



**SOLANO TRANSPORTATION AUTHORITY
BOARD MEETING AGENDA
Special Time/Date
3:30 p.m., Closed Session
4:00 p.m., Regular Meeting
Wednesday, April 20, 2011
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585**

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

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

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

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

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

ITEM

BOARD/STAFF PERSON

I. PERSONNEL CLOSED SESSION pursuant to CA Gov't Code § 549547 et seq.; Public Employee Performance Review – Executive Director

**II CALL TO ORDER/PLEDGE OF ALLEGIANCE
(4:00 – 4:05 p.m.)**

Chair Price

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 |
|---|--|--|-------------------------------|--|----------------------------------|-------------------------------|---------------------------------|

STA BOARD ALTERNATES

| | | | | | | | |
|-------------|------------|-----------------|---------------|-------------|-------------|---------------|--------------|
| Rick Fuller | Chuck Timm | Mike Ioakimedes | Janith Norman | Mike Hudson | Ron Rowlett | Erin Hannigan | John Vasquez |
|-------------|------------|-----------------|---------------|-------------|-------------|---------------|--------------|

The complete STA Board Meeting Packet is available on STA's Website at www.sta.ca.gov

III. CONFIRM QUORUM/ STATEMENT OF CONFLICT

Chair Price

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

IV. APPROVAL OF AGENDA

V. OPPORTUNITY FOR PUBLIC COMMENT

(4:05 – 4:10 p.m.)

VI. EXECUTIVE DIRECTOR’S REPORT – Pg. 1

Daryl K. Halls

(4:10 – 4:15 p.m.)

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

(4:15 – 4:25 p.m.)

A. Federal Lobbying Trip to Washington D.C. presented by Jayne Bauer

VIII. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(4:25 - 4:30 p.m.)

A. STA Board Meeting Minutes of March 9, 2011

Karen Koelling

Recommendation:

Approve STA Board Meeting Minutes of March 9, 2011.

Pg. 7

B. Draft TAC Meeting Minutes of March 30, 2011

Johanna Masiclat

Recommendation:

Approve Draft TAC Meeting Minutes of March 30, 2011.

Pg. 13

C. Fiscal Year (FY) 2010-11 Second Quarter Budget Report

Susan Furtado

Recommendation:

Receive and file.

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D. STA’s Office Lease Renewal

Susan Furtado

Recommendation:

Authorize the Executive Director to amend and extend the lease contract with the Wiseman Company for the current office location for three (3) additional years effective January 1, 2011 for a total lease reduction of 15%.

Pg. 23

- E. Transit Fleet and Transit Capital Investment Plans** Liz Niedziela
Recommendation:
Approve of the Transit Fleet and Minor Transit Capital Investment Plans to be used as a guide for programming funds as shown in Attachments D and E.
Pg. 27
- F. Proposition 1B Transit Capital Allocation** Liz Niedziela
Recommendation:
Approve the following:
 1. *Allocation of \$534,190 of Prop 1B funds to Vallejo Transit as a local match for the intercity bus replacement; and*
 2. *Dedicate future allocations of approximately \$4 million of remaining Prop 1B funds to Solano County Transit (SolTrans) and Fairfield and Suisun Transit as a local match for the intercity bus replacements.*
Pg. 43
- G. Marketing Consultant Contract Amendment** Elizabeth Richards
Recommendation:
Approve the following:
 1. *Authorize the Executive Director to execute a contract amendment for MIG to extend the term of the contract to July 31, 2011;*
 2. *Amend the not-to-exceed amount by an additional \$27,935 for services; and*
 3. *Authorize the Executive Director to enter into a contract with MIG for website hosting services in an amount not to exceed \$7,200 for two years, with an option to extend the term for two additional years.*
Pg. 49
- H. Fiscal Year (FY) 2011-12 Transportation for Clean Air (TFCA) Program Call for Projects** Robert Guerrero
Recommendation:
Approve the following:
 1. *Adopt the BAAQMD TFCA Program Manager Policies as specified in Attachment A;*
 2. *Amend SNCI's FY 2011-12 TFCA allocation to include \$14,306; and*
 3. *Issue a TFCA Program Manager Call for Projects for the remaining balance of FY 2011-12 funding of \$35,817.*
Pg. 51
- I. Solano Countywide Transportation for Livable Communities (TLC) Planning Grant Approval** Robert Guerrero
Recommendation:
Approve the City of Fairfield's application request for \$150,000 to complete the West Texas Gateway Project.
Pg. 61

- J. Completion of Construction Contract for the Gordon Water Line (Rockville Road Water Main) Relocation Project** Janet Adams
Recommendation:
Approve the following:
1. Accept the Gordon Water Line (Rockville Road Water Main) Relocation Project as complete; and
 2. Direct the Executive Director to file a Notice of Completion with the County Recorder's office.
- Pg. 89**
- K. I-80 Eastbound Cordelia Truck Scales Relocation Project** Janet Adams
Recommendation:
Approve the attached Resolution No. 2011-06 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$24.6 million in Bridge Toll Funds for construction of the I-80 Eastbound Cordelia Truck Scales Relocation Project.
Pg. 93
- L. Utility Service Connections for I-80 Eastbound Cordelia Truck Scales Relocation Project** Janet Adams
Recommendation:
Authorize the Executive Director to pay the Utility Service Connection fees for the I-80 Eastbound Cordelia Truck Scales Relocation Project for an amount not-to-exceed \$480,000.
Pg. 113
- M. Building Demolition Contracts for I-80 Eastbound Cordelia Truck Scales Relocation Project** Janet Adams
Recommendation:
Authorize the Executive Director to take the following actions:
1. Advertise the building demolition contract in accordance with all applicable sections of the California Public Contract Code and solicit bids for their construction; and
 2. Prepare and execute an agreement between STA and Solano County to compensate Solano County for actual costs for demolishing the existing well and leach field and installing the new well and leach field for an estimated not-to-exceed cost of \$100,000.
- Pg. 115**
- N. Solano County Transit (SolTrans) Advisory Committee Member Appointments** Liz Niedziela
Recommendation:
Appoint Tom Barte, Vicki Conrad, and Sue Fisher Jones as STA appointees to serve on the SolTrans Public Advisory Committee for a 3-year term and Michael Coan, Cori LaBrado, and David Jones as alternate appointments.
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IX. ACTION FINANCIAL ITEMS

- A. City of Dixon’s Intermodal Station West B Street Undercrossing Project Funding Plan** Robert Guerrero
- Recommendation:*
Approve a fund plan committing \$4.949 million current and future discretionary funding for the City of Dixon’s West B Undercrossing Project as outlined in Attachment B.
- (4:30 – 4:35 p.m.)
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X. ACTION NON-FINANCIAL ITEMS

- A. Solano Regional Transportation Plan (RTP) Projects List Public Hearing** Ashley Nguyen, MTC
Robert Macaulay
- Recommendation:*
Hold a public hearing on the Draft Solano RTP Project List, and approve those projects to be submitted to MTC for inclusion in the RTP.
- (4:35 – 4:55 p.m.)
Pg. 125
- B. State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan** Sara Woo
- Recommendation:*
Approve the SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan.
- (4:55 – 5:00 p.m.)
Pg. 131

XI. INFORMATIONAL

- A. Status of Ramp Metering Implementation and Other Operational Improvements in Solano County** Sam Shelton
- Informational*
(5:00 – 5:10 p.m.)
Pg. 133
- B. Status of STA’s Overall Work Plan (OWP) for Fiscal Year (FY) 2010-11 and Development of OWP for FY 2011-12 and 2012-13** Daryl Halls
- Informational*
(5:10 – 5:15 p.m.)
Pg. 141

NO DISCUSSION

- | | |
|---|------------------|
| C. Status of Countywide Greenhouse Gas Emission Inventory Pg. 183 | Robert Macaulay |
| D. Legislative Update Pg. 187 | Jayne Bauer |
| E. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2010-11 Pg. 215 | Susan Furtado |
| F. Local Project Delivery Update Pg. 223 | Jessica McCabe |
| G. Funding Opportunities Summary Pg. 229 | Sara Woo |
| H. STA Board Meeting Schedule for Calendar Year 2011 Pg. 235 | Johanna Masielat |

XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, May 11, 2011, Suisun City Hall Council Chambers.**

MEMORANDUM

DATE: April 5, 2011
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – April 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 Public Hearing on Draft Solano County Projects Submittal for the Metropolitan Transportation Commission (MTC)'s Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) *

In March, the STA Board authorized staff to release for public comment a draft list of projects for submittal to the MTC as part of the development of the new RTP and SCS. MTC and the Association of Bay Area Governments (ABAG) have 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. The second step in STA's three step countywide process is to conduct a public hearing on the project list. This will be followed by STA's initial project submittal to MTC by their deadline of April 29th to be followed by STA Board approval of the formal list of Solano County projects on May 11th. STA staff has updated the current list of Solano projects as potential candidates to be submitted to MTC for inclusion in the RTP. The list is divided into three tiers based on different levels of projected available funding. In addition, STA staff has reviewed a list of program categories suggested by MTC and proposed modifications based on the transportation priorities of Solano County. Projects and programs contained in the RTP are subsequently eligible for future state and federal funding.

Caltrans Future Installation of Highway Operation Improvements and Ramp Meeting in Solano County *

For the past few years, the STA has been working with Caltrans and the MTC to fund and accelerate the construction of High Occupancy Vehicle (HOV) lanes the length of the I-80 corridor in Solano County. As part of the construction of HOV lanes, Caltrans requires the installation of ramp metering to facilitate the coordination of access to these facilities from various access points along corridors such as I-80 and I-680 in Solano County. In November 2009, the first eight mile segment of HOV lanes was opened in the Fairfield area along I-80. This project included a requirement to install ramp metering and detection equipment. Prior to the activation and use of this equipment, an agreement between Caltrans and the effected local jurisdiction is required. For the past six months, STA has been coordinating meetings with Caltrans, MTC and the cities located along the I-80 corridor (Dixon, Fairfield, Vacaville and Vallejo) and the county to discuss and plan for the installation of ramp metering equipment and to activate the equipment once operating agreements between Caltrans and the affected city have been completed. At the meeting, staff will provide an overview of this process and the schedule for public information on this topic.

Keeping Truck Scales Project on Target for 2011 Start of Construction *

Staff is continuing to work with Caltrans to keep the Cordelia Truck Scales Relocation Project on schedule to start construction in 2011. Two items are on the agenda for Board approval to continue to keep the project moving forward.

Status of STA's Overall Work Plan (OWP) *

Each year, the STA updates its two year OWP that covers the plans, projects and programs being undertaken by the staff under the direction of the STA Board. The STA's current OWP contains 42 items that are comprised of 11 plans, 16 projects and 15 programs. Two tasks, the Benicia-Martinez Bridge and the SR 113 Major Investment Study (MIS), have been completed and are proposed to be removed from the OWP. Staff will provide a status on the remaining items at the meeting in preparation for the Board updating the OWP in preparation for next fiscal year.

Proposed Funding Plan for Dixon's West B Street Undercrossing Project *

For the past two years, STA staff has been working with staff from the City of Dixon and the Capitol Corridor to plan for a future rail station located in the City of Dixon. One of the key operation issues that have been identified by the Union Pacific Railroad, the owner of the rail corridor, is the location of several at grade rail crossings in close proximity to the City of Dixon's downtown and the proposed rail station location. Recently, the STA's planning efforts (Solano Rail Crossing Study, Safe Routes to School, County Bike Plan and the County Pedestrian Plan) have identified the West B Street Undercrossing project as the top priority for future funding due to safety concerns for pedestrians and bicyclists, particularly school age children, crossing at this at grade crossing. Staff has put together a funding plan by combining several upcoming funding sources that are scheduled to be available over the next couple of years. If approved by the STA Board, this could provide up to \$4.9 million of the necessary \$6.1 million needed to fund the project.

Addressing Transit Capital Priorities *

Last month, staff provided an update of the schedule and future funding needed to replace Solano County's intercity and local bus fleets. This has been combined into an updated Transit Fleet and Transit Capital Investment Plans included with this agenda. Concurrently, staff is recommending the allocation of \$534,000 in Proposition 1B transit capital funds to help Vallejo Transit with match funding for some immediate bus replacements and the dedication of future Prop 1B funds to provide some of the local match needed to replace the fleet of intercity buses that provide SolanoExpress service countywide.

Award of TLC Planning Grant for Access Planning Adjacent to Transit Center *

STA recently provided \$150,000 in Transportation for Livable Communities (TLC) funds for a TLC planning grants to local jurisdictions. STA received two grant submittals and have recommended the STA Board approve allocating the TLC grant to the West Texas Gateway project which is adjacent to the Fairfield Transit Center. The planning area is included in the Priority Development Area (PDA) adjacent to the transit center.

Bike and Pedestrian Connections to Napa County Explored *

STA recently completed a study of potential options for providing bicycle and pedestrian connections between Napa and Solano Counties adjacent to the State Route (SR) 12 Jameson Canyon Corridor. This will be presented to the Board at the meeting.

Extension of Office Lease to Provide Savings *

Under the direction of the Board's Executive Committee, staff has negotiated an extension to the STA office lease at One Harbor Center in Suisun City that would result in annual saving to STA of \$30,000 per year. Staff is recommending the Board authorize the Executive Director to enter into an agreement for an extension of this lease.

Attachment:

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

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| | | | |
|--------------|--|------------|---|
| 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 |

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|----------------------------|--|
| 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
March 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 Spering | County of Solano |

MEMBERS

ABSENT: None.

STAFF

| | | |
|-----------------|--------------------|--|
| PRESENT: | Daryl K. Halls | Executive Director |
| | Bernadette Curry | Legal Counsel |
| | 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 |
| | Karen Koelling | Administrative Assistant II |

ALSO

PRESENT:

In Alphabetical Order by Last Name:

| | |
|----------------|--|
| Dennis Allen | Tax Payers Association |
| David Cymanski | KC Engineering Co. |
| Jim Ducoing | Tax Payers Association |
| George Gwynn | Tax Payers Association |
| Mike Hudson | STA Alternate Board Member and Councilmember, City of Suisun City |
| Robert Jones | Creegan + D'Angelo Infrastructure Engineers |
| Robert Karn | Robert A. Karn and Associates |
| Dan Kasperson | City of Suisun City |
| Wayne Lewis | City of Fairfield |
| Peter Lynch | Mountain Pacific Surveys |
| Doanh Nguyen | Caltrans District 4 |

II. 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.

III. APPROVAL OF AGENDA

On a motion by Board Member Patterson, and a second by Board Member Spring, the STA Board approved the agenda as amended.

IV. OPPORTUNITY FOR PUBLIC COMMENT

Several speakers commented and conveyed their support to the STA Board regarding the recently Board adopted STA Local Preference Policy. The speakers were: David Cymanski, KC Engineering; Robert Jones, Creegan + D'Angelo Infrastructure Engineer; Robert Karns, Robert A. Karn and Associates; and Peter Lynch, Mountain Pacific Surveys.

Dennis Allen and George Gwynn, Tax Payers Association, commented on various issues regarding the Authority's JPA and its administrative functions.

Supervisor Spring recommended that STA staff contact the local firms in Solano County and schedule a meeting with the STA Executive Committee to discuss and help find ways to strengthen the newly Board adopted Local Preference Policy.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- STA Board Discusses Impact of State Funding on Upcoming Projects
- New STATUS Newsletter Highlights 2010 Completed Projects and Solano's Legacy of Integrating Land Use and Transportation
- STA Public Release of Call for Projects and Draft Solano County Projects List for MTC's Regional Transportation Plan (RTP)/Sustainable Communities Strategy
- Request for MTC and ABAG to Consider Fiscal Incentives for Preservation of Agriculture and Open Space
- Proposed Transfer of City Property to Help Accelerate Delivery of Next Phase of I-80/I-680/SR 12 Interchange Project
- Clean Funds for Safe Routes to School and Solano Napa Commuter Information

VI. 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
 - b. Projects
 - c. Transit/Rideshare

VII. CONSENT CALENDAR

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

- A. STA Board Meeting Minutes of February 9, 2011**
Recommendation:
Approve STA Board Meeting Minutes of February 9, 2011.
- B. Draft TAC Meeting Minutes of February 23, 2011**
Recommendation:
Approve Draft TAC Meeting Minutes of February 23, 2011.
- C. Comprehensive Transportation Plan (CTP) Consultant 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.
- D. Solano Countywide Bicycle Locker Study**
Recommendation:
Approve STA to conduct a Solano Countywide Bicycle Locker Study.
- E. Solano Rail Crossing Inventory and Improvement Plan**
Recommendation:
Adopt the Solano Rail Crossing Inventory and Improvement Plan.
- F. 2011 STA SR2S Countywide Plan Update & Mapping Project Scope of Work**
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.

