments or projects from the public were not able to be accommodated in the list of candidate projects and a description of how the CMA, in future project nomination processes, plans to address the comments or projects suggested by the public.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, and stakeholders to identify projects for consideration in the RTP/SCS.*** CMAs will assist with agency coordination by:
 - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, Caltrans, and stakeholders and coordinate with them on the online project application form by assigning passwords, fielding questions about the project application form, reviewing and verifying project information, and submitting projects as ready for review by MTC
 - Working with members of the public interested in advancing a project idea to find a public agency project sponsor, and assisting them with submitting the project to MTC;
 - Developing freeway operations and capacity enhancement projects in coordination with MTC and Caltrans staff.
 - Developing transit improvements in coordination with MTC and transit agency staff.

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.***
 - Assist community-based organizations, communities of concern, and any other underserved community interested in submitting projects;
 - Remove barriers for persons with limited English proficiency to have access to the project submittal process;
 - For additional Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.htm

4. County Target Budgets

- **Ensure that the County project list fits within the target budget defined by MTC for the county.**
 - To establish the county target budgets, MTC used the discretionary funding amount (\$32 billion) from the Transportation 2035 Plan and assigned counties a target budget based on a population share formula with an additional 75% mark up. County target budgets can be seen below. This formula approach is consistent with the formula used in Transportation 2035 Plan.
 - County target budgets are intended as a starting point to guide each CMA in recommending a project list to MTC by providing an upper financial limit.
 - County target budgets are not intended as the financially constrained RTP/SCS budget. CMAs and MTC will continue to discuss further and select projects later in the process that fit the RTP/SCS financially constrained envelope.

County Target Budgets (in billions)

Alameda: \$11.76

Contra Costa: \$7.84

Marin: \$2.24

Napa: \$1.12

San Francisco: \$6.16

San Mateo: \$5.60

Santa Clara: \$14.0

Solano: \$3.36

Sonoma: \$3.92

5. Cost Estimation Review

- **Establish guidelines for estimating project costs.** CMAs are to establish cost estimation guidelines for use by project sponsors. The guidelines may be developed by the CMAs or CMAs can elect to use other accepted guidelines produced by local, state or federal agencies. MTC has identified the following cost estimation guidelines available for use:
 - Federal: National Cooperative Highway Research Program's Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming, and Preconstruction (http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf)
 - State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates (http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt20.pdf)
 - Local: Contra Costa Transportation Authority (CCTA) Cost Estimation Guide (http://ccta.net/assets/documents/Cost_Est_Guide_Documentation.pdf)
- **Review and verify with MTC that each project has developed an appropriate cost estimate prior to submittal.**

6. General Project Criteria

- **Identify whether projects meet basic project parameters as outlined by MTC.** CMAs will encourage project sponsors to submit projects which meet one or more of the general criteria listed below, keeping in consideration that projects should support SCS principals promulgated by SB 375:
 - Supports the goals and performance targets of the RTP/SCS (see **Attachment A.1**).
 - Serves as a regionally significant component of the regional transportation network. A regionally significant transportation project serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region,

- major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves).
 - Supports focused growth by serving existing housing and employment centers FOCUS Priority Development Areas.
 - Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan, climate action plans, etc.).
- **Assess how well the project meets basic criteria**
 Project sponsors are welcome to use MTC’s qualitative/quantitative approach or some hybrid thereof to develop and evaluate project priorities (See **Attachment A.3**). Sponsors may include qualitative discussion and/or quantitative data to demonstrate how proposed projects meet the RTP/SCS goals and targets, the magnitude of project impacts and cost effectiveness. MTC will provide a function in the on-line application for this information and may use it to inform the Goals Assessment portion of MTC's evaluation.

7. Programmatic Categories

- CMAs should group similar projects, which are exempt from regional air quality conformity that do not add capacity or expand the transportation network, into broader programmatic categories rather than submitting them as individual projects for consideration in the RTP/SCS. These individual projects may address a concern of the community (e.g., improved pedestrian ways to transit, curb bulb-outs to calm traffic, etc.), but do not have to be individually specified for the purposes of air quality conformity. See **Attachment A.2** for guidance on the programmatic categories.

Timeline

Task	Date
Issue Call for Projects Letter to CMAs, Caltrans, and Multi-County Transit Operators	February 10, 2011
Open Online Project Application Form for Use by CMAs/ Project Sponsors	March 1, 2011
Close of Project Submittal Period	April 29, 2011
MTC Conducts Project-Level Performance Assessment and Selection Process for Projects for Detailed SCS Scenarios	May – July 2011

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DATE: February 28, 2010
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: STA Project Delivery Policy

Background:

The STA's Project Delivery Department is responsible for the delivery of STA led projects (e.g., I-80/I-680/State Route (SR) 12 Interchange project, SR 12 Jameson Canyon project, Jepson Parkway, etc.) and monitors the delivery of STA supported & funded projects (e.g., local street rehabilitation projects, bridge toll funded transit center projects, bicycle and pedestrian projects, etc.). With a staff of three, the STA Project Delivery Department currently monitors and assists in the delivery and monitoring of over \$660 million in active federal, state, regional, and locally funded transportation projects countywide.

STA Project Delivery Assistance

Most project funding does not come directly from the STA itself, it is approved by the STA and then comes from either federal, state, or regional funding sources. STA project delivery staff helps local agency project sponsors secure their funding from a variety of funding agencies, which often involves supporting local project managers through complex federal, state, regional and local funding program procedures.

As an ongoing activity, STA staff monitors all transportation funding and projects in a series of STA staff reports and regular Solano Project Delivery Working Group (PDWG) meetings:

- Project Delivery Update Reports
To aid in the delivery of locally sponsored projects, the STA continually updates the STA's Technical Advisory Committee (TAC) and Solano Project Delivery Working Group (Solano PDWG) on changes to State and Federal project delivery policies and reminds the TAC about upcoming project delivery deadlines. This report is in the process of being modified to include a comprehensive set of grant-assisted transportation projects.
- Solano Project Delivery Working Group (Solano PDWG)
Composed of local project managers from across the county, this working group has met monthly for the past 3 years to discuss project delivery issues and resolve them in a collaborative and proactive manner.

The purpose of the Solano Project Delivery Working Group (Solano PDWG) is "To provide a project delivery forum between STA Staff and local project managers."

The goals of the Solano PDWG are as follows:

1. Educate all project managers regarding project delivery planning, programming and allocation procedures and deadlines.
2. Regularly update STA staff regarding project delivery status.

3. *Insure that all project delivery deadlines are met by local project sponsors.*
4. *Discuss and resolve project delivery issues cooperatively.*
5. *Recommend improvements to the project delivery process and project delivery solutions to the STA TAC.*

When met with critical project delays or deadlines, STA staff assists local sponsors through various avenues of recourse, providing a forum between local staff, MTC, Caltrans, and other funding or oversight agencies. When project sponsors are unable to secure funds or a project's deliverability is in jeopardy, STA staff develops options, such as funding swaps, delivery options, or reprogramming of funding to protect funding from being lost from Solano County and to maintain equity between STA's member agencies.

Discussion:

Advanced Deadlines Without Additional Resources

STA staff worked closely with local project managers to deliver \$31 million in projects in the last cycle of Federal "Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) and \$31 million in Federal American Recovery and Reinvestment Act (ARRA) funded projects under tight deadlines set by the Federal Highway Administration (FHWA), Caltrans, and the Metropolitan Transportation Commission (MTC). Despite the STA staff and the Solano PDWG's best efforts, some local project sponsors have occasionally been unable to meet various project delivery deadlines. Several of these project sponsors may face the loss of future federal funding as described in MTC's project delivery Resolution 3606, which is summarized below.

Project-Funding Delivery Policy (MTC Resolution No. 3606)

<http://www.mtc.ca.gov/funding/delivery/#IV>

Key elements of the revised policy include:

- Obligation requests must be submitted to Caltrans Local Assistance by February 1 of the year the funds are programmed in the federal Transportation Improvement Program (TIP).
- Funds must be obligated by April 30 of the year programmed in the TIP.
- The agency must execute and return the Program Supplement Agreement (PSA) to Caltrans within 60 days of receiving the PSA from Caltrans.
- Once obligated, funds must be invoiced against at least once every six months.
- For funds contracted out, a contract must be awarded within 9 months of obligation.
- Projects must be closed out within six months of final invoice.
- Funds that do not meet these deadlines are subject to deprogramming by MTC, or deobligation by Caltrans/FHWA. There is no guarantee the funds will be available once deprogrammed or deobligated.

In addition, implementing agencies that have projects that fail to meet the requirements of the regional project delivery policy, regardless of federal fund source, will have Obligation Authority (OA) limited for subsequent projects and restrictions placed on future programming.

The intent of this regional delivery policy is to ensure implementing agencies do not lose any funds as a result of missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. MTC has purposefully established regional deadlines to provide the opportunity for implementing agencies, the Bay Area Congestion Management Agencies (CMAs), Caltrans, and MTC to solve potential problems in advance of losing funds due to a missed state or federal deadline.

MTC, Caltrans, and FHWA have a strong argument for establishing project delivery deadlines. Each fiscal year, there are only so many available tax dollars, or Obligation Authority (OA), for transportation projects. Some deadlines have to do with developing a project (e.g., field reviews, environmental clearance, right-of-way clearance, etc.) to the point where a project sponsor can request OA (e.g., Request for Authorization to Proceed, E-76 Request, Allocation Request, etc.). Other deadlines have to do with time periods during the later part of the fiscal year where time runs out to make a request and OA is transferred from Solano County for other counties to spend, then to other regions, then to other states. This is the basis for “use it or lose it” project funding policies. Attached is a table of MTC’s Resolution 3606 deadlines with associated consequences (Attachment A).

Despite the intent of MTC’s Resolution 3606, it does not give local project sponsors the tools they need to deliver projects in an expedited manner to meet expedited deadlines. MTC does offer a Pavement Management Technical Assistance Program (P-TAP) which assists local agencies prioritize pavement maintenance projects using MTC’s StreetSaver software and awards grants for pavement project design assistance. However, this MTC grant program does not assist local agencies with managing the delivery of other projects.

Recent Applications of MTC’s Resolution 3606 & Delayed Projects

TAC Item VIII.C, “Project Delivery Update” discusses how STA staff helped project sponsors, who missed the February 1, 2011 obligation request deadline, develop realistic project delivery schedules and remain in MTC and Caltrans’s FY 2010-11 federal obligation plan. Project sponsors who failed to meet the February 1st deadline were subject to being removed from the obligation plan and losing their funding. More details on STA’s response and delayed projects can be found in the Project Delivery Update.

Request for Project Management Assistance

At the February 24, 2010 TAC meeting, TAC members asked that the STA consider funding some form of project management assistance beyond restrictive delivery policies. On July 9, 2010, the STA Board adopted the FY 2010-11 Budget, which included \$50,000 for the development of a “Program Manager Application”, which is discussed in the August 2010 TAC agenda item “Solano Project Mapper & Management Webtools”. No funds have budgeted for other forms of assistance, such as a STA Technical Assistance Program for Project Management, similar to MTC’s P-TAP. STA staff is still looking at options to further help local agencies in this effort.

The TAC also discussed reasons why project sponsors and engineers wait until delivery deadlines approach before speaking with responsible funding agencies, such as the reluctance to admit failure and the potential of losing their agency’s grant funds.

Developing STA Project Delivery Policies

In the absence of and prior to the development of a STA Technical Assistance Program for Project Management, STA staff is recommending that the Board adopt the STA project delivery policies drafted with the following goal:

- To protect transportation funding for Solano County projects from being lost to other agencies due to project sponsors failing to meet project delivery deadlines set by MTC, Caltrans, and FHWA.

The attached policies help achieve this goal based on the following principles (Attachment B):

- Provide overburdened project sponsors with clear consequences for failing to meet MTC, Caltrans, and FHWA deadlines.
- Provide clear decision points for the STA Board to and the TAC provide project funding alternatives to project sponsors struggling with delivery deadlines, such as fund swaps and deferment of fund shares.
- Structure incentives into funding alternatives for projects sponsors who request to exercise these alternatives earlier in the process rather than later. The farther a project is from a deadline, the easier it is to create more lucrative funding alternatives. The closer a project sponsor is to failing to meet a deadline, funding alternatives become harder to structure and may result in the complete loss of funds from the struggling project sponsor.

Based on how early in the planning and programming process a project sponsor realizes they cannot meet funding agency delivery deadlines, the STA stands a better chance of creating funding alternatives. Other funding alternatives generally require another project sponsor to be able to use the struggling project sponsor's funds for a project that can meet the deadlines attached to the fund source.

Those funding alternatives include:

- *Rescope a project into smaller phases or reprogram funding to another project within the same local agency*
This method is preferable to others as it offers the greatest amount of flexibility to shift funding sources and manage project costs, but can only take place earlier in a project's development and early in the funding programming cycle, usually before the fiscal year in which the funding is programmed.
- *Deferment of funding shares to later years or grant cycles*
This method can preserve equity but will delay the delivery of a project. This can only take place if other projects can spend the deferred funds in earlier years. Reprogramming funds in this nature requires early notice. This is essentially a funding swap without an incentive and can take place as late as October or November of any given fiscal year.
- *Funding swaps on sliding scales from \$0.90/\$1.00 to as low as \$0.50/\$1.00 in high-pressure circumstances*
Funding swaps for federal funds in exchange for local funds can keep a smaller project sponsor's project moving and create an incentive for a larger project sponsor to enter into a swap. The longer a project sponsor waits, the worse the return ratio becomes. This creates incentives for both fund swap parties to enter the swap sooner rather than later. This method can take place as late as February or March of any given fiscal year for STP/CMAQ funded projects.
- *Reprogramming of funding without the possibility of the funding returning to the project sponsor*
This method is the default method of ensuring a project's funding stays within the county or region. It is the standard method cited in MTC's Resolution 3606. If a project sponsor is too close to an Obligation Authority critical deadline, this is often the only option remaining. This method is often used between March and May of any given fiscal year.

On February 28, 2011, the STA TAC unanimously recommended the approval the STA Project Delivery Policies.

Fiscal Impact:

No fiscal impact on the STA budget.

Recommendation:

Adopt the STA Project Delivery Policy as shown in Attachment B.

Attachments:

- A. MTC Resolution No. 3606, Page 11, Table of Milestones, Deadlines, and Consequences
- B. STA Project Delivery Policy, 02-28-2011

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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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Solano Transportation Authority Project Delivery Policy 02-28-2011

Overview of STA Project Delivery & Programming

Most project funding does not come directly from the STA itself. Project funding is approved by the STA and then comes from federal, state, or regional funding sources. STA project delivery staff helps local agency project sponsors secure their funding from a variety of funding agencies, which often involves supporting local project managers through complicated federal, state, regional and local funding program procedures.

When met with critical project delays or deadlines, STA staff assists local sponsors through various avenues of recourse, providing a forum between local staff, Metropolitan Transportation Commission (MTC), Caltrans, and other funding or oversight agencies. When project sponsors are unable to secure funds or a project's deliverability is in jeopardy, STA staff develops options, such as funding swaps, delivery options, or reprogramming of funding to protect funding from being lost from Solano County and to maintain equity between STA's member agencies.