VIII. 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 stated that both Air Districts are in the process of finalizing actual funding amounts available to program, however STA staff estimates \$260,000 from the BAAQMD TFCA and \$260,000 from the YSAQMD Clean Air Program is available to program this year. He indicated 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, strategies for implementing SB 375 and have been identified as priorities by the STA Board.

Public Comments:

None presented.

Board Comments:

Board Member Patterson asked STA staff to clarify the TFCA funding available to program and the process for distributing the remaining funds. Daryl Halls responded and explained the funding amounts available through both Air Districts and noted that the guidelines for distributing the remaining funds will be brought back to the Board at their April meeting for consideration.

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).

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

B. Transfer of Land for the I-80/I-680/State Route (SR) 12 Interchange Project

Bernadette Curry reviewed the City of Fairfield's request for an early transfer of 28 acres of property adjacent to I-80 and 50 acres of project adjacent to SR 12 that has been preserved as right of way for the future construction of the I-80/I-680/SR 12 Interchanged. She noted that the early transfer will help accelerate the right of way schedule and help keep the overall project on schedule.

Public Comments:

None presented.

Board Comments:

None presented.

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.

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

X. 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 Solano RTP Call for Projects draft 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 and approved by the STA Board at their next meeting in April. 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.

Public Comments:

None presented.

Board Comments:

None presented.

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.

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

B. 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.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

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

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



TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
March 30, 2011

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:35 p.m. in the Solano Transportation Authority's Conference Room 1.

Present:

| | | |
|-----------------------------|---------------|---------------------|
| TAC Members Present: | Charlie Knox | City of Benicia |
| | Janet Koster | City of Dixon |
| | Wayne Lewis | City of Fairfield |
| | Dan Kasperson | City of Suisun City |
| | Jeff Knowles | 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 |
| Jayne Bauer | STA |
| Susan Furtado | STA |
| Robert Guerrero | STA |
| Daryl K. Halls | STA |
| Robert Macaulay | STA |
| Johanna Masiclat | STA |
| Jessica McCabe | STA |
| Sam Shelton | STA |
| Sara Woo | STA |

Others Present:

(In Alphabetical Order by Last Name)

| | |
|--------------|---------------------|
| Alyssa Majer | City of Suisun City |
| Matt Tuggle | County of Solano |

II. APPROVAL OF THE AGENDA

On a motion by Janet Koster, and a second by Dan Kasperson, 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 provided updated on MTC's Vision of the Regional Toll Credit Policy.

Jayne Bauer provided State Legislative update for March.

Susan Furtado informed the TAC of the revised staff report for Agenda Item VIII.E, Local Transportation Act (TDA) and Members Contributions for Fiscal Year (FY) 2011-11.

Robert Guerrero announced that the STA was applying for this year's Caltrans Partnership Planning Grant Program for the P3 Feasibility Study and requested letters of support from the TAC members. Mr. Guerrero indicated that the letters of support will be needed to be submitted by Tuesday, April 5th.

Other: None presented.

V. CONSENT CALENDAR

On a motion by Janet Koster, and a second by Wayne Lewis, the STA TAC approved Consent Calendar Items A through E.

A. Minutes of the TAC Meeting of February 23, 2011

Recommendation:

Approve TAC Meeting Minutes of February 23, 2011.

B. Transit Fleet and Transit Capital Investment Plans

Recommendation:

Forward a recommendation to the STA Board to approve of the Transit Fleet and Minor Transit Capital Investment Plans to be used as a guide for programming funds as shown in Attachments D and E.

C. Proposition 1B Transit Capital Allocation

Recommendation:

Forward a recommendation to the STA Board to:

1. Allocate \$534,190 Prop 1B funds to Vallejo Transit as a local match for the intercity bus replacement; and
2. Dedicate future allocations of approximately \$4 million of remaining Prop 1B funds to SolTrans and Fairfield and Suisun Transit as a local match for the intercity bus replacements.

D. Accept Construction Contract for the Gordon Water Line (Rockville Road Water Main) Relocation Project

Recommendation:

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

1. Accept the Gordon Water Line (Rockville Road Water Main) Relocation Project as complete; and
2. Direct the Executive Director to file a Notice of Completion with the County Recorder's office.

E. Fiscal Year (FY) 2011-12 Transportation for Clean Air (TFCA) Program Call for Projects

Recommendation:

Forward a recommendation to the STA Board to:

1. Adopt the BAAQMD TFCA Program Manager Policies as specified in Attachment A; and
2. Issue a TFCA Program Manager Call for Projects for the remaining balance of FY 2011-12 funding (estimated at \$35,000).

VI. ACTION FINANCIAL ITEMS

A. Solano Countywide Transportation for Livable Communities (TLC) Planning Grant Approval

Robert Guerrero reviewed two applications received by the STA for TLC funding consideration

Recommendation:

Forward a recommendation to the STA Board to approve the City of Fairfield's application request for \$150,000 to complete the West Texas Gateway Project.

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

VII. ACTION NON-FINANCIAL ITEMS

A. Regional Transportation Plan (RTP) Call for Projects

Robert Macaulay reviewed the RTP update process and the draft Solano RTP project list. He requested the TAC members to submit current cost and funding information on proposed projects to help complete the Draft Tiered STA RTP Project List. He cited that the list will be the subject of a public hearing at the STA Board meeting on April 20, 2011.

After discussion, the TAC approved modifications to the RTP project list as follows: *Change description of Benicia Park and Ride from Lots to Sites; add Peabody Road (Fairfield to Vacaville), McCormack/McClosky/Azevedo/Canright roads (unincorporated County); include Travis North Gate in Peabody Road description; and, add Railroad Ave extension (Suisun City).*

Recommendation:

Forward a recommendation to the STA Board to hold a public hearing on the Draft Tiered STA RTP Project List as amended by the TAC

On a motion by Wayne Lewis, and a second by Gary Leach, the STA TAC unanimously approved the recommendation as amended shown above in *bold italics*.

B. City of Dixon’s Intermodal Station West B Street Undercrossing Project Funding Plan

Robert Guerrero reviewed the development of a fund strategy for the City of Dixon’s West B Undercrossing Project. He outlined the fund strategy which includes \$4.949 million of combined committed and anticipated discretionary funding to be dedicated toward the Project.

Recommendation:

Forward a recommendation to the STA Board to approve a fund plan committing current and future discretionary funding for the City of Dixon’s West B Undercrossing Project as outlined in Attachment B.

On a motion by Janet Koster, and a second by Wayne Lewis, the STA TAC unanimously approved the recommendation.

C. State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan

Sara Woo cited that the Bicycle Advisory Committee (BAC) unanimously approved the study for STA Board adoption based on the draft approved by the study’s Technical Working Group. She stated that a formal adoption of the SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan will be presented at the April 20th STA Board Meeting.

Recommendation:

Forward a recommendation to the STA Board to approve the SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan.

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

D. Solano Countywide Bicycle Transportation Plan

Sara Woo cited that the Bicycle Advisory Committee (BAC) reviewed the Plan at their March 11, 2011 meeting for STA Board adoption based on the approval by the Alternative Modes Committee in April and formal adoption by the STA Board in May.

After discussion, the plan was approved to include minor modifications requested by the City of Benicia and the County of Solano.

Recommendation:

Forward a recommendation to the Alternative Modes Committee and the STA Board to approve the Solano Countywide Bicycle Transportation Plan.

On a motion by Janet Koster, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation as amended.

VIII. INFORMATIONAL

A. Status of STA's Overall Work Plan (OWP) for Fiscal Year

(FY) 2010-11 and Development of FY 2011-12 and 2012-13 OWP

Daryl Halls provided a status to STA's Overall Work Plan (OWP) for FY 2010-11 and an update to the development of the OWP for FY 2011-12 and FY 2012-13. He noted that prior to the STA's development of its FY 2011-12 and FY 2012-13 budget, staff is providing this status update in preparation for Board discussion in April and adoption at their meeting in May.

B. Status of Ramp Metering Implementation in Solano County

Sam Shelton stated that staff estimates that the Solano Highways Partnership (SoHip) will review and approve a ramp metering study by early 2012 and enter into MOUs with local agencies and Caltrans at the same time. He added that the SoHip Committee will also review public information material to inform the public about ramp metering and other operational improvements.

C. Status of Countywide Greenhouse Gas (GHG) Emission Inventory

Robert Macaulay reviewed the preliminary GHG Inventories released by STA's consultant, AECOM, for the cities of Dixon, Fairfield, Rio Vista, Suisun City, and Vacaville. He stated that clarifications and updates to information in the inventories were requested by the cities of Dixon, Fairfield, and Vacaville.

NO DISCUSSION

D. Legislative Update

E. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2010-11

F. Project Delivery

G. Funding Opportunities Summary

H. STA Board Meeting Highlights of March 9, 2011

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

IX. ADJOURNMENT

The meeting was adjourned at 2:50 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, April 27, 2011.**

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DATE: April 1, 2011
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2010-11 Second Quarter Budget Report

Background:

The Solano Transportation Authority (STA) staff regularly provides the STA Board with budget updates on a quarterly basis. In January 2011, the STA Board was presented with the First Quarter Budget Report for FY 2010-11. Subsequently, in January 2011, the STA Board adopted the FY 2010-11 Mid-Year Budget Revision.

Discussion:

The Second Quarter Budget Report (Attachment A) shows the revenue and expenditure activity for the Second Quarter of FY 2010-11. STA's total program administration and operation expenditure for the Second Quarter is at 30% with total revenues at 33% of the FY 2010-11 budget projections.

Revenues:

Revenues received during the Second Quarter of the fiscal year primarily consist of quarterly or annual advances. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the Second Quarter were billed and received after the quarter ending December 31, 2010. As of December 31, 2010, the total revenue billed and received is \$12.84 million (33%). The revenue budget highlights are as follows:

1. The Transportation Development Act (TDA) fund swap from the City of Vacaville was received from the Metropolitan Transportation Commission (MTC) in the amount of \$525,000. The remaining balance of \$225,000 is anticipated to be received before the end of the fiscal year.
2. The Transportation Development (TDA) Art. 4/8 funds allocation from the different member agencies for the fiscal year in the amount of \$363,759 has been received.
3. The State Transit Assistance Fund (STAF) allocation for FY 2010-11 for the total amount of \$695,200 is not yet received due to the delay in the allocation process. This funding is anticipated to be received in the subsequent quarter.
4. The Regional Measure (RM) 2 funds in the amount of \$8.36 million were received for four different RM 2 funded projects: I-80 Eastbound Cordelia Truck Scales Relocation, I-80/I-680/State Route (SR) 12 Interchange, North Connector, and the I-80 Express Lanes projects.

Expenditures:

STA's projects and programs are underway and expenditures are within budget projections by Department as follows:

1. STA's Management and Operations is within the Second Quarter budget projection at 43% of budget.
2. Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) is at 30% of budget.
3. Project Development is at 30% of budget.
4. Strategic Planning is at 24% of budget.

The Transit and Rideshare Services/SNCI, Project Development, and Strategic Planning invoice billings from the different project consultants, such as the Community Based Transportation Plan (CBTP), Solano Senior & Disabled Transit Plan, the Jepson Parkway Project, the I-80 Express Lanes, the SR12 Bridge Realignment Study, SR12 Jameson Canyon Ridge Trail Study, and the Climate Change Strategy were submitted after the end of the Second Quarter. The Transit Consolidation Implementation Plan – Phase 3, the I-80/I-680/I-780/SR12 Transit Corridor Study Update, the Rideshare Services in Napa, the SolTrans Transition & Marketing, the Management Assistant for Projects (MAPS), the Public Private Partnership (P3) Feasibility Study, the Jepson Parkway Transportation for Livable Communities (TLC), and the Safe Route to Transit are ongoing projects. Therefore, the forecasted expenditures for these projects actual work completed are not reflective of the budget ratio for the second quarter.

The total revenue of \$12,839,871 and expenditure of \$11,773,598 for the Second Quarter is consistent with the projected FY 2010-11 Budget.

Fiscal Impact

The Second Quarter Budget for FY 2010-11 is within budget projections for the Revenue received of \$12.84 million (33%) and Expenditures of \$11.71 million (30%).

Recommendation

Review and file.

Attachments:

- A. STA FY 2010-11 Second Quarter Budget Report
- B. 2011 Budget and Fiscal Reporting Calendar