Project Delivery Policy Summary

This project delivery policy formalizes the STA's procedures regarding the programming and monitoring of STA funded projects. Other comparable agency project delivery policies focus on strict adherence to increasingly earlier deadlines in an attempt to avoid the next level of government's funding request or project monitoring deadlines. The STA's delivery policies below focus on clear decision points and funding alternatives to implement the funding recommendations taken by the STA Board without earlier deadlines or additional administrative burdens.

Project Delivery Policy Goal:

"To protect transportation funding for Solano County projects from being lost to other agencies due to project sponsors failing to meet project delivery deadlines set by funding partner agencies such as the Metropolitan Transportation Commission (MTC), Caltrans, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and Air Quality Management Districts."

This project delivery policy accomplishes this goal in several ways:

1. Provides overburdened project sponsors with clear consequences for failing to meet MTC, Caltrans, and FHWA deadlines.
2. Provides clear decision points for the STA Board to and the TAC
3. Provides a framework to develop project funding alternatives, such as fund swaps and deferment of fund shares, for project sponsors struggling with delivery deadlines.
4. Structures incentives into funding alternatives for projects sponsors who request to exercise these alternatives earlier in the process rather than later. The farther a project is from a

deadline, the easier it is to create more lucrative funding alternatives. The closer a project sponsor is to failing to meet a deadline, funding alternatives become harder to structure and may result in the complete loss of funds from the struggling project sponsor and the county as a whole.

Other funding alternatives generally require another project sponsor to be able to use the struggling project sponsor's funds for a project that can meet the deadlines attached to the fund source.

Project funding alternatives include:

- *Rescope a project into smaller phases or reprogram funding to another project within the same local agency*
This method is preferable to others as it offers the greatest amount of flexibility to shift funding sources and manage project costs, but can only take place earlier in a project's development and early in the funding programming cycle, usually before the fiscal year in which the funding is programmed.
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This method is the default method of ensuring a project's funding stays within the county or region. It is the standard method cited in MTC's Resolution 3606. If a project sponsor is too close to an Obligation Authority critical deadline, this is often the only option remaining. This method is often used between March and May of any given fiscal year.

Programming Policies for New Projects: Schedule Review & Approval

1. Prior to the STA Board recommending or approving funding for a project, the STA's Project Delivery Department must receive a reasonable project delivery schedule describing development milestones including but not limited to environmental clearance, final design, right-of-way clearance, ready to advertise & award, complete construction, and funding obligation request and receipt dates.
 - 1.1. Applicants who do not provide these details will not be recommended by STA project delivery staff for funding approval by the STA Board.

- 1.2. The STA's Technical Advisory Committee (TAC) and Project Delivery Working Group (PDWG) will review and recommend the approval of "reasonable" project delivery schedules to the STA Board as part of project funding decisions.
 - 1.2.1. Standards for reasonable delivery schedules will be developed and recommended by the STA TAC and PDWG for incorporation into this policy document.
 - 1.2.2. Project sponsors will highlight critical review dates regarding reasonable progress towards completing milestones shown in the schedule (e.g., completed field reviews, drafted environmental & technical studies, receipt of agency permits).

Monitoring Policies: Ongoing Schedule & Development Review

2. Based on approved delivery schedules, STA staff will review project delivery progress relative to adopted schedules with the PDWG during regular meetings.
 - 2.1. Issues raised at the PDWG will be forwarded to the STA TAC and STA Board if critical to the success of the project.
 - 2.2. STA staff will recommend project scope and funding alternatives based on "Project Funding Alternative Development" policy discussed below.

STA Delivery Assistance: Strategy & Communication Services

3. STA Project Delivery staff will support member agency projects when in discussions with partner funding and permitting agencies 1) if projects are on schedule and 2) do not have PDWG or TAC member identified delivery issues.
 - 3.1. Issues identified by STA staff not yet reviewed by PDWG and TAC members will be taken into account at the discretion of the STA Director of Projects.
 - 3.2. STA staff project delivery assistance and support includes but is not limited to:
 - 3.2.1. Developing a project delivery schedule and funding strategy with local project sponsors prior to STA PDWG and TAC member review.
 - 3.2.2. Completing Disadvantaged Business Enterprise (DBE) forms for overburdened and smaller agencies.
 - 3.2.3. Scheduling group project field reviews between Caltrans staff and other project stakeholders.
 - 3.2.4. Coordinating communication between MTC, Caltrans and local agencies during critical project delivery milestones & deadlines, such as MTC's Resolution 3606 federal funding obligation request (Feb 1) and obligation (Apr 30) annual deadlines.
 - 3.2.5. Notify project sponsors of changing funding source procedures and deadlines to keep projects on schedule.
 - 3.2.6. Inform project sponsors through STA PDWG meetings and emails regarding project delivery bulletins and information requests from funding agency partners, such as MTC and Caltrans.
 - 3.2.7. Develop extension requests for delayed but feasible priority projects.

Project Funding Alternative Development

1. Relative to funding source decision timing, STA staff will present current project delivery information (e.g., project delivery updates), funding alternatives and programming recommendations to the STA PDWG and TAC, prior to STA Board approval.

1.1. Federal Aid Projects

1.1.1.MTC's Resolution 3606 governs project delivery deadlines for all federal funding shown in the Transportation Improvement Program (TIP) for the Bay Area's federally funded transportation projects. Relative to its delivery deadlines, STA staff will discuss project delivery progress at STA PDWG and TAC meetings two months prior to reaching MTC Reso. 3606 deadlines. The approximate dates of these progress checks are described below:

- 1.1.1.1. Disadvantaged Business Enterprise (DBE) program approval (May – June)
 - 1.1.1.1.1. Failure may lead to rescoping projects or reprogramming funds to later years.
- 1.1.1.2. Field review scheduled (August – October)
 - 1.1.1.2.1. Failure may lead to rescoping projects or deferring funds, if alternative projects are available.
- 1.1.1.3. Environmental Clearance (October – November)
 - 1.1.1.3.1. Failure may lead to rescoping projects, reprogramming funds to other eligible projects, or project funding swaps at \$0.90 to \$1.00.
- 1.1.1.4. Obligation Requests for any phase (November – January)
 - 1.1.1.4.1. Failure may lead to reprogramming funds to other eligible projects, or project funding swaps at less than \$0.90 to \$1.00.
- 1.1.1.5. Authorization/Obligation/E-76 receipt (February – August)
 - 1.1.1.5.1. Failure may lead to reprogramming funds to other eligible projects, project funding swaps at less than \$0.50 to \$1.00, or becoming ineligible for future federal funds pursuant to MTC Reso. 3606.

1.1.2.All federal funding for local transportation projects, including earmarks and Caltrans grant programs, will be tracked by STA Project Delivery Staff with the assistance of PDWG members.

1.2. State funded projects

1.2.1.State Transportation Improvement Program (STIP) projects may mirror federal deadlines if tied to federal funds. Authorization at the state level comes in the form of an "allocation" of state funds from the California Transportation Commission. STA staff monitors project delivery relative to Caltrans Grant Program deadlines and CTC approvals:

- 1.2.1.1. STIP Programming Review (March - April)
 - 1.2.1.1.1. Failure to provide a project schedule that cannot meet a January (Federalized) or April (State-only) allocation request during the prior calendar year between March and April may result in rescoping the project, funding swaps or the reprogramming of funding to other eligible projects.
- 1.2.1.2. State allocation funding requests (November – April)
 - 1.2.1.2.1. Failure to provide a project schedule that meets a January (Federalized) or April (State-only) allocation request will be subject to a funding swap at less than \$0.90 to \$1.00.

1.2.1.2.2. Failure to request an allocation of STIP funding during the fiscal year when funds are programmed will result in a five-year funding delay for the return of these funds to Solano County. STA staff will only recommend the reprogramming of these funds within the next STIP programming period if the project is a priority STA project.

1.3. Regional funding (Bridge Tolls, Air Quality Management District, other regional grants)

1.3.1. These funding sources have quarterly and semi-annual reporting requirements as well as final report performance measure documentation.

1.3.1.1. Failure to provide timely reports may result in becoming ineligible for future funding for a period of one funding cycle, or the reprogramming of funding, if flexibility is available.

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DATE: March 3, 2011
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Agricultural Land and Open Space Preservation

Background:

Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 is intended to substantially reduce the emission of Greenhouse Gases (GHG), primarily carbon dioxide. Senate Bill (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). SB 375 requires the provision of adequate housing to accommodate anticipated growth, and also encourages incentives for the preservation of agricultural and open space. Specifically, California Government Code Section 65080 (b) (4) (C), and reads as follows:

“The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall consider financial incentives for cities and counties that have resource areas or farmland, as defined in Section 65080.01, for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road system and farm to market and interconnectivity transportation needs. The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall also consider financial assistance for counties to address countywide service responsibilities in counties that contribute towards the greenhouse gas emission reduction targets by implementing policies for growth to occur within their cities.”

Discussion:

In November 2010, the Napa County Transportation and Planning Agency (NCTPA) forwarded a letter to the Metropolitan Transportation Agency (MTC) and the Association of Bay Area Governments (ABAG) requesting those agencies specify what financial incentives will be provided for the preservation of agricultural lands and open space for SB 375 (Attachments A and B). As of this date, there is no official response from either MTC or ABAG. Subsequently, the County of Solano forwarded a letter to STA proposing the establishment of a new program to incentivize resource areas and farmlands.

Staff discussed this request with the STA Board’s Executive Committee on February 28th, and it was recommended STA Board support sending a similar letter to MTC and ABAG.

Fiscal Impact:

None.

Recommendation:

Authorize the STA Chair to forward a letter to MTC and ABAG supporting financial incentives for preservation of agricultural and open space lands.

Attachments:

- A. Solano County Agricultural and Open Space Letter
- B. NCTPA Farmland and Open Space Letter



SOLANO COUNTY
Department of Resource Management

Public Works Engineering
 675 Texas Street, Suite 5500
 Fairfield, CA 94533
 www.solanocounty.com

Telephone No.: (707) 784-6765
 Fax No.: (707) 784-2894

Bill Emlen, Director
 Clifford K. Covey, Assistant Director

December 17, 2010

Daryl Halls, Executive Director
 Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun City, CA 94585

Re: Resource and Farmland Preservation Transportation Incentive

Dear Daryl:

As you know, Solano County and the STA are participating in the regional planning process regarding the implementation of SB 375 and preparation of a Sustainable Communities Strategy for the San Francisco Bay Area. As part of these discussions, I want to bring to your attention California Government Code Section 65080 (b) (4) (C), which states:

“The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall consider financial incentives for cities and counties that have resource areas or farmland, as defined in Section 65080.01, for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road system and farm to market and interconnectivity transportation needs. The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall also consider financial assistance for counties to address countywide service responsibilities in counties that contribute towards the greenhouse gas emission reduction targets by implementing policies for growth to occur within their cities.”

I am not aware of any substantive discussions regarding implementation of this section. Solano County requests that action be taken to effectuate implementation. Specifically, I believe that the next Regional Transportation Plan should include a new funding program, possibly called the “Resource and Farmland Preservation Transportation Incentive Fund,” and the Sustainable Community Strategy (SCS) should include some “credit” for agricultural preservation and local food production since food that is produced within the Bay Area is food that does not have to be imported from distant markets.

Building & Safety
 David Cliche
 Chief Building
 Official

Planning Services
 Mike Yankovich
 Program Manager

Environmental
 Health
 Terry Schmidbauer
 Program Manager

Administrative
 Services
 Suganthi Krishnan
 Senior Staff Analyst

Public Works
 Engineering
 Paul Wiese
 Engineering Manager

Public Works
 Operations
 Wayne Spencer
 Operations Manager

From Solano County's perspective, the basic premise of the Resource and Farmland Preservation Transportation Incentive Fund would be to provide an incentive to jurisdictions that preserve resource areas and farmland. The fund would provide a source of funding for the preservation and safety of farm-to-market and community-interconnection routes. To obtain such funding, jurisdictions or CMA's would need to demonstrate that they have resource or farmland areas, as defined by the statute, and that they have policies which direct growth to urbanized areas. CMA's would allocate funding to eligible projects such as local street or county road improvements in recognition that directing growth to urbanized areas makes it more difficult for rural areas to fund the vital road improvements needed to support such a growth pattern.

Addressing agricultural preservation and local food production in the SCS is a more difficult challenge. It seems likely that transportation investments and Regional Housing Needs Allocations will be allocated in the SCS in a manner that is expected to reduce vehicle miles traveled (VMT) and direct housing to urbanized areas. Solano County supports these goals, but they do not take into consideration the fact that in rural settings, even limited growth can generate substantial VMT because of the travel distances and lack of economically viable alternatives to the private automobile. These issues warrant explicit attention in the SCS.

I look forward to discussing these ideas with you in more depth at your earliest convenience. I can be reached at (707) 784-6765 if you have any questions.

Sincerely,



Bill Emlen
Director of Resource Management

- c. Supervisor Jim Spering
- Birgitta Corsello, Assistant County Administrator
- Mike Yankovich, Planning Program Manager
- Paul Wiese, Engineering Manager



707 Randolph Street, Suite 100 • Napa, CA 94559-2912
Tel: (707) 259-8631
Fax: (707) 259-8638

November 22, 2010

Doug Kimsey
Planning Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Mr. Kimsey:

This letter concerns implementation of SB 375 and preparation of a Sustainable Communities Strategy for the San Francisco Bay Area. The Napa region looks forward to participating in the regional planning process, and has particular interest in the implementation of California Government Code Section 65080 (b) (4) (C), which states:

"The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall consider financial incentives for cities and counties that have resource areas or farmland, as defined in Section 65080.01, for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road system and farm to market and interconnectivity transportation needs. The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall also consider financial assistance for counties to address countywide service responsibilities in counties that contribute towards the greenhouse gas emission reduction targets by implementing policies for growth to occur within their cities."

We are not aware of any substantive discussions regarding implementation of this section, either at the Regional Advisory Working Group or elsewhere within the MTC or ABAG. The NCTPA would like to request that some actions be undertaken in this regard. Specifically, we believe that the next Regional Transportation Plan should include a new funding program, called the "Resource and Farmland Preservation Transportation Incentive Fund," and the Sustainable Community Strategy should include some "credit" for agricultural preservation and local food production since food that is produced within Bay Area counties is food that does not have to be imported from farther away.

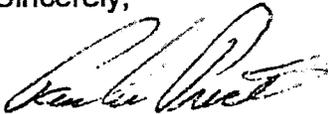
From the NCTPA's perspective, the basic premise of the Resource and Farmland Preservation Transportation Incentive Fund would be to provide an incentive to jurisdictions that preserve resource areas and farmland. The fund would provide a source of funding for the preservation and safety of farm-to-market and community-interconnection routes that provide access to such farm-to-market areas. To get the money, jurisdictions or CMA's, would need to demonstrate that they have resource

and/or farmland areas, as defined by the statute, and that they have policies which direct growth to urbanized areas. CMA's would allocate funding to eligible projects for local street or county road improvements, or for other transportation or emission reduction improvements specifically geared to the movement of goods.