| REVENUES | | | | EXPENDITURES | | | |
|--|----------------------|---------------------|------------|---|----------------------|----------------------|------------|
| Description | FY 10-11 Budget | Actual Received YTD | % | Description | FY 10-11 Budget | Actual Spent YTD | % |
| STA Fund | | | | Operations | | | |
| Members Contribution (Reserve Accounts) | 108,000 | 108,000 | 100% | | | | |
| Interest | | 10,232 | 0% | | | | |
| Members Contribution/Gas Tax | 127,387 | 127,387 | 100% | Opreation Management/Administration | 1,474,191 | 695,869 | 47% |
| Transportation Dev. Act (TDA) Art. 4/8 | 363,757 | 363,759 | 100% | STA Board of Directors | 44,000 | 9,504 | 22% |
| Transportation Dev. Act (TDA) Art. 3 | 44,200 | 20,532 | 46% | Expenditure Plan | 50,000 | 12,215 | 24% |
| State Transit Assistance Fund (STAF) | 695,200 | - | 0% | Contribution to STA Reserve | 108,000 | - | 0% |
| Surface Transportation Program (STP) | 856,968 | 299,943 | 35% | Total Operations | \$ 1,676,191 | \$ 717,588 | 43% |
| State Transportation Improvement Program (STIP)/Planning, Programming and Monitoring (PPM) | 502,966 | 68,333 | 14% | | | | |
| MTC STP Block Grant | 190,000 | 15,196 | 8% | Transit and Rideshare/Solano Napa Commuter Info (SNCI) | | | |
| Federal Earmark | 22,165 | 10,152 | 46% | Transit/SNCI Administration | 451,373 | 231,496 | 51% |
| Regional Measure (RM) 2- North Connector Design | 10,608 | 9,230 | 87% | Employer/Van Pool Outreach | 10,000 | 2,577 | 26% |
| RM 2 - I-80 Express Lanes | 17,755 | - | 0% | SNCI General Marketing | 40,000 | 3,656 | 9% |
| RM 2 - I-80 HOV Lanes | 4,562 | - | 0% | Commute Challenge | 27,000 | 25,694 | 95% |
| RM 2 - I-80 Interchange Project | 37,280 | 22,255 | 60% | Bike to Work Campaign | 20,000 | - | 0% |
| RM 2 - I-80 East Bound (EB) Truck Scales Relocation | 27,215 | 8,921 | 33% | Bike Links Maps | 15,000 | - | 0% |
| Transportation for Clean Air (TFCA) | 236,410 | 82,096 | 35% | Incentives | 15,000 | 5,211 | 35% |
| TFCA-Napa | 10,000 | - | 0% | Emergency Ride Home (ERH) Program | 5,000 | - | 0% |
| TFCA Regional Grant | 190,155 | 128,068 | 67% | Solano Express | 47,281 | 4,093 | 9% |
| Yolo/Solano Air Quality Management District (YSAQMD) | 137,409 | 62,507 | 45% | Transit Management Administration | 223,548 | 114,529 | 51% |
| Congestion Mitigation & Air Quality (CMAQ) | 340,000 | - | 0% | Community Based Transportation Plan (CBTP) | 92,662 | 22,994 | 25% |
| Eastern Congestion Mitigation & Air Quality (ECMAQ) | 229,498 | 5,034 | 2% | Lifeline Program | 16,000 | 243 | 2% |
| Regional Rideshare Program (RRP) | 240,000 | 56,825 | 24% | Paratransit Coordinating/PCC | 45,000 | 22,024 | 49% |
| Community Based Transit Study (CBTP) | 92,662 | 22,994 | 25% | Solano Senior & Disabled Transit Plan Update | 110,000 | 11,563 | 11% |
| Abandoned Vehicle Abatement (AVA) Program/DMV | 10,000 | 5,263 | 53% | Transit Consolidation Implementation Phase 3 | 90,000 | 18,245 | 20% |
| City of Vacaville TDA/STIP swap | 725,000 | 507,500 | 70% | I-80/I-680/I-780/SR12 Transit Corridor Study Update | 150,000 | - | 0% |
| CA State Coastal Conservancy | 29,956 | - | 0% | Rideshare Services - Napa | 10,000 | - | 0% |
| Local Funds - Cities/County | 108,600 | 58,004 | 53% | Soltrans Transition & Marketing | 170,000 | - | 0% |
| Sponsors | 18,000 | 6,732 | 37% | Total Transit & Rideshare/SNCI | \$ 1,537,864 | \$ 462,325 | 30% |
| Subtotal | \$ 5,375,753 | \$ 1,998,963 | 37% | | | | |
| TFCA Programs | | | | Project Development | | | |
| Transportation for Clean Air (TFCA) | 362,082 | 153,173 | 42% | Project Management/Administration | 84,698 | 49,434 | 58% |
| Interest | | 1,007 | 0% | Safe Route to School Program | 766,045 | 33,774 | 4% |
| Subtotal | \$ 362,082 | \$ 154,180 | 43% | Management Assistant for Projects (MAPS) | 50,000 | - | 0% |
| Abandoned Vehicle Abatement | | | | Regional Transportation Impact Fee (RTIF) Feasibility Study/AB 1600 | 50,000 | 14,201 | 28% |
| Department of Motor Vehicle (DMV) | 320,000 | 170,159 | 53% | Public Private Partnership (P3) Feasibility Study | 150,000 | - | 0% |
| Interest | | 961 | 0% | Jepson Parkway | 1,105,257 | 25,461 | 2% |
| Subtotal | \$ 320,000 | \$ 171,120 | 53% | SR 12 Jameson Canyon Project | 700,000 | 507,534 | 73% |
| I-80 East Bound (EB) Truck Scales Relocation | | | | I-80/I-680/SR 12 Interchange PA/ED | 5,537,956 | 1,812,869 | 33% |
| RM 2 Funds | 3,347,571 | 1,402,607 | 42% | North Connector - East | 20,319,964 | 6,031,021 | 30% |
| Interest | | 1,302 | 0% | I-80 HOV Lane/Ramp Metering | 109,502 | 455 | 0.4% |
| Subtotal | \$ 3,347,571 | \$ 1,403,909 | 42% | I-80 East Bound (EB) Truck Scales Relocation | 3,347,571 | 1,432,568 | 43% |
| Jepson Parkway Project | | | | I-80 Express Lanes | 550,000 | 74,141 | 13% |
| State Transportation Improvement Program (STIP) | 500,000 | - | 0% | I-80 HOV Lanes/Vallejo Fairgrounds | 919,629 | 208,966 | 23% |
| Federal Earmark | 391,257 | 20,251 | 5% | SR 12 Bridge Realignment Study | 44,842 | 2,338 | 5% |
| County of Solano | 214,000 | - | 0% | DMV Abandoned Vehicle Abatement | 320,000 | 65,175 | 20% |
| Interest | | 5,776 | 0% | Total Project Development | \$ 34,055,464 | \$ 10,257,937 | 30% |
| Subtotal | \$ 1,105,257 | \$ 26,027 | 2% | | | | |
| SR 12/Jameson Canyon Project | | | | Strategic Planning | | | |
| State Transportation Improvement Program (STIP) | 700,000 | 507,534 | 73% | Planning Management/Administration | 163,769 | 88,727 | 54% |
| Interest | | 2,257 | 0% | Events | 15,000 | 7,495 | 50% |
| Subtotal | \$ 700,000 | \$ 509,791 | 73% | Model Maintenance | 24,000 | 1,791 | 7% |
| I-80/I-680/SR 12 Interchange EIR/EIS | | | | Solano County TLC Program | 301,182 | 41,506 | 14% |
| RM 2 Funds | 5,537,956 | 1,761,646 | 32% | Jepson Parkway TLC Plan Update | 50,000 | 4,058 | 8% |
| Interest | | 1,175 | 0% | SR 12 MIS/Corridor Study | 170,040 | 16,380 | 10% |
| Subtotal | \$ 5,537,956 | \$ 1,762,821 | 32% | Comprehensive Transportation Plan (CTP)/EIR | 217,108 | 43,747 | 20% |
| North Connector East (Chadbourne Rd/Right of Way) | | | | Safe Route to Transit | 20,000 | - | 0% |
| RM 2 - Preliminary Engineering | 18,930,731 | 5,126,403 | 27% | SR 12 Jameson Canyon Ridge Trail Study | 29,956 | - | 0% |
| Count of Solano | - | - | 0% | Climate Change Strategy | 69,900 | 1,200 | 2% |
| City of Fairfield | 1,389,233 | 1,385,580 | 100% | TFCA Programs | 362,082 | 130,844 | 36% |
| Interest | - | 8,424 | 0% | Total Strategic Planning | \$ 1,423,037 | \$ 335,748 | 24% |
| Subtotal | \$ 20,319,964 | \$ 6,520,407 | 32% | | | | |
| I-80 Express Lanes | | | | TOTAL REVENUES | | | |
| RM 2 Funds | 550,000 | 74,141 | 13% | \$ 38,692,556 | \$ 12,839,871 | 33% | |
| Interest | | 224 | 0% | | | | |
| Subtotal | \$ 550,000 | \$ 74,365 | 14% | TOTAL EXPENDITURES | | | |
| I-80 High Occupancy (HOV) Lane/Ramp Metering | | | | \$ 38,692,556 | \$ 11,773,598 | 30% | |
| RM 2 - PA/ED Design | 109,502 | - | 0% | | | | |
| Interest | | 58 | 0% | | | | |
| Subtotal | \$ 109,502 | \$ 58 | 0% | | | | |
| I-80 HOV/Vallejo Fairgrounds | | | | | | | |
| Federal Earmark | 720,687 | 167,173 | 23% | | | | |
| Local Match Funds - STA | 25,000 | 17,500 | 70% | | | | |
| Local Funds - Solano County/City of Vallejo | 173,942 | 33,435 | 19% | | | | |
| Subtotal | \$ 919,629 | \$ 218,108 | 24% | | | | |
| Rio Vista Bridge Realignment | | | | | | | |
| Federal Earmark | 35,874 | - | 0% | | | | |
| City of Rio Vista | 8,968 | - | 0% | | | | |
| Interest | | 122 | 0% | | | | |
| Subtotal | \$ 44,842 | \$ 122 | 0% | | | | |

2010-11 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:

| | |
|------------------|---|
| APRIL | FY 2010-11 Second Quarter Budget Report Local Transportation Development Act (TDA) and Members Contribution for FY 2011-12 |
| MAY | FY 2010-11 Third Quarter Budget Report FY 2010-11 Abandoned Vehicle Abatement (AVA) 2nd Quarter Program Activity Report |
| JUNE | FY 2010-11 Final Budget Revision FY 2010-11 AVA 3rd Quarter Program Activity Report |
| JULY | FY 2011-12 Budget Revision and FY 2012-13 Proposed Budget Adoption FY 2011-12 Indirect Cost Rate Application FY 2010-11 AVA 4th Quarter Program Activity Report |
| AUGUST | No Scheduled STA Board Meeting |
| SEPTEMBER | FY 2010-11 4th Quarter Budget Report |
| OCTOBER | FY 2010-11 AVA Annual Report |
| NOVEMBER | No Scheduled STA Board Meeting |



DATE: April 1, 2011
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Office Lease Renewal

Background:

In June 2006, Solano Transportation Authority (STA) Board authorized the Executive Director to sign a five-year office lease renewal for One Harbor Center, Suite 130 Suisun CA 94533. Subsequently, in June 2007, the office lease was amended to include additional office space to accommodate eighteen (18) full time employees, Legal Counsel, and consultants who are periodically scheduled to work in the office and typically use one of the cubicles. STA currently occupies approximately 6,479 square feet office space of the 50,163 square feet One Harbor Center building.

Discussion:

The existing five-year lease for the STA's office at One Harbor Center expires on December 31, 2011. The landlord, Wiseman Company-Manager, was approached to consider modifying the lease and to reduce rates charged to STA. The lease renewal option offered to STA was to revise the monthly rate by 14% for savings in the current fiscal year for the additional three (3) years extension on the lease. This new lease rate is a monthly reduction of \$2,596 (14%) and an overall savings for the first extension year of \$31,094. The extension of the lease will be effective January 1, 2011 and any payment made from January 2011 to present will be adjusted to reflect the change.

The FY 2010-11 budget for the office lease cost will have a savings for six (6) months of approximately \$15,577 (7%) and a total savings for the additional lease renewal of approximately \$141,036 (15%) over the three-year period. Staff recommends the STA Board authorize the Executive Director to amend and extend this lease to obtain these annual lease savings.

Fiscal Impact:

The FY 2010-11 office lease cost will have a six (6) months cost savings of approximately \$15,577 (7%) and a total cost savings with the renewal of approximately \$141,036 over the three-year period.

Recommendations:

Authorize the Executive Director to amend and extend the lease contract with the Wiseman Company for the current office location for three (3) additional years effective January 1, 2011 for a total lease reduction of 15%.

Attachment:

- A. STA's Office Lease Contract Agreement with Wiseman Company

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**ONE HARBOR CENTER,
a California Limited Partnership**

Solano Transportation Authority

LEASE AMENDMENT #2

ONE HARBOR CENTER, a California Limited Partnership, "Landlord" and Solano Transportation Authority, "Tenant," agree as of _____ (*Effective Date*) to amend that Lease dated June 1, 2006 and subsequently amended January 22, 2008, covering the premises located at One Harbor Center, Suite 130, Suisun City, California as follows:

1. **LEASE EXTENSION:** The term of the Original Lease is extended through and including December 31, 2014. The period commencing on January 1, 2011 and terminating on December 31, 2014 shall be referred to herein as the "Extended Term". The word "term" as used in the Lease shall hereafter mean and include the Extended Term.
2. **BASE RENTAL RATE:** The first and second sentences in Section 5 of the Original Lease are hereby deleted in their entirety and replaced as follows: Tenant agrees to pay Landlord as monthly base Rent for the Premises the monthly base Rent shown in the schedule below in advance on the first day of each and every calendar month during the Extended Term:
 - January 1, 2011 – December 31, 2011: \$15,550 per month;
 - January 1, 2012 – December 31, 2012: \$15,874 per month;
 - January 1, 2013 – December 31, 2013: \$16,198 per month; and
 - January 1, 2014 – December 31, 2014: \$16,521 per month.

The monthly base Rent schedule set forth above includes an annual increase of .05¢ per square foot per year.

Landlord agrees that it shall credit any overpayment of monthly base Rent for the period commencing January 1, 2011 to rental payments next due under the Lease.

3. All other terms and conditions of the Original Lease as previously amended not contrary to the terms of this Lease Amendment #2 shall remain unchanged. In the event of a conflict between the Original Lease as previously amended and this Lease Amendment #2, this Lease Amendment #2 shall control.

[Signature Page Follows]

ONE HARBOR CENTER, a California Limited Partnership

The Wiseman Company LLC by
Doyle Wiseman, Managing Member

Date

Solano Transportation Authority

Daryl Halls, Executive Director

Date



DATE: March 31, 2011
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Transit Fleet and Transit Capital Investment Plans

Background:

In 2007, the STA worked with Solano's transit operators to develop a Transit Fleet and Transit Capital Investment Plan on a countywide basis for the purpose of programming for various capital transit funding opportunities anticipated to become available. Some of these funding opportunities include the State Transportation Improvement Program (STIP), Proposition 1B (Prop. 1B) and Lifeline.

Based on the 10-Year Transit Fleet Plan approved by STA Board in 2007, the following three transit vehicle replacement purchases utilizing Prop. 1B matching funds were obtained:

| | |
|---|--------------------|
| Fairfield and Suisun Transit (5 vehicles) | \$400,000 |
| Vacaville Transit (5 vehicles) | \$240,000 |
| Vallejo Transit (20 vehicles) | \$835,912 |
| <u>TOTAL</u> | <u>\$1,475,912</u> |

In addition, Solano County has also received and will continue to receive funding from the Lifeline Prop. 1B Funding for Transit Operators. The Metropolitan Transportation Commission's (MTC) Lifeline Transportation Funding Program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the Community Based Transportation Plans (CBTP). In the Lifeline Funding Cycle of Fiscal Years (FYs) 2009-11, almost \$1.5 million was awarded for bus shelters, replacement vehicles, and bike racks on buses (Attachment A) throughout Solano County.

Over the past two years, the America Recovery and Reinvestment Act (ARRA) provided funding to transit operators for transit capital projects (Attachment B). Solano County transit operators received almost \$18 million in funding for transit capital and operation projects from the Federal Transit Administration (FTA). The ARRA funds have been and will be used to complete some projects that were on the 2007 Transit Capital List.

Due to the recent funding opportunities as stated above, many of the capital projects have been completed since the 2007 Minor Transit Capital was approved (Attachment C).

Discussion:

The STA staff has been working with the Transit Operators to update the Transit Fleet and Minor Transit Capital Investment Plans. The Plans are intended to be a guide for programming decisions over the next decade. The STA Board recommended that the 10-Year Transit Fleet and Minor Transit Capital Investment Plans be updated every two years in association with other capital investment plans.

The updated Transit Fleet Plan includes 21 new local route buses and 10 new cut-a-ways for paratransit and local service (Attachment D). In the next few months, 29 new buses will be in revenue service on local routes and 18 new cutaways for paratransit service and local service are in the process of being replaced this year. The updated Plan includes new and soon-to-be delivered buses; these are shown as shaded in the Plan. The buses, although new, are recorded for replacement, placing these into Tier 3 or Tier 4.

The updated Minor Transit Capital Investment Plan provides capital needs over the next five years as provided by the transit operators (Attachment E).

The Solano County Transit Fleet replacement need is shown as a graph on Attachment F. This graph provides an outlook of vehicles replacement over the next 12 years.

Approval of these Plans is important as it identifies priorities and lays the groundwork for upcoming funding opportunities. Specifically, MTC has announced approximately \$2.5 million of Lifeline funding to be available in Solano County starting summer 2011.

Fiscal Impact:

The Transit Fleet and Minor Transit Capital Investment Plans are intended to be a guide for future programming of transit capital funds such as Prop. 1B Transit Capital and other transit capital funds.

Recommendation:

Approve the Transit Fleet and Minor Transit Capital Investment Plans to be used as a guide for programming funds as shown in Attachments D and E.