Addressing agricultural preservation and local food production in the SCS is a more difficult challenge, simply because many of us in local government are still unclear exactly how the "base case" and "vision scenario" proposed as the first steps in the planning process will lead to a comprehensive strategy. It seems likely, however, that transportation investments and Regional Housing Needs Allocations will somehow be allocated in the SCS in a manner that is expected to reduce VMT and direct housing to urbanized areas. These are laudable goals and are directly congruent with Napa County's own goals, however they do not necessary acknowledge that in rural settings, even limited growth can generate substantial VMT because of the travel distances and lack of economically viable alternatives to the private automobile. These issues warrant explicit attention in the SCS.

We look forward to discussing these ideas with you in more depth at your earliest convenience.

Sincerely,



Paul W. Price
NCTPA Executive Director

cc. NCTPA Board
NCTPA TAC Members & Alternates



707 Randolph Street, Suite 100 • Napa, CA 94559-2912
Tel: (707) 259-8631
Fax: (707) 259-8638

November 22, 2010

Ken Kirkey
Planning Director
Association of Bay Area Governments
101 Eighth Street
Oakland, CA 94607

Dear Mr. Kirkey:

This letter concerns implementation of SB 375 and preparation of a Sustainable Communities Strategy for the San Francisco Bay Area. The Napa region looks forward to participating in the regional planning process, and has particular interest in the implementation of California Government Code Section 65080 (b) (4) (C), which states:

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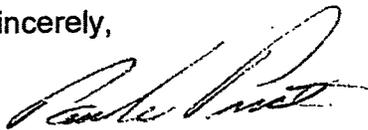
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We look forward to discussing these ideas with you in more depth at your earliest convenience.

Sincerely,



Paul W. Price
NCTPA Executive Director

cc. NCTPA Board
NCTPA TAC Members & Alternates



DATE: March 1, 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 specifically, as summarized by Gus Khouri of STA's State Legislative Advocacy firm Shaw/Yoder/Antwih (Attachment A). Progress is being made by the legislature to address the \$25.4 billion state budget deficit. 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. The Governor has asked the legislature to send him the budget by March 10.

On March 2, members of the STA Board met with Solano County's State representatives in Sacramento to urge protection of critical funding for transportation projects in Solano County. The STA delegation focused 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
2. Sale and acceleration of bond allocations
3. Lower the voter threshold for local sales tax measures

The STA also seeks legislative support of the following significant regional construction projects which will *be jeopardized if the reenactment of the gas tax swap does not occur*:

- SR 12 Jameson Canyon Improvements
- I-80 Eastbound Cordelia Truck Scales Relocation
- Jepson Parkway
- I-80 Rehabilitation from Vacaville to Dixon (SHOPP)
- SR 12 Accident Reduction – Rio Vista from Azavedo Rd. to Liberty Island Rd. (SHOPP)

SR 12 Jameson Canyon Improvements faces construction delays of up to 9 months due to the Governor's postponement of bond sales. If the reenactment of the gas tax swap occurs by March, summer bond sales could go forward so that the project would not be further delayed.

Federal

On February 11, the House Committee on Transportation & Infrastructure passed the Surface Transportation Extension Act of 2011, proposing to extend SAFETEA-LU through September 2011 at fiscal year 2010 levels. The full House is set to consider the bill early next week.

President Obama released his fiscal year 2012 budget on February 14th. In addition to proposed increases in transportation spending, the President's budget includes a proposal for reauthorizing the surface transportation laws for six years, with increased spending for transit, highways and bridges.

Both House Transportation and Infrastructure Committee and Senate Environment and Public Works Committee are holding a series of field hearings on the surface transportation bill. These hearings and public forums with state and local officials and transportation stakeholders are intended to inform the Committee's development of a long-term reauthorization bill.

For further information, see the February Federal Legislative Update (Attachment B).

Staff is working with STA's federal advocate, Susan Lent, of Akin Gump to schedule meetings with our Congressional representatives in Washington DC on April 13-14. While STA project priorities will remain as outlined in the 2011 STA Legislative Priorities and Platform, funding will likely come through 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:

Informational.

Attachments:

- A. State Legislative Update - February (Shaw/Yoder/Antwih)
- B. Federal Legislative Update – February (Akin Gump)



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

February 25, 2011

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

RE: STATE LEGISLATIVE UPDATE- FEBRUARY

The legislature has been making steady progress in addressing a state budget deficit of \$25.4 billion. Ongoing efforts to reenact the gas tax swap seem to be progressing well, as the Budget Committees in both houses took conforming actions to approve the retention of \$2.5 billion gas tax revenue stream that essentially is a replacement source for Proposition 42. As a result, the item does not need to be considered during the Budget Conference Committee hearings which commenced on February 23rd. Therefore, the next step is to have the gas tax swap considered in the context of a deal on the entirety of the state budget on the Floor of each house. The Governor is pushing for the legislature to send him the budget by March 10th in order to comply with the Proposition 58 Session (60-day emergency Session that the Governor called on January 10th to address the budget), and to provide the Secretary of State with time to prepare materials for consideration of the tax extension on the June ballot. 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, maintains 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.

These tax extensions are the linchpin to funding the Governor's realignment proposal and staving off additional cuts in June. If the ballot measures fail, the legislature will need to make \$12.5 billion worth of cuts and pass a budget by June 15th as required by Proposition 25. Tax receipts for the month of January were up \$1.6 billion more than anticipated, which could be a good sign of things to come, yet the state accumulated \$3.4 billion in additional receipts last year before that total fizzled by the time the May Revision was released.

Redevelopment

In an attempt to close a \$25.4 billion deficit, the Governor has proposed to eliminate redevelopment agencies to save \$1.7 billion and help fund schools and public safety programs. The League of Cities, which is adamantly opposed, suggests that the \$1.7 billion is ambitious and is threatening litigation to retain the funds. A coalition referred to as the “Big 8 Cities” states that only \$861 million could be made available for General Fund relief due to current debt obligations. The Legislative Analyst’s Office (LAO), however, has challenged the Big 8’s assertion that only \$861 million can be scored because the methodology ignores all other sources of revenues that redevelopment agencies (or their successor agencies) could use to pay redevelopment debt, such as revenues from land sales, rent payments, assessments, reserves, and interest earnings. Furthermore, the LAO states that the Big 8’s approach implicitly assumes that property tax increment revenues would be the only source of revenues to pay redevelopment debt. The same concern is expressed with the Governor’s approach. The Budget Conference Committee is in the process of deliberating what to do on the issue.

AKIN GUMP
STRAUSS HAUER & FELD LLP

Attorneys at Law

M E M O R A N D U M

February 23, 2011

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

During the month of February, Akin Gump monitored developments in Washington regarding transportation funding and policy and worked with STA staff to develop a strategic plan for the annual Board trip to Washington in April.

Fiscal Year 2012 Budget Request

President Obama released his fiscal year 2012 budget on February 14, calling for \$3.7 trillion in spending. The President's budget would cut funding by \$20 billion from fiscal year 2010 levels; however, the budget would increase spending for infrastructure, including highways, transit, high speed rail, broadband and clean energy. President Obama has said that his budget would reduce the federal debt from \$1.6 trillion or 10.9 percent of gross domestic product (GDP) to \$607 billion or 3.2 percent of GDP, by 2015. Congress will consider the recommendations in the President's budget, but will reach its own conclusions regarding funding for fiscal year 2012.

Funding for Transportation

The President's budget includes \$129 billion for fiscal year 2012, a 66 percent increase over fiscal year 2010. The budget proposes to frontload transportation spending, doubling transit funding to \$22 billion from \$10.7 billion. The budget includes \$70.5 billion for bridges and highways, up from \$41.7 billion in fiscal year 2010, and \$8.3 billion for high speed and inter-city passenger rail, up from \$2.5 billion in fiscal year 2010.

The budget would consolidate funding under the transit bus and bus facilities and rail modernization programs and create a \$10.7 billion state of good repair program for rail and bus systems, which would be targeted to transit systems with the oldest equipment in the greatest need of repair. The budget includes \$7.7 billion under the transit formula programs and would allow funding of operating expenses for four years for certain transit agencies in urban areas over 200,000 in population. The capital investment grants (new starts) program would be funded at \$3.2 billion. Livability planning grants would be funded at \$140 million and a new livable communities' demonstration program would be funded at \$50 million.

The National Infrastructure Investments grant program, similar to the TIGER program, would distribute \$2 billion in grants to state and local transit agencies for capital investment in road, highways, transit, port, freight and passenger rail projects. The Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program would be funded at \$450 million.

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Surface Transportation Reauthorization

The President's budget includes a proposal for reauthorizing the surface transportation laws, which the Department of Transportation will follow with a detailed bill. The proposal is for six years of funding totaling \$556 billion, including: \$119 billion for transit (a 128 percent increase over SAFETEA-LU); \$336 billion for highways and bridges (a 48 percent increase over SAFETEA-LU); and \$53 billion for intercity passenger rail.

The proposal would make outlays under the trust fund mandatory but cap spending at the amount collected by the trust fund and subject the trust fund to the PAYGO Rules, as recommended by the National Commission on Fiscal Responsibility and Reform. The proposal does not identify any new revenue sources, but states that the Administration is committed to working with Congress to ensure that the bill is fully paid for and will not increase the deficit.

The proposal recommends recasting the Highway Trust Fund as a Transportation Trust Fund that would include four accounts: Highway; Transit; Rail; and an Infrastructure Bank.

The proposal recommends consolidating the transit program into four programs: state of good repair; transit formula; transit expansion and livability (including new starts); and transit safety. The 55 different highway programs would be consolidated into five core programs: highway safety improvement program; national highway program; livable communities program; federal allocation program (federal lands); and research technology and education program.

The proposal includes a national infrastructure bank authorized at \$30 billion over six years to support grants and loans for multimodal projects for highway, transit, rail and aviation. The President's budget includes a request for \$5 billion in fiscal year 2012.

The proposal also includes \$32 billion for a "race-to-the-top" incentive program, called the Transportation Leadership Awards, which would make awards to states and regions that adopt reforms for planning, building and managing transportation systems.

SAFETEA-LU Reauthorization

February 11, 2011, the House Committee on Transportation & Infrastructure passed the Surface Transportation Extension Act of 2011, which would extend SAFETEA-LU through September 30, 2011 at fiscal year 2010 levels. The current extension expires on March 4. The House plans to consider the bill early next week, and send it to the Senate for approval.

Both the House Transportation and Infrastructure Committee and the Senate Environment and Public Works Committee are holding hearings on the surface transportation bill, including a joint hearing in Los Angeles on February 23. The field hearing was part of House Chairman Mica's 14 city listening tour. These hearings and public forums with state and local officials and

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transportation stakeholders are intended to inform the Committee's development of a long-term reauthorization bill. The Chairman is seeking input on how to consolidate and improve the performance of transportation programs, streamline the project delivery process, increase private sector investment in infrastructure and identify creative financing alternatives.

The Senate Environment and Public Works Committee is holding a series of hearings that have emphasized infrastructure investment as a means of job creation. On February 16, the Committee heard testimony from U.S. Chamber of Commerce President Tom Donohue and AFL-CIO President Richard Trumka, who endorsed the President's plan to create jobs and accelerate the economic recovery through investment in the nation's infrastructure. During the hearing, Chairman Boxer expressed her intention to work with Chairman Mica and Sen. Inhofe, the Environment and Public Works Ranking Member, to develop a multiyear bill.

Fiscal Year 2011 Continuing Resolution

Next week, Congress must act on a continuing resolution to fund the government through the end of the fiscal year or adopt another temporary measure to allow continued negotiations between the House and Senate on fiscal year 2011 funding. The current continuing resolution expires on March 4.

The Senate left for the President's Day recess without any action on the CR, while the House voted along party lines to adopt H.R. 1, a bill that would reduce federal spending in fiscal year 2011 by \$61 billion from fiscal year 2010 enacted levels and represents spending reductions \$100 billion below the President's fiscal year 2011 budget.

The bill was adopted after a nearly week long freewheeling debate that allowed consideration of hundreds of amendments to cut or redirect federal spending. House Republicans are calling the bill "a massive down payment" on their commitment to drastically decrease discretionary funding and have stated that it will be the first of many appropriations bills that will significantly reduce spending this year to begin a pattern of cuts that will bring the federal budget back into balance and end unsustainable deficit spending and increasing debt.

Highway and transit formula programs would remain at their current levels in the House-passed CR. However, discretionary programs would be subject to reductions and rescissions. Funding for new starts would be reduced by \$431 million below fiscal year 2010 levels and an additional \$280 million in fiscal year 2010 funding would be rescinded. The fiscal year 2011 funding for both the TIGER II grant program (\$600 million) and Transit Investments in Greenhouse Gas Emission Reduction (TIGGER) program would be eliminated and fiscal year 2010 funds also would be rescinded, \$600 million and \$75 million, respectively.

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The House-passed CR would eliminate funding for the Partnership for Sustainable Communities, the collaboration among the Departments of Transportation, Housing and Urban Development, and the Environmental Protection Agency, as well as \$130 million in funding for the grants that are jointly administered by the Partnership.

The bill would rescind \$3.72 billion in American Recovery and Reinvestment Act (ARRA) funds and \$2.47 billion in fiscal year 2010 funds for the high-speed rail program.

Negotiations have begun between the House and the Senate Leadership to reach an agreement before the March 4 deadline. Senate Majority Leader Harry Reid (D-NV) is expected to offer a one month continuing resolution that continues spending at fiscal year 2010 levels and has asked his staff to begin discussions with the House on a year-long funding bill. House Speaker John Boehner (R-OH) has stated that he will not accept a continuing resolution that does not include reductions in federal spending and has stated that he will produce a short term bill that will include spending cuts. Senate Minority Leader Mitch McConnell (R-KY) has indicated that he will back the House position that the short term continuing resolution must contain spending cuts. Both Democrats and Republicans have stated their intention to avoid a government shut down, but the outcome is far from clear.



DATE: February 25, 2011
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fund Estimates

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF funds be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

For a number of years, TDA funds had been modestly increasing. TDA is generated from a percentage of countywide sales tax. With the economic downturn of the last couple years, TDA revenues have been decreasing.

In FY 2007-08 and FY 2008-09, Solano's share of all types of STAF funds (revenue-based; population-based/Northern Counties-Solano; Regional Paratransit-Solano; Lifeline STAF) has been about \$3 million per year. STAF funds had been used for a wide range of activities, including providing funds for STA transit programs administration, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses and covering new bus purchase shortfalls on start-up new intercity services when the need arises.

Discussion:

The new TDA and STAF FY 2011-12 revenue projections are in the process of being approved by the Metropolitan Transportation Commission (MTC). The estimates were approved by MTC on February 23rd.