Attachments:

- A. Lifeline Funding
- B. Stimulus Funding for Transit Capital Projects
- C. The Transit Capital – Completed and Funded Projects
- D. Transit Fleet Plan
- E. Minor Transit Capital Investment Plan
- F. Graph of Solano County Revenue Bus Replacement

| LIFELINE FUNDING | | | | Completed | In Progress | Future |
|-------------------------|-----------------------------|-------------------------------|---------------------|-----------------------|-----------------------------------|-------------------------------|
| | | | Total | Date Completed | Anticipated Date Completed | Anticipated Start Date |
| Prop 1B | Dixon Read-Ride | Bus (local match) | \$ 15,000 | Dec-10 | | |
| Prop 1B | Dixon Read-Ride | Bus Replacement | \$ 60,000 | Mar-10 | | |
| JARC | FAST | MCI Luggage/Bike Racks | \$45,000 | | Dec-11 | |
| Prop 1B | FAST | Shelters | \$ 419,088 | | Jun-12 | |
| Prop 1B | FAST | Replacement Vehicle | \$ 41,600 | | Apr-11 | |
| Prop 1B | FAST | Downtown Flex Shuttle | \$ 60,000 | | Apr-11 | |
| Prop 1B | Vallejo Transit | Shelters | \$ 761,014 | | | May-11 |
| Prop 1B | Vacaville City Coach | Shelters | \$ 109,800 | | Jun-11 | |
| | | TOTAL PROP 1B | \$ 1,511,502 | | | |

Stimulus Funding
Transit Capital Projects

| Tier | Local Agency | Project Title | ARRA | Completed | In Progress | Future | |
|----------|-----------------------------------|---------------------------------------|--------------|----------------|----------------------------|------------------------|-----------------------------|
| | | | | Date Completed | Anticipated Date Completed | Anticipated Start Date | Anticipated Completion Date |
| T1 | City of Benicia | Fueling Station Upgrade | \$ 57,000 | | | Mar-11 | Jun-11 |
| T1 | City of Benicia | Replace 12 Bus Shelters | \$ 68,400 | | Jun-11 | | |
| T1 | City of Benicia | Operating Assistance | \$ 6,600 | | | Jun-11 | Jun-11 |
| FTA 5311 | City of Dixon | Preventative Maintenance for Dixon Re | \$ 48,000 | Feb-10 | | | |
| FTA 5311 | City of Dixon | Municipal Service Center | \$ 381,676 | | Mar-11 | | |
| FTA 5311 | City of Dixon (STA transferred) | Paratransit Buses (3) | \$ 225,000 | | May-11 | | |
| T1 | City of Fairfield | FAST Preventative Maintenance | \$ 826,080 | | Jun-11 | | |
| T1 | City of Fairfield | Bus Purchase/Replacement (3) | \$ 417,747 | | Mar-11 | | |
| T1 | City of Fairfield | GFI Fareboxes | \$ 1,577,660 | | Dec-11 | | |
| T1 | City of Fairfield | Operating Assistance | \$ 313,498 | | Jun-11 | | |
| T1-S | City of Fairfield | GFI Fareboxes | \$ 172,340 | | | Jun-12 | |
| T2 | City of Fairfield | Bus Purchase/Replacement | \$ 788,484 | | Mar-11 | | |
| FTA 5311 | City of Rio Vista | Preventative Maintenance | \$ 75,000 | | Jun-11 | | |
| T1 | City of Vacaville | Fixed Route Bus Replacement | \$ 1,734,372 | Aug-10 | | | |
| T1 | City of Vacaville | Vacaville Intermodal Station | \$ 482,702 | | Feb-11 | | |
| T1-S | City of Vacaville | Fareboxes | \$ 115,330 | | | Sep-11 | Sep-11 |
| T2 | City of Vacaville | Vacaville Intermodal Station | \$ 527,655 | | Feb-11 | | |
| T1 | City of Vallejo | Rehab/Preventative Maintenance | \$ 3,238,768 | Jun-10 | | | |
| T1 | City of Vallejo | Ferry Terminal ADA, Rehab | \$ 800,000 | | Mar-11 | | |
| T1 | City of Vallejo | Bus Maintenance Facility | \$ 812,324 | Dec-10 | | | |
| T1 | City of Vallejo | Repower Ferry Engines | \$ 2,000,000 | | Dec-12 | | |
| T1 | City of Vallejo | Operating Assistance | \$ 761,232 | Jun-10 | | | |
| T1-S | City of Vallejo | Vallejo Station Bus Transit Center | \$ 439,212 | | May-11 | | |
| T2 | City of Vallejo | Vallejo Station | \$ 2,009,466 | | May-12 | | |
| FTA 5311 | City of Vallejo (STA transferred) | Paratransit Buses (1) | \$ 75,000 | | Jan-12 | | |

\$ 17,953,546

**THE TRANSIT CAPITAL - Minor Capital
Completed and Funded Projects
January 20, 2011**

| Jurisdiction | Project | Year | Preliminary Cost Estimate |
|---------------------------|--|---------------------------|----------------------------------|
| Purchased Projects | | | |
| Benicia | Bus Stop Amenities | FY 07-08 - Future | \$53,654 |
| Fairfield | Maintenance Equipment | FY2007-08 | \$104,100 |
| Rio Vista | Bus Bench | FY2007-08 | \$5,119 |
| Rio Vista | Particulate Trap | FY2007-08 | \$25,000 |
| Rio Vista | Radio Base Station & 10 Mobile Units | FY2007-08 | \$4,440 |
| Rio Vista | Computer Equipment | FY2007-08 | \$3,600 |
| Rio Vista | Bus Stop Signs & Benches | FY2008-09 | \$10,000 |
| Vacaville | Transit Maintenance Tools | FY09/10; FY10/11 | \$150,000 |
| Vacaville | Transit Amenities: Bus Shelters, Benches etc.. Annual Proj | FY08/09; FY09/10; FY10/11 | \$240,000 |
| Vacaville | Transit Amenities, Bus Shelters, Benches, ect. | FY10/11 | \$109,800 |
| Vacaville | Transit Administration Equipment | FY10/11 | \$40,000 |
| Vacaville | Real-Time Arrival Signage Buses & Transit Centers, Phase I | FY10/11 | \$500,000 |
| Vallejo | Tire Machine | FY 07-08 | \$10,000 |
| Vallejo | Close Monitoring Wells | FY 07-08 | \$25,000 |
| Vallejo | Major Ferry Components Rehab | FY 08-09 | \$848,140 |
| Vallejo | Engine Repower | FY 08-09 | \$6,500,000 |
| Vallejo | Engine Repower | FY 09-10 | \$6,500,000 |
| | | | \$15,128,853 |

| Jurisdiction | Project | Year | Preliminary Cost Estimate |
|------------------------|---|---------------------|----------------------------------|
| Funded Projects | | | |
| Fairfield | Bus Stop Improvements | FY2007-08;FY2008-09 | \$151,800 |
| Fairfield | Transit Equipment (Exterior Graphics; bike racks) | FY2007-08;FY2008-09 | \$53,500 |
| Vallejo | Systemwide Bus Shelter Repl. | FY 06-07 | \$250,000 |
| Vallejo | Misc Support Equipment | FY 06-07 | \$50,000 |
| Vallejo | Port Security FMF | FY 06-07 | \$281,250 |
| Vallejo | Replace DPF Mufflers | FY 07-08 | \$190,000 |
| Vallejo | Replace Shop Truck | FY 07-08 | \$60,000 |
| Vallejo | 9 Computers for Transit Facility | FY 07-08 | \$27,000 |
| Vallejo | Install new DECS for MCI buses | FY 08-09 | \$700,000 |
| Vallejo | Exhaust fan for DPF Cleaner | FY 08-09 | \$30,000 |
| Vallejo | Paratransit Scheduling Software | FY 08-09 | \$50,000 |
| Vallejo | 5 Computers for Paratransit Sched | FY 08-09 | \$26,000 |
| Vallejo | Bus Stop Maint/Inventory Software | FY 08-09 | \$25,000 |
| Vallejo | Paving Bus Maintenance Facility | FY 08-09 | \$500,000 |
| Vallejo | Replace Bus Wash | FY 08-09 | \$300,000 |
| Vallejo | Replace Gillig Transmissions | FY 08-09 | \$80,000 |
| Vallejo | Replace Gillig Engines | FY 08-09 | \$140,000 |
| Vallejo | Replace Maint Facility HVAC | FY 08-09 | \$100,000 |
| Vallejo | Renovate Driver Break Room | FY 08-09 | \$5,000 |
| Vallejo | Bus Facility Security Surveillance | FY 08-09 | \$50,000 |
| Vallejo | Replace 10 Computers for Transit | FY 08-09 | \$40,000 |
| Vallejo | PT Maint Support Equip - Battery | FY 08-09 | \$10,000 |
| Vallejo | Transit Misc Support Equip | FY 08-09 | \$72,000 |
| Vallejo | Surveillance Cameras for Sereno TC | FY 09-10 | \$75,000 |
| Vallejo | Support Vehicles | FY 09-10 | \$85,000 |
| Vallejo | Seal Shop Floor | FY 09-10 | \$100,000 |
| Vallejo | Security Enhance. O&M Facility | FY 09-10 | \$300,000 |
| Vallejo | Admin/Maint Vehicle Replacement | FY 09-10 | \$270,000 |
| | | | \$4,021,550 |

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SOLANO TRANSPORTATION AUTHORITY TRANSIT FLEET PLAN

2/9/2001

Tier Year of Replacement

1 2011 and 2012

2 2013 and 2014

3 2015 and 2016

4 2017

Sorted by Vehicle Type then Tier.

| Status February 2011 | | | | | | | | | | | |
|----------------------|-------|-----------|-----------|---------------|------------------|-------------------------|------|---------|--------------------|----------------------------------|-----------|
| Operator | Bus # | Manufact. | Model | Mode of Power | Year of Purchase | Planned Year of Retire. | Tier | Mileage | Date Mileage Taken | Intercity, Local FR, Paratransit | Condition |
| BENICIA | | | | | | | | | | | |
| Benicia | 116 | Chevrolet | Venture | Gas | 2001 | 2011 | 1 | 144,603 | 6/19/2007 | Support | Poor |
| Benicia | 117 | Chevrolet | Venture | Gas | 2001 | 2011 | 1 | 180,716 | 6/19/2007 | Support | Fair |
| Benicia | 2021 | Toyota | Prius | Hybrid | 2003 | 2013 | 2 | 40,693 | 6/19/2007 | Support | Good |
| Benicia | 2003 | Goshen | Ford E450 | Diesel | 2000 | 2007 | 1 | 234,248 | 6/19/2007 | Local | Poor |
| Benicia | 2004 | Goshen | Ford E450 | Diesel | 2000 | 2007 | 1 | 239,724 | 6/19/2007 | Local | Fair |
| Benicia | 2201 | El Dorado | Aerotech | Diesel | 2001 | 2008 | 1 | 237,415 | 6/19/2007 | Local | Good |
| Benicia | 2005 | El Dorado | Aerotech | Diesel | 2006 | 2013 | 2 | 40,840 | 6/19/2007 | Paratransit | Good |
| Benicia | 2006 | El Dorado | Aerotech | Diesel | 2006 | 2013 | 2 | 32,468 | 6/19/2007 | Paratransit | Good |
| Benicia | 2007 | El Dorado | Aerotech | Diesel | 2006 | 2013 | 2 | 39,629 | 6/19/2007 | Paratransit | Good |
| Benicia | 2008 | Ford | Allstar | Gas | 2007 | 2014 | 2 | 4,358 | 6/19/2007 | Paratransit | Good |
| Benicia | 2013 | Ford E450 | | | 2008 | 2015 | 3 | | | Local | Good |
| Benicia | 2000 | Gillig | Phantom | Diesel | 2000 | 2012 | 1 | 428,549 | 6/19/2007 | Intercity | Fair |
| Benicia | 2001 | Gillig | Phantom | Diesel | 2000 | 2012 | 1 | 451,687 | 6/19/2007 | Intercity | Fair |
| Benicia | 2002 | Gillig | Phantom | Diesel | 2001 | 2013 | 2 | 360,720 | 6/19/2007 | Intercity | Good |

| DIXON | | | | | | | | | | | |
|--------------|-----|---------|----------|-----|------|------|---|--------|-----------|-----------|-------------|
| Dixon | 300 | Ford | E450 | Gas | 2006 | 2013 | 2 | 47,960 | 2/16/2010 | GPPV | Excellent |
| Dixon | 301 | Ford | E450 | Gas | 2007 | 2014 | 2 | 40,468 | 2/16/2010 | GPPV | Good |
| Dixon | 309 | Ford | E450 | Gas | 2003 | 2013 | 2 | 96,046 | 2/16/2010 | GPPV | Spare |
| Dixon | 101 | Dodge | ElDorado | Gas | 2010 | 2015 | 3 | 2,275 | 1/18/2011 | Intercity | Excellent |
| Dixon | 102 | Dodge | ElDorado | Gas | 2010 | 2015 | 3 | 2,635 | 1/18/2011 | Intercity | Excellent |
| Dixon | 310 | Elkhart | E450 | Gas | 2010 | 2017 | 4 | | | GPPV | NEW |
| Dixon | | Elkhart | E450 | Gas | 2011 | 2018 | | | | GPPV | Replace May |
| Dixon | | Elkhart | E450 | Gas | 2011 | 2018 | | | | GPPV | Replace May |
| Dixon | | Elkhart | E450 | Gas | 2011 | 2018 | | | | GPPV | Replace May |

| FAIRFIELD | | | | | | | | | | | |
|-----------------|-----|--------|-----------|--------|------|---------|---|---------|----------|-----------|-------------|
| Fairfield | 625 | Gillig | Phantom | Diesel | 1985 | 1997 | | 634,954 | 03/04/10 | Local FR | Replace Mar |
| Fairfield | 626 | Gillig | Phantom | Diesel | 1985 | 1997 | | 611,426 | 03/05/10 | Local FR | Replace Mar |
| Fairfield | 627 | Gillig | Phantom | Diesel | 1985 | 1997 | | 608,449 | 03/04/10 | Local FR | Replace Mar |
| Fairfield | 640 | Gillig | Phantom | Diesel | 1994 | 2006 | 1 | 495,299 | 03/09/10 | Local FR | Fair |
| Fairfield | 641 | Gillig | Phantom | Diesel | 1994 | 2006 | 1 | 534,909 | 03/05/10 | Local FR | Fair |
| Fairfield | 642 | Gillig | Phantom | Diesel | 1996 | 2008 | 1 | 622,583 | 03/09/10 | Local FR | Fair |
| Fairfield | 643 | Gillig | Phantom | Diesel | 1996 | 2008 | 1 | 575,129 | 03/05/10 | Local FR | Fair |
| Fairfield | 644 | Gillig | Phantom | Diesel | 1996 | 2008 | 1 | 573,221 | 03/08/10 | Local FR | Fair |
| Fairfield | 646 | Gillig | Phantom | Diesel | 1996 | 2008 | 1 | 578,689 | 03/07/10 | Local FR | Fair |
| Fairfield | 647 | Gillig | Phantom | Diesel | 2002 | 2014 | 2 | 283,077 | 03/09/10 | Local FR | Good |
| Fairfield | 648 | Gillig | Phantom | Diesel | 2002 | 2014 | 2 | 260,588 | 03/04/10 | Local FR | Good |
| Fairfield | 649 | Gillig | Phantom | Diesel | 2002 | 2014 | 2 | 261,545 | 03/04/10 | Local FR | Good |
| Fairfield | 650 | Gillig | Phantom | Diesel | 2002 | 2014 | 2 | 277,685 | 03/09/10 | Local FR | Good |
| Fairfield | 651 | Gillig | Phantom | Diesel | 2002 | 2014 | 2 | 282,190 | 03/05/10 | Local FR | Good |
| Fairfield | 652 | Gillig | Phantom | Diesel | 2002 | 2014 | 2 | 135,484 | 03/04/10 | Local FR | Fair |
| Fairfield | 653 | Gillig | Low-Floor | Diesel | 2002 | 2014 | 2 | 174,777 | 03/07/10 | Local FR | Good |
| Fairfield | 654 | Gillig | Low-Floor | Diesel | 2002 | 2014 | 2 | 201,457 | 03/04/10 | Local FR | Good |
| Fairfield | 670 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 258,181 | 03/04/10 | Intercity | Good |
| Fairfield | 671 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 261,717 | 03/09/10 | Intercity | Good |
| Fairfield | 672 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 267,236 | 03/09/10 | Intercity | Good |
| Fairfield | 673 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 252,408 | 03/09/10 | Intercity | Good |
| Fairfield | 674 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 241,600 | 03/04/10 | Intercity | Good |
| Fairfield | 675 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 255,442 | 03/04/10 | Intercity | Good |
| Fairfield | 676 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 246,092 | 03/04/10 | Intercity | Good |
| Fairfield | 677 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 250,008 | 03/09/10 | Intercity | Good |
| Fairfield | 678 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 263,289 | 03/09/10 | Intercity | Good |
| Fairfield/Valle | 679 | MCI | D4500 | Diesel | 2001 | 2015 | 3 | 404,867 | 03/09/10 | Intercity | Good |
| Fairfield/Valle | 680 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 400,036 | 03/05/10 | Intercity | Good |
| Fairfield/Valle | 681 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 341,157 | 03/04/10 | Intercity | Good |
| Fairfield/Valle | 682 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 324,094 | 03/04/10 | Intercity | Good |
| Fairfield/Valle | 683 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 351,847 | 03/09/10 | Intercity | Good |
| Fairfield/Valle | 684 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 330,869 | 03/09/10 | Intercity | Good |
| Fairfield/Valle | 685 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 376,429 | 03/04/10 | Intercity | Good |
| Fairfield/Valle | 686 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 361,195 | 03/04/10 | Intercity | Good |
| Fairfield/Valle | 687 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 386,553 | 03/04/10 | Intercity | Good |
| Fairfield/Valle | 688 | MCI | D4500 | Diesel | 2003 | 34 2017 | 4 | 370,760 | 03/04/10 | Intercity | Good |

| | | | | | | | | | | | |
|---------------|------|--------|-------------|--------|------|------|---|---------|----------|-------------|-------------|
| Fairfield | 701 | Ford | Paratransit | Diesel | 2002 | 2009 | 1 | 204,294 | 03/09/10 | Paratransit | Good |
| Fairfield | 702 | Ford | Paratransit | Diesel | 2002 | 2009 | 1 | 202,246 | 03/09/10 | Paratransit | Good |
| Fairfield/STA | 705 | Ford | Paratransit | Diesel | 2002 | 2009 | | 231,072 | 03/09/10 | Paratransit | Replace Mar |
| Fairfield/STA | 706 | Ford | Paratransit | Diesel | 2002 | 2009 | | 250,496 | 03/04/10 | Paratransit | Replace Mar |
| Fairfield/STA | 707 | Ford | Paratransit | Diesel | 2002 | 2009 | | 258,531 | 03/09/10 | Paratransit | Replace Mar |
| Fairfield | 7708 | Ford | Paratransit | Gas | 2007 | 2014 | 2 | 68,557 | 03/04/10 | Paratransit | New |
| Fairfield | 7709 | Ford | Paratransit | Gas | 2007 | 2014 | 2 | 83,678 | 03/09/10 | Paratransit | New |
| Fairfield | 7620 | Gillig | Low-Floor | Diesel | 2007 | 2019 | | 82,335 | 03/09/10 | Local FR | New |
| Fairfield | 7621 | Gillig | Low-Floor | Diesel | 2007 | 2019 | | 82,226 | 03/08/10 | Local FR | New |
| Fairfield | 7622 | Gillig | Low-Floor | Diesel | 2007 | 2019 | | 77,702 | 03/09/10 | Local FR | New |
| Fairfield | 7623 | Gillig | Low-Floor | Diesel | 2007 | 2019 | | 80,668 | 03/09/10 | Local FR | New |
| Fairfield | 7629 | Gillig | Low-Floor | Diesel | 2007 | 2019 | | 84,495 | 03/09/10 | Local FR | New |
| Fairfield | 7630 | Gillig | Low-Floor | Diesel | 2007 | 2019 | | 71,566 | 03/08/10 | Local FR | New |
| Fairfield | 7633 | Gillig | Low-Floor | Diesel | 2007 | 2019 | | 81,232 | 03/09/10 | Local FR | New |
| Fairfield | 3668 | Gillig | Phantom | Diesel | 2003 | 2017 | 4 | 60,671 | 03/04/10 | Intercity | New |
| Fairfield | 3669 | Gillig | Phantom | Diesel | 2003 | 2017 | 4 | 73,764 | 03/09/10 | Intercity | New |
| Fairfield | 9625 | Gillig | Low-Floor | Diesel | 2009 | 2021 | | 23,596 | 03/06/10 | Local FR | New |
| Fairfield | 9626 | Gillig | Low-Floor | Diesel | 2009 | 2021 | | 22,833 | 03/07/10 | Local FR | New |
| Fairfield | 9635 | Gillig | Low-Floor | Diesel | 2009 | 2021 | | 25,730 | 03/09/10 | Local FR | New |
| Fairfield | 9636 | Gillig | Low-Floor | Diesel | 2009 | 2021 | | 18,662 | 03/08/10 | Local FR | New |

| RIO VISTA | | | | | | | | | | | |
|-----------|----|-----------|----------|--------|------|------|---|---------|-----------|-----------------|-----------|
| Rio Vista | 18 | El Dorado | Aerotech | Diesel | 2006 | 2012 | | 124,500 | 6/30/2010 | Intercity/Local | 5311/STAF |
| Rio Vista | 17 | El Dorado | Aerotech | Diesel | 2006 | 2013 | 2 | 105,433 | 6/30/2010 | Intercity/Local | Fair |
| Rio Vista | 19 | Starcraft | Allstar | Gas | 2008 | 2014 | 3 | 110,147 | 6/30/2010 | Local/Para | Excellent |
| Rio Vista | 20 | Starcraft | Allstar | Gas | 2009 | 2015 | 3 | 59,982 | 6/30/2010 | Intercity/Local | Excellent |
| Rio Vista | 21 | El Dorado | Aerovan | Gas | 2011 | 2017 | 4 | 0 | 6/30/2010 | Intercity/Local | On Order |

| VACAVILLE | | | | | | | | | | | |
|-----------|-----|-----------|-----------|--------|------|------|---|---------|--------|-------------|--------|
| Vacaville | 911 | BlueBird | 2906 QBRE | CNG | 2001 | 2011 | | 179,001 | Apr-10 | Local FR | Retire |
| Vacaville | 912 | BlueBird | 2907 QBRE | CNG | 2001 | 2011 | | 188,940 | Apr-10 | Local FR | Retire |
| | 5 | New Flyer | | CNG | 2011 | 2023 | | | | | March |
| Vacaville | 921 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 22,395 | May-10 | Local FR | New |
| Vacaville | 922 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 22,767 | May-10 | Local FR | New |
| Vacaville | 923 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 24,579 | May-10 | Local FR | New |
| Vacaville | 924 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 21,086 | May-10 | Local FR | New |
| Vacaville | 925 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 19,184 | May-10 | Local FR | New |
| Vacaville | 926 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 22,241 | May-10 | Local FR | New |
| Vacaville | 927 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 14,972 | May-10 | Local FR | New |
| Vacaville | 928 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 21,136 | May-10 | Local FR | New |
| Vacaville | 929 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 19,006 | May-10 | Local FR | New |
| Vacaville | 930 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 17,614 | May-10 | Local FR | New |
| Vacaville | 956 | El Dorado | Ford E350 | Diesel | 2006 | 2013 | 2 | 51,917 | Apr-10 | Paratransit | Good |
| Vacaville | 957 | El Dorado | Ford E350 | Diesel | 2006 | 2013 | 2 | 60,111 | Apr-10 | Paratransit | Good |
| Vacaville | 958 | El Dorado | Ford E350 | Diesel | 2006 | 2013 | 2 | 66,055 | Apr-10 | Paratransit | Good |
| Vacaville | 959 | El Dorado | Ford E350 | Diesel | 2006 | 2013 | 2 | 53,969 | Apr-10 | Paratransit | Good |
| Vacaville | 961 | Starcraft | Ford 450 | Gas | 2008 | 2015 | 3 | 31,330 | Apr-10 | Paratransit | New |
| Vacaville | 962 | Starcraft | Ford 450 | Gas | 2008 | 2015 | 3 | 32,628 | Apr-10 | Paratransit | New |

VALLEJO

| | | | | | | | | | | | |
|---------|------|-----------|--------------|--------|------|------|---|---------|--------|-------------|--------|
| Vallejo | 4410 | Orion | Orion V High | Diesel | 2001 | 2013 | 2 | 189,093 | Nov-10 | Local | Fair |
| Vallejo | 4411 | Orion | Orion | Diesel | 2001 | 2013 | 2 | 381,684 | Nov-10 | Local | Fair |
| Vallejo | 4412 | Orion | Orion | Diesel | 2001 | 2013 | 2 | 372,165 | Nov-10 | Local | Fair |
| Vallejo | 4413 | Orion | Orion | Diesel | 2001 | 2013 | 2 | 14,718 | Nov-10 | Local | Fair |
| Vallejo | 4414 | Orion | Orion | Diesel | 2001 | 2013 | 2 | 374,773 | Nov-10 | Local | Fair |
| Vallejo | 4415 | Orion | Orion | Diesel | 2001 | 2013 | 2 | 365,082 | Nov-10 | Local | Fair |
| Vallejo | 4416 | Orion | Orion | Diesel | 2001 | 2013 | 2 | 116,119 | Nov-10 | Local | Fair |
| Vallejo | 4417 | Orion | Orion | Diesel | 2001 | 2013 | 2 | 336,070 | Nov-10 | Local | Fair |
| Vallejo | BL04 | MCI | DV500 | Diesel | 2001 | 2015 | 3 | 383,686 | Nov-10 | Intercity | Fair |
| Vallejo | BL05 | MCI | DV500 | Diesel | 2001 | 2015 | 3 | 421,935 | Nov-10 | Intercity | Fair |
| Vallejo | BL07 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 44,979 | Nov-10 | Intercity | Good |
| Vallejo | BL08 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 369,882 | Nov-10 | Intercity | Good |
| Vallejo | BL09 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 426,789 | Nov-10 | Intercity | Good |
| Vallejo | BL10 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 450,575 | Nov-10 | Intercity | Good |
| Vallejo | BL11 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 426,848 | Nov-10 | Intercity | Good |
| Vallejo | BL12 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 403,747 | Nov-10 | Intercity | Good |
| Vallejo | BL13 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 455,328 | Nov-10 | Intercity | Good |
| Vallejo | BL15 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 426,486 | Nov-10 | Intercity | Good |
| Vallejo | BL16 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 451,299 | Nov-10 | Intercity | Good |
| Vallejo | BL18 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 383,104 | Nov-10 | Intercity | Good |
| Vallejo | BL19 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 421,808 | Nov-10 | Intercity | Good |
| Vallejo | BL20 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 440,091 | Nov-10 | Intercity | Good |
| Vallejo | BL21 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 427,655 | Nov-10 | Intercity | Good |
| Vallejo | BL22 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 417,786 | Nov-10 | Intercity | Good |
| Vallejo | BL23 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 387,049 | Nov-10 | Intercity | Good |
| Vallejo | BL24 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 422,433 | Nov-10 | Intercity | Good |
| Vallejo | BL25 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 21,844 | Nov-10 | Intercity | Good |
| Vallejo | BL26 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 315,956 | Nov-10 | Intercity | Good |
| Vallejo | BL29 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 397,121 | Nov-10 | Intercity | Good |
| Vallejo | BL32 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 397,662 | Nov-10 | Intercity | Good |
| Vallejo | BL33 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 402,626 | Nov-10 | Intercity | Good |
| Vallejo | BL34 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 415,159 | Nov-10 | Intercity | Good |
| Vallejo | BL35 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 383,951 | Nov-10 | Intercity | Good |
| Vallejo | 21 | Gillig | G27D102N4 | Hybrid | 2011 | 2023 | | | | Local | May-11 |
| Vallejo | 7 | Starcraft | All Star 25 | Gas | 2011 | 2018 | | | | Paratransit | May-11 |

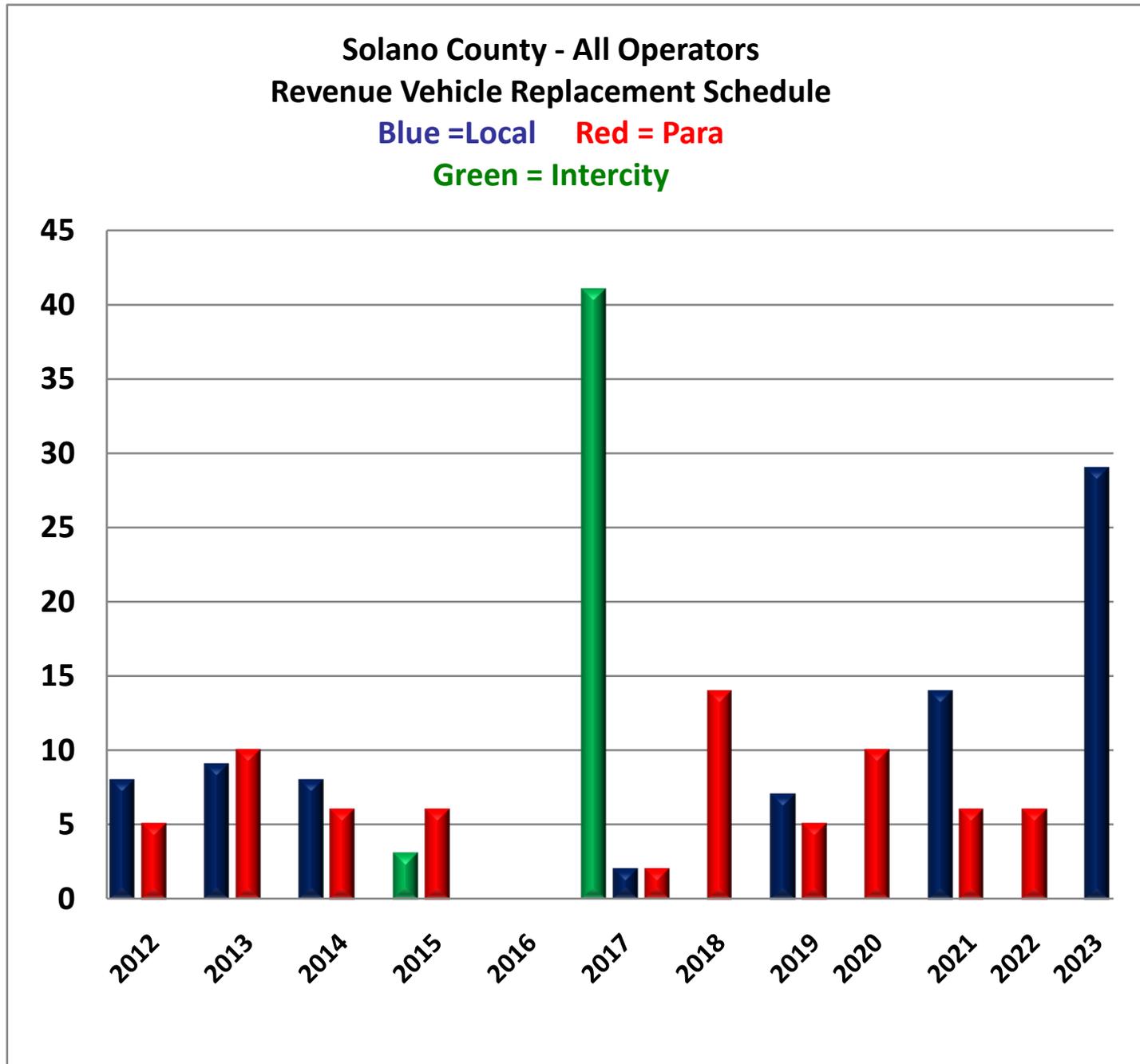
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**Minor Transit Capital Investment Plan
January 20, 2011**

| Jurisdiction | Project | Year | Total Cost | Unfunded |
|----------------------------|--|--------------------|---------------------|-------------------|
| Status January 2011 | | | | |
| Benicia | Bus Stop Improvement at 1st St | 2010-11 | \$500,000 | \$500,000 |
| Benicia | Office Equipment | 2010-11 | \$25,000 | \$25,000 |
| | | | \$525,000 | \$525,000 |
| Dixon | New Dispatch System | 2010-11 | \$15,000 | \$15,000 |
| Dixon | Fareboxes | 2010-11 | \$35,000 | \$35,000 |
| Dixon | Bike Racks | 2010-11 | \$10,000 | \$10,000 |
| Dixon | Radio Base & System | 2011-12 | \$40,000 | \$40,000 |
| | | | \$100,000 | \$100,000 |
| Fairfield | DR600 w/GPS Conversion (AVL System) | 2010-11 | \$ 225,000 | \$ 112,500 |
| Fairfield | Zonar (AVL System) | 2010-11 | \$ 116,884 | \$ 58,442 |
| Fairfield | Miscellaneous ITS (AVL System) | 2010-11 | \$ 400,000 | \$ 200,000 |
| Fairfield | Maximus/Zonar Integration (AVL System) | 2010-11 | \$ 10,410 | \$ 5,205 |
| Fairfield | Misce. ITS 11/12 Fairfield (AVL System) | 2010-11 | \$ 200,000 | \$ 100,000 |
| Fairfield | Misc. ITS 11/12 Other Agencies (AVL System) | 2010-11 | \$ 641,056 | \$ 320,528 |
| | | | \$ 1,593,350 | \$ 796,675 |
| Rio Vista | Administrative Vehicle | 2012 | \$30,000 | \$30,000 |
| Rio Vista | Bus Stop and Amenities | FY 10-11, FY 11-12 | \$8,000 | \$8,000 |
| Rio Vista | AVL for Transit Buses | FY 11-12 | \$10,000 | \$10,000 |
| Rio Vista | Maintenance Facility Equipment/Lifts | FY 11-12 | \$40,000 | \$40,000 |
| Rio Vista | Maintenance Tools | FY 11-12 | \$25,000 | \$25,000 |
| Rio Vista | Security Cameras | FY 12-13 | \$10,000 | \$10,000 |
| Rio Vista | Transit Maintenance Facility Upgrades | FY 11-12, 12-13 | \$200,000 | \$200,000 |
| | | | \$323,000 | \$323,000 |
| Vacaville | Transit Maintenance Tools | FY10/11 ,12/13 | \$150,000 | \$150,000 |
| Vacaville | Transit Amenities: Bus Shelters, Benches etc.. | Ann FY10/11 | \$240,000 | \$240,000 |
| Vacaville | Bus Shelter - William J. Carroll Govt. Center | FY11/12 | \$500,000 | \$100,000 |
| Vacaville | Real-Time Arrival Signage Bus Shelters, Phase II | FY11/12 | \$150,000 | \$50,000 |
| Vacaville | Security Enhancements - System wide | FY11/12 | \$100,000 | \$100,000 |
| | | | \$1,140,000 | \$640,000 |

**Minor Transit Capital Investment Plan
January 20, 2011**

| Jurisdiction | Project | Year | Total Cost | Unfunded |
|------------------------------------|--|-------------|---------------------|--------------------|
| Status January 2011 | | | | |
| Vallejo | Expand Dispatch in Bus Ops Fac | FY 10-11 | \$1,000,000 | \$200,000 |
| Vallejo | Systemwide AVL | FY 10-11 | \$2,160,000 | \$432,000 |
| Vallejo | Bus Radios Replacement | FY 10-11 | \$117,500 | \$23,500 |
| Vallejo | Vault Receiver Replacement | FY 10-11 | \$110,000 | \$22,000 |
| Vallejo | Bill Counter Machine Replacement | FY 10-11 | \$10,000 | \$2,000 |
| Vallejo | Public Address System | FY 10-11 | \$35,000 | \$7,000 |
| Vallejo | Surveillance Cameras for 60 buses | FY 10-11 | \$250,000 | \$250,000 |
| Vallejo | Upgrade Base Radio Equipment | FY 10-11 | \$150,000 | \$150,000 |
| Vallejo | Misc Office Equipment | FY 10-11 | \$100,000 | \$100,000 |
| Vallejo | Coin Counter Machine | FY 11-12 | \$9,000 | \$1,800 |
| Vallejo | Painting/Logos 60 Vehicles | FY 11-12 | \$1,200,000 | \$1,200,000 |
| Vallejo | UREA TANK (CARB) (?) | FY 11-12 | | |
| Vallejo | Facility Maintenance | FY 11-12 | \$200,000 | \$200,000 |
| Vallejo | Office Furniture | FY 11-12 | \$10,000 | \$10,000 |
| Vallejo | Misc Shop Equipment | FY 12-13 | \$99,674 | \$99,674 |
| Vallejo | Hybrid Battery/Drive Motor Replacement | FY 15-16 | \$1,260,000 | \$1,260,000 |
| Vallejo | Computer Equipment | FY 15-16 | \$125,000 | \$125,000 |
| Vallejo | Engine Replacement Hybrids (CARB Req) | FY 17-18 | \$252,000 | \$252,000 |
| | | | \$7,088,174 | \$4,334,974 |
| 5 YEAR TOTAL, MINOR CAPITAL | | | \$10,769,524 | \$6,719,649 |



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DATE: March 31, 2011
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Proposition 1B Transit Capital Allocation

Background:

Various capital transit funding opportunities have become available and will continue to over the next several years. Some of these funding opportunities include the State Transportation Improvement Program (STIP), Proposition 1B, and Lifeline.