TDA:

After several years of growth, Solano TDA revenue began to decline after FY 2006-07. At its peak in FY 2006-07, the TDA available countywide was \$15.9 M and then modestly declined for two years. In FY 2008-09 it made its first significant drop of nearly 5% to \$14.7 M and in FY 2009-10 Solano TDA decreased by even a larger percentage (10.7%) to \$13.1 M. For FY 2011-12, the current projection is that TDA will remain flat and result in \$12.9 M for Solano transit operators. See Attachment A for draft Solano FY 2011-12 TDA fund estimate by jurisdiction. The fund estimates include projected carryover from FY 2010-11. It should be noted that the carryover amounts appear to be significant for most Solano jurisdictions. These figures were calculated at the end of December 2010. Due to the timing of several jurisdictions' submittal of their FY 2010-11 TDA claims, the FY 2010-11 TDA funds were not shown as allocated and the carryovers are artificially high. STA staff has discussed this with the transit operators.

MTC is required to use County Auditor estimates for TDA revenues. TDA is generated from a percentage of countywide sales tax and distributed to local jurisdictions based on population share. Given the economic downturn, sales tax and TDA have decreased and will remain suppressed until the economy improves. Staff reemphasizes that these TDA figures are revenue *estimates*. Especially with all the existing uncertainty, the amounts are not guaranteed and should not be 100% claimed to avoid fiscal difficulties if the actual revenues are lower than the projections.

STAF

The FY 2009-10 State Budget eliminated the funding of STAF. This decision was contested in court and a ruling was made in favor of restoring STAF. In the Spring of 2011, the STAF was funded through a fuel tax swap. The recently released FY 2011-12 State Budget by the Governor proposes the funding of STAF at only a slightly reduced statewide level of \$330 M as compared to FY 2010-11's \$350 M. It remains vulnerable as the impact of the passage of Proposition 26 in November 2010 on the fuel tax swap is being analyzed. STA staff will continue to monitor this issue. STAF revenue-based and population-based estimates are shown on Attachments B and C.

This item was presented to the Consortium and TAC at their February meetings.

Recommendation:

Informational.

Attachments:

- A. Draft FY 2011-12 TDA Solano fund estimate (Feb 9, 2011)
- B. FY 2011-12 STAF Solano fund estimate (Jan 2010) Revenue-based (Feb 9, 2011)
- C. FY 2011-12 STAF Solano fund estimate Population-based (Feb 9, 2011)

FY 2011-12 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

Column	A	B	D	E	F	G	H=Sum(C-G)	I	J=H+I
FY 2010-11 TDA Revenue Estimate Adjustment									
FY 2010-11 Generation Estimates Adjustment									
1. Original County Auditor Estimate (Feb, 10)	13,880,128								13,416,183
2. Revised County Auditor Estimate (Feb, 11)	13,416,183								
3. Revenue Adjustment (Line 2-1)	(463,945)								67,081
FY 2010-11 Planning and Administration Charges Adjustment									
4. MTC Administration (0.5% of line 3)	(2,320)								67,081
5. County Administration (0.5% of line 3)	(2,320)								402,485
6. MTC Planning (3.0% of line 3)	(13,918)								
7. Total Charges (Lines 4+5+6)	(18,558)								536,647
8. Adjusted Generations Less Charges (Line 3-7)	(8,908)								12,879,536
FY 2010-11 TDA Adjustment By Article									
9. Article 3 Adjustment (2.0% of line 8)	(45,479)								257,591
10. Funds Remaining (Line 8-9)	-								-
11. Article 4.5 Adjustment (5.0% of line 10)	(436,429)								12,621,945
12. Article 4 Adjustment (Line 10-11)									12,621,945

TDA APPORTIONMENT BY JURISDICTIONS

Column	A	B	D	E	F	G	H=Sum(C-G)	I	J=H+I
Apportionment Jurisdictions									
Article 3	427,945	9,323	(642,350)	-	266,498	(8,908)	52,509	257,591	310,100
Article 4.5	427,945	9,323	(642,350)	-	266,498	(8,908)	52,509	257,591	310,100
SUBTOTAL									
Article 4/8									
Benicia	-	3,939	(36,597)	-	856,130	(28,615)	794,857	828,586	1,623,443
Dixon	-	340	(299,140)	-	537,755	(17,977)	220,977	519,379	740,356
Fairfield	5,262,415	66,523	(2,807,956)	-	3,257,193	(109,185)	5,668,990	3,125,859	8,794,849
Rio Vista	138,742	3,374	(216,700)	-	251,603	(8,255)	168,764	245,573	414,337
Suisun City	-	401	(24,031)	-	883,029	(28,835)	830,563	854,430	1,684,993
Vacaville	2,850,482	41,674	(5,157,865)	-	2,951,487	(99,113)	586,665	2,870,669	3,457,334
Vallejo	1,652,843	10,473	(147,179)	-	3,704,430	(123,856)	5,096,711	3,582,546	8,679,257
Solano County	-	976	(24,853)	-	616,798	(20,643)	572,278	594,903	1,167,181
SUBTOTAL³	9,904,482	127,699	(8,714,321)	-	13,058,424	(436,479)	13,939,805	12,621,945	26,561,750
GRAND TOTAL	10,332,427	137,023	(9,356,671)	-	13,324,923	(445,387)	13,992,315	12,932,045	26,871,851

1. Balance as of 6/30/10 is from MTC FY 2009-10 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2010, and FY 2010-11 allocations, transfers and refunds as of December 31, 2010.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

**FY 2011-12 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

*Attachment A
Res. No. 3990
Page 11 of 16
February 9, 2011*

FY 2010-11 Initial Estimate FY 2010-11 Actual Revenue ³ FY 2010-11 Total Revenue Adjustment <i>Column</i>	0		C FY 2010-11 Actual Revenue ³	D = Sum(A;D) Projected Carryover	F FY 2011-12 Revenue Estimate ⁴	G=(E+F) Total
	A 6/30/10 Balance ^{1,3}	B FY 2009-11 Outstanding Commitments				
Alameda CMA - Corresponding to ACE	1,386,611	(1,379,809)		6,802	196,055	202,857
Benicia	11,665	-		11,665	9,607	21,272
Caltrain	7,668,991	(7,487,000)		181,757	4,222,450	4,404,206
CCCTA	552,899	(552,634)		215	455,420	455,635
Dixon	5,870	-		5,870	4,624	10,494
ECCTA	211,635	(211,622)		13	174,296	174,309
Fairfield	82,483	-		802,483	109,693	912,176
GGBHTD	431,202	(432,448)		1,754	3,693,658	3,695,412
Healdsburg	201,800	(3,811)	FY 2010-11 STA Revenue is	3,107	2,247	5,354
LAVTA	466	(201,728)	recorded in the	78	166,226	166,304
NCPTA	4,193,399	(41,140)	Column A	2,326	35,803	38,129
SamTrans	152,387	(3,390,227)	(Balance)	802,972	3,453,709	4,256,681
Santa Rosa	152,324	(111,345)		152,587	125,683	278,270
Sonoma County Transit	20,830	(20,822)		41,479	125,865	167,344
Union City	609,616	-		8	17,157	17,165
Vallejo	14,541,705	(14,536,002)		609,616	464,040	1,073,656
VTA	341,851	(341,650)		5,703	11,978,119	11,983,822
VTA - Corresponding to ACE	250,223	(250,125)		201	273,045	273,246
WestCAT	42	-		98	206,108	206,206
Petaluma	3,758	(3,755)		42	-	42
Rio Vista	35,643,181	(33,014,402)		3	3,094	3,097
SUBTOTAL				2,628,779	25,716,899	28,345,678
AC Transit	9,939,533	(9,894,290)		45,243	8,151,746	8,196,989
BART	28,224,283	(26,703,601)		1,520,682	23,248,148	24,768,830
SFMTA	37,488,271	(36,344,667)		1,143,604	29,901,060	31,044,664
SUBTOTAL				2,709,529	61,300,954	64,010,483
GRAND TOTAL				5,338,308	87,017,854	92,356,161

1. Balance as of 6/30/10 is from MTC FY 2009-10 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
 2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2010, and FY 2010-11 allocations, transfers and refunds as of December 31, 2010.
 3. In July 2010 the state paid a lump sum payment covering STA revenue for both FY 2009-10 and FY 2010-2011. Any STA funds that were not claimed in FY 2009-10 are recorded as part of the balance.
 4. The FY 2011-12 STA Estimates reflect the \$329.6 million proposed in the Governor's budget.