With the passage of Proposition 1B by California's voters in November 2006, the Metropolitan Transportation Commission (MTC) passed Resolution 3814 regarding the distribution and use of the projected \$347 million of Bay Area share of Proposition 1B Regional Transit capital funds estimated to be available over a ten year cycle. Of this total, Solano County will receive approximately \$500,000 annually for Small Operators/North Counties - Capital Improvements category.

Based on the 10-Year Transit Fleet Plan approved by STA Board in 2007, prioritization was used as the basis of funding the following three transit vehicle replacement projects of \$1,475,912 in Prop 1B matching funds as follows:

| | |
|---|--------------------|
| Fairfield and Suisun Transit (5 vehicles) | \$400,000 |
| Vacaville Transit (5 vehicles) | \$240,000 |
| Vallejo Transit (20 vehicles) | \$835,912 |
| <u>TOTAL</u> | <u>\$1,475,912</u> |

In addition, Solano County has also received and will continue to receive funding from the Lifeline Prop 1B Funding for Transit Operators. MTC's Lifeline Transportation Funding Program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the Community Based Transportation Plans (CBTP). In the Lifeline Funding Cycle of Fiscal Years (FYs) 2009-11, almost \$3.8 million was awarded for bus shelters, replacement vehicles, bike racks on buses, expanding and sustaining Lifeline identified service.

Discussion:

The STA staff has been working with the Transit Operators to update the Transit Fleet Plan. The Transit Fleet and Minor Transit Capital Investment Plan is intended to be a guide for not only programming decisions over the next decade, but also to be a document that provides detailed information about transit capital priority needs in the county for near-term funding opportunities. The STA Board recommended that STA update the Transit Fleet and Minor Transit Capital Investment Plan every two years in association with other capital investment plans. See STA Board Item No. VIII.E for the updated Transit Fleet and Transit Capital Investment Plans.

In reviewing the updated Transit Operators Fleet Inventory, the STA staff developed a graph to show the Revenue Bus Replacement Need for the Solano County Operators (Attachment A).

Three intercity buses are scheduled for replacement in 2015 and 41 intercity buses are up for replacement in the year 2017. Of these, SolTrans will need to replace 25 intercity buses and Fairfield and Suisun Transit (FAST) will need to replace 16. The 44 total intercity countywide bus replacements are estimated at \$44 million with a local match of \$8.5 million if hybrid buses were procured based on MTC's Regional Bus Pricelist with prices escalated at 3% annually.

The STA has \$534,190 funds available for allocation in Population Based Proposition 1B – The Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) and an estimated \$4 million in Prop 1B-PTMISEA funds in future years (Attachment B). An allocation request must be submitted to MTC by April 22, 2011 for the \$534,190 available this year.

STA has successfully secured two earmarks for a total of \$1.26 million for alternative fuel intercity vehicles for Vallejo Transit through Congressman George Miller. The estimated cost for two hybrid buses is \$1.8 million. Vallejo Transit still needs a local match of approximately \$540,000. The Prop 1B funding would complete the funding needed for the two intercity buses for Vallejo. The staff is recommending Vallejo Transit receives these Prop 1B funds for the first intercity buses that need to be replaced by 2015.

With the remaining intercity bus that needs replacement by 2015 and the 41 intercity buses needing to be replaced by 2017, a substantial amount of funding will be needed. The transit operators will seek Federal Transit Administration (FTA) funding for the replacements, but a local match of approximately \$8.5 will be required. As a result, STA staff recommends to dedicate an estimated \$4 million of Prop. 1B-PTMISEA funding in future years to provide for the local match on intercity countywide bus replacements. At their March 30th meeting, both the TAC and Consortium approved the recommendation.

Fiscal Impact:

None to the STA. Programming the \$534,190 of Prop. 1B-PTMISEA for the two Vallejo Transit intercity buses would complete the local funding needed to match \$1.26 million in federal funds.

Recommendation:

Approve the following:

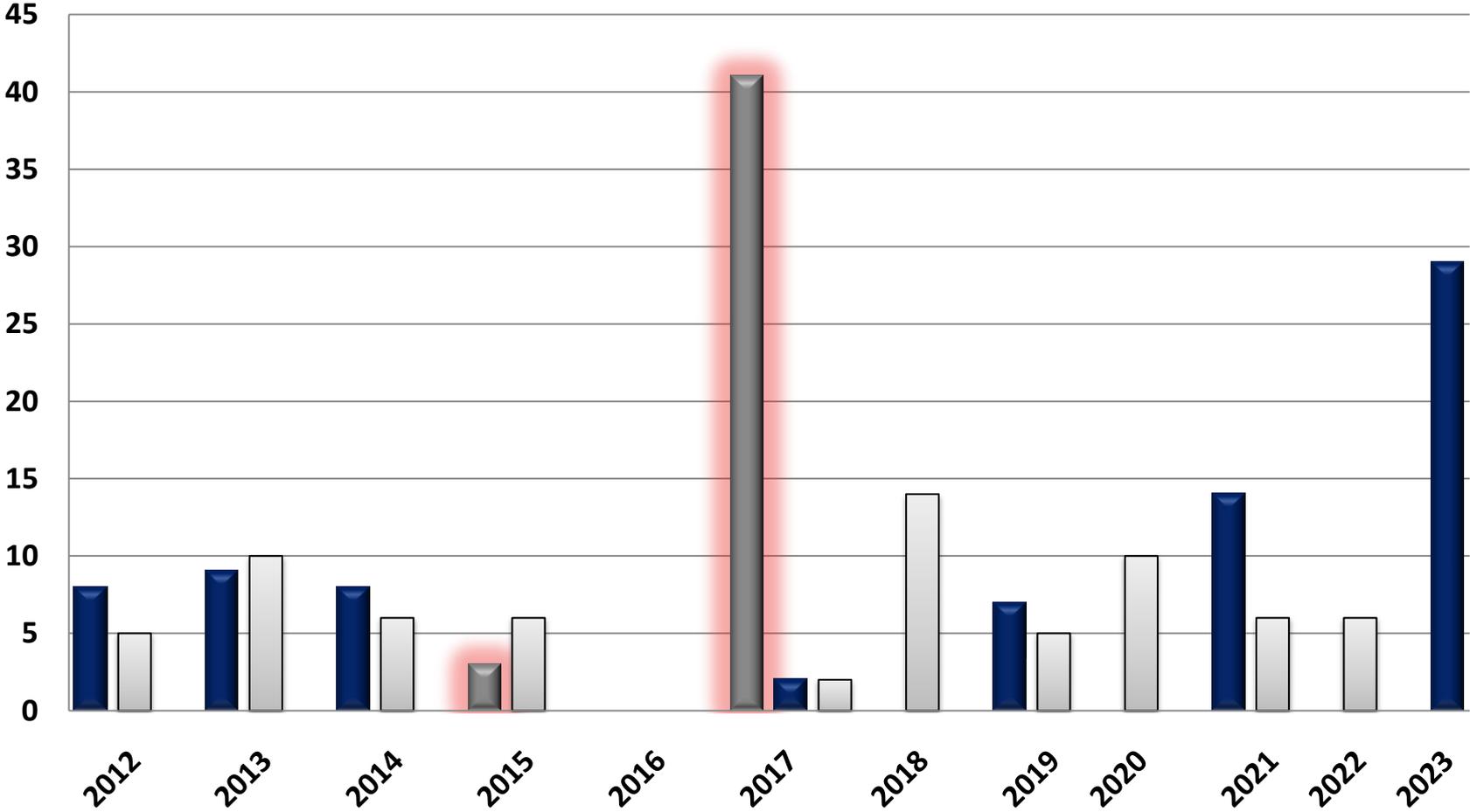
1. Allocation of \$534,190 of Prop 1B funds to Vallejo Transit as a local match for the intercity bus replacement; and
2. Dedication of future allocations of approximately \$4 million of remaining Prop 1B funds to South County Transit (SolTrans) and Fairfield and Suisun Transit as a local match for the intercity bus replacements.

Attachments:

- A. Graph of Solano County Revenue Bus Replacement
- B. Draft – Population-Based Proposition 1B - PTMISEA

Solano County - All Operators Revenue Vehicle Replacement Schedule

Local Paratransit Intercity



ATTACHMENT B

DRAFT - POPULATION-BASED PROPOSITION 1B - PTMISEA

| Investment Category | Original MTC Estimated Prop 1B Total (FY 08 - 17) | Total Remaining (FY 10-17) from SCO * | FY 2007-08 | | | FY 2008-09 | | | FY 2007-08 and FY 2008-09 | FY 2009-10 | | | FY 2010-11 | |
|------------------------------------|---|---------------------------------------|-------------------------|---------------------------|----------------------------------|-------------------|-------------------|------------------|---------------------------|-------------------|-------------------|-------------------|------------------|-------------------------|
| | | | FY 2007-08 Appropriated | Actual Allocations (Paid) | CARRYOVER Unallocated FY 2007-08 | B | C=A+B | D | | E | F | G=E-F | | |
| | | | | | | | | | | | | | | FY 2008-09 Appropriated |
| Lifeline | | | | | | | | | | | | | | |
| Alameda | 30,688,000 | 22,434,096 | 1,734,416 | 5,098,588 | | | | | | 2,884,930 | 2,884,930 | 2,884,930 | | 12,746,471 |
| Contra Costa | 14,000,000 | 10,234,533 | 791,248 | | 212,018 | 1,804,823 | 2,016,841 | 1,949,726 | 67,115 | 1,316,118 | 1,316,118 | 1,316,118 | | 5,814,996 |
| Marin | 3,024,000 | 2,210,659 | 170,910 | | 45,796 | 389,842 | 435,638 | 435,638 | | 284,281 | 284,281 | 284,281 | | 1,256,039 |
| Napa | 1,904,000 | 1,391,896 | 107,610 | | 28,834 | 245,456 | 274,290 | 274,290 | | 178,992 | 178,992 | 178,992 | | 790,839 |
| San Francisco* | 16,912,000 | 13,434,055 | 955,828 | | 256,123 | 2,180,226 | 2,436,349 | 1,365,610 | | 1,589,870 | 2,660,609 | 1,456,713 | 1,203,896 | 7,024,515 |
| San Mateo | 7,952,000 | 5,958,781 | 449,429 | | 120,426 | 1,025,140 | 1,145,566 | 395,963 | 604,037 | 747,555 | 893,121 | 893,120 | 1 | 3,302,918 |
| Santa Clara | 24,304,000 | 18,958,018 | 1,373,607 | | 368,063 | 3,133,173 | 3,501,236 | 759,760 | 1,550,607 | 2,284,781 | 3,475,650 | 3,475,650 | | 10,094,833 |
| Solano | 6,160,000 | 4,503,194 | 348,149 | | 93,288 | 794,122 | 887,410 | 887,410 | | 579,092 | 579,092 | 579,092 | | 2,558,598 |
| Sonoma | 7,056,000 | 5,158,205 | 398,789 | | 106,857 | 909,631 | 1,016,488 | 1,016,488 | | 663,323 | 663,323 | 663,323 | | 2,930,758 |
| MTC - Regional Projects** | | | | 12,278,000 | 12,278,000 | | | | | | | | | |
| Subtotal - Lifeline Program | 112,000,000 | 84,283,437 | 18,607,987 | 17,376,588 | 1,231,399 | 10,482,412 | 11,713,817 | 7,084,885 | 2,221,759 | 10,528,943 | 12,936,117 | 11,732,219 | 1,203,898 | 46,519,968 |

*In FY 2008-09, MTC approved San Francisco Lifeline projects totaling \$2,436,344. However, Caltrans only approved \$212,000 for project work scheduled for completion within 6 months. SF project sponsors need to reapply to Caltrans when contract award is within 6 months of funding cycle.
**MTC Regional Projects funded with 1B to free up STA funds for Lifeline.

Urban Core Transit Improvements

| | | | | | | | | | | | | | | |
|-----------------------------------|--------------------|--------------------|-------------------|-------------------|--|-------------------|--|-------------------|----------------|-------------------|-------------------|-------------------|----------|-------------------|
| BART Seismic | 24,000,000 | | | 24,000,000 | | | | | | | | | | |
| BART Station Modernization | | | | | | | | | | | | | | |
| San Francisco Muni Central Subway | 100,000,000 | 82,882,935 | | | | 15,000,000 | | 15,352,111 | 718,628 | | (1,070,739) | 8,338,268 | | |
| Santa Clara VTA Line 522/523 BRT | 45,000,000 | 34,802,176 | | 9,726,977 | | | | | | | | | | |
| BART to Warm Springs | 17,000,000 | 15,485,685 | | | | | | 1,336,440 | | | (1,336,440) | 8,338,268 | | |
| East Contra Costa BART Extension | 17,000,000 | 12,822,752 | | | | 3,999,373 | | 3,999,373 | | | | | | |
| Subtotal - Urban Core | 203,000,000 | 145,993,548 | 33,726,977 | 33,726,977 | | 18,999,373 | | 20,687,924 | 718,628 | 19,083,709 | 16,676,535 | 16,676,536 | - | 84,317,442 |

*To meet timely use of funds requirements, MTC advanced \$2.4 million to the Urban Core from the Lifeline category. This advance has been credited to the FY 2009-10 Lifeline funding available: San Francisco \$1,070,739; San Mateo \$145,566; Santa Clara \$1,190,869.

Small Operators/North Counties

| | | | | | | | | | | | | | | |
|--|-------------------|-------------------|------------------|------------------|--|------------------|--|------------------|----------------|------------------|------------------|------------------|------------------|-------------------|
| Marin | 3,404,473 | 2,488,800 | 565,629 | 565,629 | | 318,635 | | 318,635 | | 320,049 | 320,049 | | 320,049 | 1,414,071 |
| Napa | 1,806,699 | 1,320,766 | 300,170 | 300,170 | | 169,094 | | 169,094 | | 169,845 | 169,845 | 169,845 | | 750,425 |
| Solano (includes Vallejo) | 5,682,360 | 4,154,021 | 944,083 | 944,082 | | 531,829 | | 174,891 | 356,938 | 534,190 | 534,190 | | 534,190 | 2,360,207 |
| Sonoma | 6,449,431 | 4,714,780 | 1,071,526 | 1,071,526 | | 603,621 | | 284,025 | 319,596 | 606,301 | 606,301 | 591,629 | 14,672 | 2,678,816 |
| CCCTA | 6,555,668 | 4,792,443 | 1,089,177 | 1,089,177 | | 613,564 | | 613,564 | | 616,288 | 616,288 | 616,288 | | 2,722,941 |
| ECCTA | 3,654,151 | 2,671,324 | 607,111 | 607,111 | | 342,003 | | 342,003 | | 343,521 | 343,521 | | 343,521 | 1,517,777 |
| LAVTA | 2,583,887 | 1,888,920 | 429,294 | 429,294 | | 241,834 | | 241,834 | | 242,907 | 242,907 | 242,907 | | 1,073,235 |
| Union City | 956,272 | 699,071 | 158,878 | 158,878 | | 89,500 | | 89,500 | | 89,898 | 89,898 | 89,898 | | 397,194 |
| WestCat | 907,058 | 663,094 | 150,701 | 150,701 | | 84,894 | | 84,894 | | 85,271 | 85,271 | 85,271 | | 376,753 |
| Subtotal - Small Operators/North Counties | 32,000,000 | 23,393,218 | 5,316,568 | 5,316,568 | | 2,994,975 | | 2,318,440 | 676,534 | 3,008,269 | 3,008,269 | 1,795,838 | 1,212,432 | 13,291,419 |

| | | | | | | | | | | | | | | |
|-------------------------------|--------------------|--------------------|-------------------|-------------------|------------------|-------------------|-------------------|-------------------|------------------|-------------------|-------------------|-------------------|------------------|--------------------|
| Population-based Total | 347,000,000 | 253,670,208 | 57,651,532 | 56,420,133 | 1,231,399 | 32,476,760 | 11,713,817 | 30,091,249 | 3,616,920 | 32,620,922 | 32,620,921 | 30,204,592 | 2,416,330 | 144,128,830 |
|-------------------------------|--------------------|--------------------|-------------------|-------------------|------------------|-------------------|-------------------|-------------------|------------------|-------------------|-------------------|-------------------|------------------|--------------------|

| | FY 2007-08 | FY 2008-09 | FY 2009-10 | FY 2010-11 | Total Appropriated | Remaining to Appropriate |
|-------------------------------------|--------------------|--------------------|--------------------|----------------------|----------------------|--------------------------|
| Total State-wide Appropriate | 600,000,000 | 350,000,000 | 350,000,000 | 1,500,000,000 | 2,800,000,000 | 800,000,000 |

FY 2007-08, 2008-09 and 2009-10 Funds are available for allocation until June 30, 2011, and available for encumbrance and liquidation until June 30, 20
FY 2010-11 Funds are available for allocation until June 30, 2012, and available for encumbrance and liquidation until June 30, 20

J:\PROJECT\Funding\Infrastructure Bond\Bond\Transit\MTC Regional Transit Proposal - \$347M\FY 2010-11\PTMISEA Project List_1_24_2011.xls\POP

*Total Remaining based on SCO letter dated October 30, 2009. The State reduced the original estimate due to changes in PMIA loan interest and administrative charges. The State may revise this estimate again in the future.

DRAFT - REVENUE-BASED PROPOSITION 1B - PTMISEA

| Agency | Original MTC Estimated Prop 1B Total (FY 08 - 17) | Total Remaining (FY 10-17) from SCO * | FY 2007-08 | | FY 2008-09 | | FY 2007-08 and FY 2008-09 | FY 2009-10 | | | FY 2010-11 |
|----------------------------|--|---|----------------------------|---------------------------------|----------------------------|---------------------------------|---------------------------------------|----------------------------|--|--|----------------------------|
| | | | FY 2007-08 Appropriated | Actual Allocations (Paid) | FY 2008-09 Appropriated | Actual Allocations (Paid) | Pending Payment or Future Cycle | FY 2009-10 Appropriated | FY 2009-10 Requests - Pending Caltrans Approval and Future Bond Sale | FY 2009-10 Available for Programming | FY 2010-11 Appropriated |
| Alameda CMA - for ACE | 1,699,328 | 1,245,898 | 283,155 | 283,155 | 159,509 | | 159,509 | 160,217 | 160,217 | | 707,887 |
| Benicia | 129,528 | 94,966 | 21,583 | 21,583 | 12,158 | | 12,158 | 12,212 | | 12,212 | 53,957 |
| Caltrain | 41,108,705 | 30,139,739 | 6,849,847 | 6,849,847 | 3,858,715 | 3,858,715 | | 3,875,844 | | 3,875,844 | 17,124,618 |
| CCCTA | 5,117,254 | 3,751,827 | 852,676 | 852,676 | 480,337 | 480,337 | | 482,469 | 482,469 | | 2,131,691 |
| Dixon | 41,542 | 30,459 | 6,922 | 6,922 | 3,900 | 3,900 | | 3,917 | | 3,917 | 17,306 |
| ECCTA | 2,076,372 | 1,522,337 | 345,981 | 345,981 | 194,901 | 194,901 | | 195,766 | | 195,766 | 864,952 |
| Fairfield | 724,664 | 531,302 | 120,749 | | 68,021 | 68,021 | 120,749 | 68,323 | 68,323 | | 301,872 |
| GGBHTD | 35,123,114 | 25,751,271 | 5,852,482 | 5,852,482 | 3,296,871 | 3,296,871 | | 3,311,505 | 3,311,505 | | 14,631,204 |
| Healdsburg | 11,217 | 8,222 | 1,869 | | 1,053 | | 2,922 | 1,057 | | 1,057 | 4,671 |
| LAVTA | 1,606,102 | 1,177,550 | 267,621 | 267,621 | 150,759 | 150,759 | | 151,428 | 151,428 | | 669,053 |
| NCPTA | 429,082 | 314,592 | 71,497 | 71,497 | 40,276 | 40,276 | | 40,455 | 40,455 | | 178,743 |
| SamTrans | 48,424,898 | 35,503,763 | 8,068,927 | 8,068,927 | 2,568,430 | 2,568,430 | | 4,565,635 | 4,565,635 | | 20,172,317 |
| Santa Rosa | 1,099,151 | 805,867 | 183,149 | 183,149 | 103,173 | 103,173 | | 103,631 | 103,631 | | 457,873 |
| Sonoma County Transit | 1,392,500 | 1,020,940 | 232,029 | 232,029 | 130,708 | 130,708 | | 131,289 | 131,289 | | 580,072 |
| Union City | 411,210 | 301,488 | 68,519 | 68,519 | 38,599 | 38,599 | | 38,770 | 38,770 | | 171,297 |
| Vallejo | 5,933,235 | 4,350,078 | 988,641 | 988,641 | 556,930 | 556,930 | | 559,402 | 559,402 | | 2,471,601 |
| VTA | 143,993,645 | 105,572,064 | 23,993,323 | 18,747,364 | 13,516,126 | 73,199 | 18,688,886 | 13,576,124 | 1,429,457 | 12,146,667 | 59,983,308 |
| VTA - for ACE | 2,371,371 | 1,738,624 | 395,136 | | 222,592 | | 617,728 | 223,580 | | 223,580 | 987,841 |
| WestCAT | 2,484,810 | 1,821,792 | 414,038 | 414,038 | 233,239 | 233,239 | | 234,275 | 234,275 | | 1,035,095 |
| SUBTOTAL | 294,177,728 | 215,682,779 | 49,018,144 | 43,254,431 | 25,636,297 | 11,798,058 | 19,601,952 | 27,735,899 | 11,276,856 | 16,459,043 | 122,545,358 |
| AC Transit | 94,030,133 | 68,940,231 | 15,668,020 | 15,668,020 | 8,826,245 | 8,826,245 | | 8,865,424 | 8,865,424 | | 39,170,051 |
| BART | 235,238,734 | 172,470,379 | 39,197,278 | 39,197,278 | 24,057,977 | 22,731,092 | 1,326,885 | 22,178,966 | 22,178,966 | | 97,993,194 |
| SFMTA | 309,462,843 | 226,889,394 | 51,565,067 | 50,365,000 | 29,048,079 | 21,155,287 | 9,092,859 | 29,177,022 | 27,131,732 | 2,045,290 | 128,912,666 |
| SUBTOTAL | 638,731,711 | 468,300,004 | 106,430,365 | 105,230,298 | 61,932,301 | 52,712,624 | 10,419,744 | 60,221,412 | 58,176,122 | 2,045,290 | 266,075,911 |
| Revenue-based Total | 932,909,439 | 683,982,783 | 155,448,509 | 148,484,729 | 87,568,598 | 64,510,682 | 30,021,696 | 87,957,311 | 69,452,978 | 18,504,333 | 388,621,269 |

| | FY 2007-08 | FY 2008-09 | FY 2009-10 | FY 2010-11 | Total Appropriated | Remaining to Appropriate |
|--------------------------------------|--------------------|--------------------|--------------------|----------------------|-----------------------|-----------------------------|
| Total State-wide Appropriated | 600,000,000 | 350,000,000 | 350,000,000 | 1,500,000,000 | 2,800,000,000 | 800,000,000 |

FY 2007-08, 2008-09 and 2009-10 Funds are available for allocation until June 30, 2011, and available for encumbrance and liquidation until June 30, 2015.

FY 2010-11 Funds are available for allocation until June 30, 2012, and available for encumbrance and liquidation until June 30, 2016.

J:\PROJECT\Funding\Infrastructure Bond\I-Bond\Transit\MTC Regional Transit Proposal - \$347M\FY 2010-11\PTMISEA Project List_1.24.2011.xls\POP

*Total Remaining based on SCO letter dated October 30, 2009. The State reduced the original estimate due to changes in PMIA loan interest and administrative charges. The State may revise this estimate again in the future.

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DATE: April 1, 2011
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Marketing Consultant Contract Amendment

Background:

The STA manages and markets a variety of transportation related programs and services. Staff, at times using consultant support, has accomplished this through the use of press relations, events, mailings, publications, brochures, websites, promotional campaigns, ads and more. Capital projects, the STA overall as well as specific programs and services are promoted. Staff and consultants have been managing and implementing these marketing services. The STA's SolanoExpress and the Solano Napa Commuter Information (SNCI) program continue to rely on support from marketing consultants.

A marketing consultant, Moore Iacofano, Goltsman, (MIG), Inc., was secured through an RFP process in Fiscal Year (FY) 2006-07. Contract amendments to the MIG contract were last made in the summer of 2010 to extend the contract term to December 31, 2010 and to incorporate work for the STA's Safer Routes to School (SR2S) program in the amount of \$22,000.

MIG has provided support not only in terms of the STA website, but also for production of materials for the STA and several of its programs including the Solano Napa Commuter Information (SNCI) program, SolanoExpress and Safe Routes to School (SR2S). Each program has funded its own efforts under the single MIG contract.

Discussion:

The SR2S program used MIG to design and produce multiple materials and a website for school outreach prior to the start of the FY 2010-11 school year. In addition, MIG designed a vehicle wrap for a trailer that is used by the SR2S program to transport supplies to schools when bicycle safety rodeos are held. MIG selected a vendor to produce and install the wrap onto the trailer. The cost of production and installation was inadvertently invoiced to MIG rather than the STA directly. In turn, STA authorized MIB to obtain the trailer wrap which was not included in this portion of the MIG contract for the SR2S portion of this budget. Thus, an additional \$9,300 in SR2S funds is needed to be allocated to the contract to cover this purchase.

For several years, MIG has been hosting the SolanoExpress and the SNCI websites with positive results. Prior to and throughout 2010 the STA had been working with MIG to upgrade the STA website. The goal of the STA website upgrade has been to make it more user-friendly for the public and easier to manage and keep current by STA staff which is how the SNCI and SolanoExpress websites had been handled. Staff has been working MTC to host the STA overall website in addition to the three STA program websites MIG was already hosting. To upgrade and rebuild the STA website, a budget was established in the amount of \$20,000.

The STA website upgrade was primarily completed and brought live in March 2011. Months of work by STA and consultant staff were required to bring this effort to fruition. Work had begun prior to 2010 and was expected to be completed well before the last MIG contract extension to December 31, 2010. The complex nature of this significant website improvement, which involved rebuilding the website, increased the amount of time needed to complete the new website. The website was extensively restructured, a new template was created, more than 50 new web pages were created, interactive features added and more.

One of the advantages of the new website is that MIG's web TownSquare software will allow STA staff to directly update and modify the website without MIG's assistance for the majority of situations. This will be more cost effective and provide more thorough and timely information to the public. There are a few technical issues that need to be addressed to bring the website to full functionality.

MIG has been flexible and responsive to the STA's schedule and website upgrade needs. The time involved to complete the process to date as well as complete the process overall were more than originally projected. Staff recommends amending the contract with MIG to compensate for the higher than projected cost of the website reconstruction and improvements and to cover the costs of the additional tasks needed to be completed. The additional cost for this work is \$17,195.

Given the amount of time and the high quality of work invested into the new website, staff recommends a sole source contract with MIG to host the STA overall website and all its programs' websites (SR2S, SNCI, SolanoExpress). The annual hosting and maintenance fee will be \$3,000 for the first year and \$4,200 for the second year. Although the majority of modifications to the website can now be made by STA staff who have been trained by MIG, the hosting fee includes technical support for more advanced procedures.

The STA Board authorized the original RFP and contract for marketing services in 2010. The new website is close to completion subject to the completion of some technical corrections. Staff is recommending a new RFP be issued for future STA marketing services beginning next fiscal year to enable the incorporation of the Local Preference Policy adopted by the Board in December 2010.

Fiscal Impact:

Program funding from Safe Routes to School in the amount of \$9,300 was available to cover the increased SR2S program costs applied to the MIG contract. The increased \$17,195 costs associated with the STA website reconstruction and upgrade will be funded with STA Marketing funds and SNCI program funds. A combination of program specific and STA revenues will fund the two years of hosting fees.

Recommendation:

Approve the following:

1. Authorize the Executive Director to execute a contract amendment with MIG to extend the term of the contract to July 31, 2011;
2. Amend the not-to-exceed amount by an additional \$27,935 for services; and
3. Authorize the Executive Director to enter into a contract with MIG for website hosting services in an amount not to exceed \$7,200 for two years, with an option to extend the term for two additional years.



DATE: April 1, 2011
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Fiscal Year (FY) 2011-12 Transportation for Clean Air (TFCA) Program Call for Projects

Background:

The Bay Area Air Quality Management District (BAAQMD) annually provides Transportation for Clean Air (TFCA) funding to cities and counties within their jurisdictions for projects that reduce air pollution from motor vehicles. Eligible projects include clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects.

Funding for the clean air programs are provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The STA coordinates with the BAAQMD and is responsible for programming the BAAQMD TFCA Program Manager funding for 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.

In the past, the TFCA Program Manager funds were utilized as local matches for bicycle pedestrian projects such as Fairfield's McGary Road Project and Benicia's State Park Road/Rose Drive Overcrossing Project in addition to the STA Board's priority projects. The funds were also used to fund engine retrofit devices for Benicia's transit vehicles as well as alternative fuel infrastructure in the cities of Benicia, Fairfield, Suisun and Vallejo. STA staff will be looking for similar project submittals since they are the most cost effective projects for the program.

On March 10, 2011, the STA Board prioritized Solano Napa Commuter Information (SNCI)'s Rideshare Incentives Program for \$200,000 and the Solano Safe Routes to School (SR2S) Program for \$30,000 as part of the FY 2011-12 TFCA Program Manager funding.

Discussion:

The BAAQMD recently informed STA staff that the FY 2010-11 TFCA fund was over-programmed by \$14,306. The STA Board approved two projects in FY 2010-11:

1. City of Vallejo- McGary Road Class II (\$88,000)
2. SNCI Rideshare Program- (\$205,929)

In order to account for the FY 2010-11 over programmed amount, STA staff recommends SNCI's Rideshare Program allocation be reduced by \$14,306 in FY 2010-11 and added as part of their FY 2011-12 allocation. SNCI's amended allocation for FY 2010-11 would be reduced to \$191,621 and would be \$214,306 for FY 2011-12. This would result in no net change to the SNCI's program over the two year budget period.

In order to program the remaining TFCA balance of \$35,817, STA staff is also recommending the STA Board approve the attached BAAQMD Program Manager Guidelines (Attachment A). This is required by the BAAQMD for program administration. The SNCI Ridesharing Program and the Solano SR2S Program are consistent with the guidelines. In addition, STA staff recommends a formal call for eligible projects for the remaining balance of \$35,817. The recommended BAAQMD guidelines will assist in selecting projects for the remaining balance.