FY 2011-12 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)

Column	FY 2010-11 Original Revenue Estimates		FY 2010-11 Projected Carryover		FY 2010-11 Total	
	A	B	C	D	E	F
	6/30/10	FY 2009-11	FY 2010-11	FY 2010-11	FY 2010-11	FY 2010-11
	Balance ^{1,3}	Outstanding Commitments	Actual Revenue	Projected Carryover	Revenue Estimate ⁶	Available For Allocation
Apportment Jurisdictions						
Northern Counties/Small Operators						
Marin	1,159,279	57,652		1,027	949,961	951,588
Napa	836,362	(1,191)		8,171	506,293	514,464
Solano ⁴	3,262,792	(2,191)		3,241,816	1,559,282	4,801,098
Sonoma	2,792,986	(1,775,607)		1,017,347	1,797,812	2,815,159
CCCTA	2,987,971	(2,987,971)		6,169	1,846,771	1,852,940
ECCTA	1,767,770	(558,485)		3,485	1,081,006	1,085,091
LAVTA	1,229,811	(228,611)		2,170	750,523	752,693
Union City	329,434	(421,216)		869	273,570	274,439
WestCAT	422,087			868	253,822	256,690
Vallejo ⁴	103,093			105,093		105,093
SUBTOTAL	893,297	(10,505,682)		4,387,615	9,021,639	13,409,234
Regional Paratransit						
Alameda	974,206	(1,765,720)		102,689	1,154,363	1,257,052
Contra Costa	161,639	(972,204)		2,002	596,548	598,550
Marin	142,148	(161,394)		245	133,275	133,520
Napa	1,106,298	(1,411,415)		733	87,034	87,767
San Francisco	612,562	(1,103,827)		2,471	911,400	913,871
San Mateo	1,822,065	(611,118)		1,444	504,645	506,089
Santa Clara	496,924	(1,817,775)		4,290	1,045,570	1,049,860
Solano	381,046	(233,483)		147,563	248,274	248,274
SUBTOTAL	7,565,387	(6,807,026)		758,361	4,957,143	5,715,504
Lifeline						
Alameda	3,503,762	(513,000)		2,990,762	2,344,730	5,535,492
Contra Costa	2,121,360	(664,402)		1,456,958	1,160,917	2,617,875
Marin	307,955	(306,195)		1,760	250,758	252,518
Napa	264,694	(380,844)		(116,150)	157,885	41,735
San Francisco	6,457,131	(3,071,710)		3,385,421	1,402,388	4,787,809
San Mateo	2,191,963	(1,823,040)		368,923	659,401	1,028,324
Santa Clara	4,102,827			4,102,827	2,015,352	6,118,179
Solano	1,152,997	(222,685)		930,312	510,804	1,441,116
Sonoma	1,646,505	(594,824)		1,051,681	585,102	1,636,783
SUBTOTAL	21,749,194	(7,576,700)		14,172,494	9,287,337	23,459,831
BART to Warm Springs	322,247			322,247		322,247
eBART	322,247			322,247		322,247
SanTrans	37,985			37,985		37,985
MTC Regional Coordination Program ⁵	22,135,362	(5,701,569)		16,433,793	8,543,593	24,977,386
GRAND TOTAL	67,025,719	(30,590,977)		36,434,742	31,809,712	68,244,454

1. Balance as of 6/30/10 is from MTC FY 2009-10 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
 2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2010, and FY 2010-11 allocations, transfers and refunds as of December 31, 2010.
 3. In July 2010 the state paid a lump sum covering STA revenue for both FY 2009-10 and FY 2010-2011. Any STA funds that were not claimed in FY 2009-10 are recorded as part of the balance.
 4. Beginning in FY 2008-09, the Vallejo revenue apportionment is combined with Solano, as per MTC Resolution 3637.
 5. Committed to TransLink® and other MTC Customer Service projects.
 6. The FY 2011-12 STA Estimates reflect the \$329.6 million proposed in the Governor's budget.

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DATE: February 21, 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 policies 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 2010-11 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 1st and the obligation deadline of April 30th. In order to ensure funds are obligated or transferred to Federal Transit Administration (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 1st deadline will lose its priority for Obligation Authority (OA), and be viewed as subject to reprogramming.

Projects outlined with a dashed border are programmed in the State Transportation Improvement Program (STIP) for FY 2010-11 and are required to submit an allocation request to MTC and Caltrans Local Assistance. Projects programmed in the STIP must receive an allocation from the California Transportation Commission (CTC) or Caltrans by the end of the fiscal year in which the funds are programmed. Funds not allocated or extended by the CTC within this deadline are deleted from the STIP with the funds returned to the county in the next share period. In order to receive an allocation at the May 2011 CTC meeting, allocation requests must be submitted by March 14, 2011. To receive an allocation at the June 2011 CTC meeting, an allocation request must be submitted by April 25, 2011, which is the last chance to submit a request for this fiscal year.

Delayed Projects and STA Deadline Assistance

Projects outlined with a solid 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 1st. 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 worked with project sponsors to help them convey to MTC that progress was made and that the April 30th obligation deadline would be met. Specifically, STA staff collected project schedules from Benicia, Fairfield, and Vacaville, and sent them to MTC on February 1, 2011 as an extension request.

MTC's project delivery policies are also attached (Attachment 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, 2-11-11
- B. MTC Resolution 3606, "Milestones, Deadlines, and Consequences", pg 11, 07-23-08

Solano Transportation Authority (STA)
Project Delivery Update, 2-11-2011

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	\$ -	CON	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	\$ -	CON	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
Vallejo	SOL991032	Vallejo Ferry Maintenance Facility	STIP-PTA	2012	\$ -	\$ -	\$ -	\$ -	\$ 4,300	\$ -	PE	CTC Allocation by Apr 2011
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	\$ 507,183	\$ 626,920			

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

\$773,685

** 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: February 25, 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.	Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF)*	Approximately \$260,000	Due On March 25, 2011
6.	Caltrans Bicycle Transportation Account (BTA) Grant	Estimated \$7 million based on previous cycles	Anticipated Date: March 25, 2011
7.	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
8.	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

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Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF)*	Jim Antone YSAQMD (530) 757-3653 jantone@ysaqmd.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.ysaqmd.org/Incentives10.php
Caltrans Bicycle Transportation Account (BTA) Grant*	Ann Mahaney Caltrans (916) 653-0036 ann.mahaney@dot.ca.gov P.O. Box 942874 Sacramento, CA 94274-0001	March 25, 2011 Eligible Applicants: Cities and Counties with an adopted Bicycle Transportation Plan (BTP)	\$7.2 million total expected to be allocated, max for one applicant is \$1.8 million	This program provides state funds for city and county projects that improve safety and convenience for bicycle commuters.	Eligible Projects: (1) new bikeways serving major transportation 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

*New Funding Opportunity

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Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
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
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: March 2, 2011
TO: STA Board
FROM: Johanna Masiclat, 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
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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