All projects must have assumptions for reducing air emissions to calculate the project's cost effectiveness. Projects cannot exceed a cost effectiveness threshold of \$90,000 per ton to be eligible. This criteria has been harder to meet each year for vehicle replacement and retrofit devices.

The STA Technical Advisory Committee (TAC) reviewed this item and unanimously approved STA Staff's recommendation at their March 31, 2011 meeting.

Fiscal Impact:

Funding for the TFCA Program Manager Funds are provided directly from the BAAQMD through DMV registration fees. SNCI's amended TFCA allocation for FY 2011-12 would include \$14,306 to prevent a net loss to their program over a two year budget period.

Recommendation:

Approve the following:

1. Adopt the BAAQMD TFCA Program Manager Policies as specified in Attachment A;
and
2. Amend SNCI's FY 2011-12 TFCA allocation to include \$14,306; and
3. Issue a TFCA Program Manager Call for Projects for the remaining balance of FY 2011-12 funding of \$35,817.

Attachment:

- A. BAAQMD TFCA Program Manager Policies

APPENDIX D

BOARD-ADOPTED TFCA COUNTY PROGRAM MANAGER FUND POLICIES FOR FY 2011/2012

Adopted December 1, 2010

The following policies apply only to the Transportation Fund for Clean Air (TFCA) County Program Manager Fund.

BASIC ELIGIBILITY

1. **Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA Program Manager Fund Policies for FY 2011/2012.

Projects must achieve surplus emission reductions, beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a funding agreement between the Program Manager and the Air District.
2. **TFCA Cost-Effectiveness:** Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total of emissions reduced, unless a different value is specified in the below policy for that project type. Cost-effectiveness is based on the ratio of TFCA funds awarded divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NO_x), and weighted particulate matter 10 microns in diameter and smaller (PM10) reduced (\$/ton).

Program Manager administrative costs are excluded from the calculation of TFCA cost-effectiveness.
3. **Eligible Projects, and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the California Health and Safety Code (HSC) section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, Program Managers must receive approval by the Air District for projects that are authorized by the HSC Section 44241 and achieve Board-adopted TFCA cost-effectiveness, but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All project categories must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved plan for State and national ambient air quality standards and, when applicable, with other adopted State, regional, and local plans and programs.
5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing.
 - A. Public agencies are eligible to apply for all project categories.
 - B. Non-public entities are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology

demonstrations, as described in HSC section 44241(b)(7). No single non-public entity may be awarded more than \$500,000 in TFCA County Program Manager Funds in each funding cycle.

6. **Readiness:** Projects must commence in calendar year 2012 or sooner. For purposes of this policy, “commence” means to order or accept delivery of vehicles, equipment, services, or to award a construction contract.
7. **Maximum Two Years Operating Costs:** Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years. Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

8. **Failed Audit:** Project sponsors who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project will be excluded from future funding for five (5) years, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the project was not implemented as set forth in the project funding agreement.

In case of a failed audit, a Program Manager may be subject to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC Section 44242(c)(3).

9. **Authorization for County Program Manager to Proceed:** Only a fully executed funding agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District’s award of funds for a project. Program Managers may only incur costs (i.e., an obligation made to pay funds that cannot be refunded) after the funding agreement with the Air District has been executed.
10. **Insurance:** Each County Program Manager and project sponsor must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with estimated coverage amounts provided in Air District guidance and final amounts specified in the respective funding agreements.

INELIGIBLE PROJECTS

11. **Duplication:** Grant applications for projects that duplicate existing TFCA-funded projects (including Bicycle Facility Program projects) and therefore do not achieve additional emission reductions are ineligible. Combining TFCA County Program Manager Funds with TFCA Regional Funds to achieve greater emission reductions for a single project is not considered project duplication.
12. **Planning Activities:** Feasibility studies are not eligible, nor are projects that only involve planning activities and that do not include an implementation phase.
13. **Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to employees of the project sponsor are not eligible.

USE OF TFCA FUNDS

14. **Cost of Developing Proposals:** The costs of developing grant applications for TFCA funding are not eligible to be reimbursed with TFCA funds.
15. **Combined Funds:** TFCA County Program Manager Funds may be combined with TFCA Regional Funds for the funding of an eligible project with the exception of clean air vehicle projects. For the purpose of calculating TFCA cost-effectiveness, the combined sum of TFCA County Program Manager Funds and TFCA Regional Funds shall be used to calculate the TFCA cost of the project.
16. **Administrative Costs:** Administrative costs for TFCA County Program Manager Funds are limited to a maximum of five percent (5%) of the actual Department of Motor Vehicles (DMV) fee revenues that correspond to each county, received for a given fiscal year. Interest earned on prior DMV funds received shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the funding agreement between the Air District and the Program Manager.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year. A County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two (2) one-year (1-year) schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the funding agreement between the Program Manager and the Air District is amended to reflect the revised schedule.
18. **Unallocated Funds:** Pursuant to HSC 44241(f), any TFCA County Program Manager funds that are not allocated to a project within six months of the Air District Board of Directors approval of the Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects within the same county from which the funds originated.
19. **Reserved for potential future use.**
20. **Reserved.**
21. **Reserved.**

ELIGIBLE PROJECT CATEGORIES

22. **Alternative Fuel Light-Duty Vehicles:**

Eligibility: For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 8,500 lbs. or lighter. Light-duty vehicle types and equipment eligible for funding include:

- A. New hybrid-electric, electric, fuel cell, and CNG/LNG vehicles certified by the CARB as meeting established super ultra low emission vehicle (SULEV), partial zero emission vehicle

(PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards.

- B. New electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.
- C. CARB emissions-compliant vehicle system retrofits that result in reduced petroleum use (e.g., plug-in hybrid systems).

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funding. Funds are not available for non-fuel system upgrades such as transmission and exhaust systems and should not be included in the incremental cost of the project.

TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle and/or retrofit, and its new conventional vehicle counterpart that meets, but does not exceed, 2011 emissions standards.

Each vehicle funded must meet the cost-effectiveness requirement.

23. Alternative Fuel Medium Heavy-Duty and Heavy Heavy-Duty Service Vehicles (low-mileage utility trucks in idling service):

Eligibility: For TFCA purposes, medium and heavy-duty service vehicles are on-road motor vehicles with a Gross Vehicle Weigh Rating (GVWR) of 14,001 pounds or heavier. This category includes only vehicles in which engine idling is required to perform the primary function (for example, crane or aerial bucket trucks). In order to qualify for this incentive, each new vehicle must be placed into a service route that has a minimum idling time of 520 hours/year, and a minimum mileage of 500 miles/year.

TFCA funds awarded may not exceed the difference in the purchase or lease price of the new clean air vehicle that surpasses the applicable emissions standards and its new conventional vehicle counterpart that meets, but does not exceed, current emissions standards (incremental cost).

Each vehicle funded must meet the cost-effectiveness requirement.

Scrapping Requirements: Project sponsors of heavy-duty clean air vehicles purchased or leased with TFCA funds that have model year 1998 or older heavy-duty diesel vehicles in their fleet are required to scrap one model year 1998 or older heavy-duty diesel vehicle for each new clean air vehicle purchased or leased with TFCA funds. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

24. Alternative Fuel Heavy-Duty Vehicles (high mileage):

Eligibility: For TFCA purposes, Alternative Fuel Heavy-Duty Vehicles are defined as follows: Light-heavy-duty vehicles (LHDV) are those with a GVWR between 8,501 lbs. and 14,000 lbs., medium-heavy-duty vehicles (MHDV) are those with a GVWR between 14,001 lbs. and 33,000 lbs., and heavy-heavy-duty vehicles (HHDV) are those with a GVWR equal to or greater than 33,001 lbs. LHDV, MHDV and HHDV types and equipment eligible for funding include the following:

- A. New hybrid-electric, electric, and CNG/LNG vehicles certified by the CARB or that are listed by the IRS as eligible for a federal tax credit pursuant to the Energy Policy Act of 2005.
- B. CARB emissions-compliant vehicle system retrofits that result in reduced petroleum use.

TFCA funding may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the vehicle and/or retrofit, and its new conventional vehicle counterpart that meets, but does not exceed, 2011 emissions standards.

Scrapping requirements are the same as those in Policy #23. Each vehicle funded must meet the cost-effectiveness requirement.

25. Alternative Fuel Buses:

Buses are subject to the same Eligibility and Scrapping requirements listed in Policy #24. Each vehicle funded must meet the cost-effectiveness requirement.

For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than fifteen (15) persons, including the driver. A vehicle designed, used, or maintained for carrying more than ten (10) persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus.

26. Alternative Fuel Infrastructure:

Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites. This includes upgrading or modifying private fueling/charging stations to allow public and/or shared fleet access. Funding may be used to cover the cost of equipment and installation.

TFCA-funded infrastructure projects must be available to and accessible by the public. Equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

Eligible infrastructure projects include new electric vehicle charging facilities, or additional equipment or upgrades and improvements that expand access to existing electric vehicle charging sites. This includes upgrading or modifying private charging sites to allow public and/or shared fleet access. Funding may be used to cover the cost of equipment and installation.

TFCA-funded charging infrastructure projects must be available to and accessible by the public. Charging/charging equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

Project sponsors are required to maintain the equipment for at least five years after installation.

TFCA funding is limited to 50% of the total project cost and may not exceed a maximum award amount of \$200,000 per project sponsor.

TFCA funding may not be used to pay for fuel, electricity, operation, and maintenance costs.

27. Reserved.

28. Shuttle/Feeder Bus Service:

Shuttle/feeder bus service projects are those requesting funds to operate a shuttle or feeder bus route to or from a rail station, airport, or ferry terminal. To be eligible, shuttle/feeder bus service schedules must be coordinated with connecting rail or ferry schedules.

Shuttle/feeder bus service applicants must either: 1) be a public transit agency or, 2) submit documentation from the General Manager of the transit agency that provides service in the area of the proposed shuttle route, which demonstrates that the proposed shuttle service does not duplicate or conflict with existing transit agency service.

All vehicles used in shuttle/feeder bus service must meet the applicable CARB standards for public transit fleets use one of the following types of shuttle/feeder bus vehicles:

- A. an alternative fuel vehicle (CNG, liquefied natural gas, propane, electric);
- B. a hybrid-electric vehicle;
- C. a post-1998 diesel vehicle with a CARB Verified Diesel Emission Control Strategy (e.g., retrofit); or
- D. A post-1990 gasoline-fueled vehicle.

Pilot shuttle/feeder bus service projects are required to meet a cost-effectiveness of \$125,000/ton during the first two years of operation (see Policy #2). A pilot project is a defined route that is at least 70% unique and has not previously been funded through TFCA. Applicants must provide data supporting the demand for the service, letters of support from potential users and providers, and plans for financing the service in the future.

29. Bicycle Projects:

New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

- A. New Class-1 bicycle paths;
- B. New Class-2 bicycle lanes;
- C. New Class-3 bicycle routes;
- D. New bicycle boulevards;
- E. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- F. Bicycle lockers;
- G. Capital costs for attended bicycle storage facilities;
- H. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets; and

I. Development of a region-wide web-based bicycle trip planning system.

All bicycle facility projects must, where applicable, be consistent with design standards published in Chapter 1000 of the California Highway Design Manual.

30. Arterial Management:

Arterial management grant applications must specifically identify a given arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funding. Incident management projects on arterials are eligible to receive TFCA funding. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. For signal timing projects, TFCA funds may only be used for local arterial management projects where the affected arterial has an average daily traffic volume of 20,000 motor vehicles or more, or an average peak hour traffic volume of 2,000 motor vehicles or more (counting volume in both directions). Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

31. Smart Growth/Traffic Calming:

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- A. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, traffic-calming plan, or other similar plan; and
- B. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funding.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential and retail areas. Only projects with a completed and approved environmental plan may be awarded TFCA funds.

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DATE: April 1, 2011
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Solano Countywide Transportation for Livable Communities (TLC) Planning Grant Approval

Background:

The Solano Transportation Authority (STA) has set aside grant funding for Transportation for Livable Communities (TLC) for planning grants intended to advance projects or plans in designated Priority Development Areas (PDAs). Solano County currently has 9 PDA's. The Association of Bay Area Governments (ABAG) is responsible for making PDA designations.

The purpose of the STA's TLC planning grants is to plan and design TLC PDA concept projects to be ready for construction. The goal is to have the TLC PDA concept projects eligible and competitive for future STA and Metropolitan Transportation Commission's (MTC's) TLC capital funds.

Two separate types of planning documents were eligible for the STA's TLC planning grants: 1) Project Documents and 2) TLC Implementation Plans. Project Documents are engineering and environmental documents that lead directly to the construction of improvements such as bike routes, sidewalks or pedestrian plazas. TLC Implementation Plans are land use documents that identify allowable land use and provide supporting design and infrastructure information. TLC Implementation Plans must also include bicycle and pedestrian components for consideration of future TLC capital funds.

Discussion:

The application deadline for submittal was February 3, 2011. The STA received two applications for funding consideration:

1. City of Suisun City's Lotz Way Pedestrian and Bike Path Improvements- \$48,000
2. City of Fairfield's West Texas Gateway- Project Approval and Environmental Document (PA/ED) and Project Specification and Estimates (PS&E)-\$150,000

Both projects are within approved Priority Development Areas (PDA's) and are eligible for funding. Attachment A includes copies of each application. The total request for funding is \$198,000 with \$150,000 available to program.

The City of Suisun City's grant application is a TLC Implementation Plan request. Their proposal involves a plan that identifies and defines strategies and preliminary designs for pedestrian, bicycle and traffic circulation and movement to, from, and around the Suisun City Capitol Corridor train station with a focus on Lotz Way.

The City of Fairfield's grant application is a Project Document request. Their proposal is to complete PA/ED and PS&E for the West Texas Gateway area, adjacent to the Fairfield Transportation Center (FTC). The City has completed a Concept Plan for the location that identifies streetscapes and pedestrian improvements along the West Texas corridor. Their current grant request will implement a segment of that Concept Plan near the Eastbound I-80 off-ramp and Fairfield Transportation Center.

Although both grant applicants would qualify for grant funding, STA staff is recommending approval of the City of Fairfield's request based on the following three primary factors:

1. City of Fairfield's project was based on TLC planning grant supported by the STA. This request builds on the concepts identified in the TLC Plan and brings the project area one step closer to constructing capital improvements.
2. City of Fairfield's matched the grant request by an additional 67% for a total of \$300,000.
3. City of Suisun City's planning concept goals for Lotz Way may be eligible for funding as part of the STA's Safe Routes to Transit Plan (SR2T) given the street's connection to the Capitol Corridor train station. This SR2T planning effort will kick off in April 2011.

If approved, the City of Fairfield can begin their project as soon as May 2011 with an estimated completion date of December 2011.

The STA Technical Advisory Committee (TAC) reviewed this item and unanimously approved STA staff's recommendation at their March 31, 2011 meeting.

Fiscal Impact:

\$150,000 from the federal Surface Transportation Program (STP) funds were approved for TLC planning grants by the STA Board.

Recommendation:

Approve the City of Fairfield's application request of \$150,000 to complete the West Texas Gateway Project.

Attachment:

- A. TLC Planning Grant Applications submitted by the Cities of Fairfield and Suisun City

Section 1. Project Summary Form.

| | | | |
|--|-----------------------------------|---|---------|
| Project Information: | | | |
| Project title: | West Texas Gateway-PA&ED and PS&E | | |
| Project sponsor: | City of Fairfield | | |
| Total project cost: | \$300,000 | Planning Grant Request (maximum of \$150,000): | 150,000 |
| Priority Development Area (PDA) Location | West Texas Street | | |
| Please indicate if the PDA is a planned or potential PDA: | Planned PDA | | |
| Local match: | \$150,000 | Source: | TDA |
| | | Source: | |
| | | Source: | |

| | |
|-----------------------------|--|
| Contact Information: | |
| Contact person: | Brian Miller Associate Planner |
| Phone No: | 707.428.7446 |
| E-Mail: | bkmillier@fairfield.ca.gov |
| Addresses: | 1000 Webster Street, Suite 200 Fairfield, CA 94533 |

| | |
|--------------------------------|----------------------------------|
| Grant Application Type: | |
| | (Type 'X' for selected category) |
| 1. Project Document | X |
| 2. TLC Implementation Plan | |

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Section 2. Project Document Application Information

Complete the following section for Project Document grant requests.

1. Describe how you intend to use the TLC Project Document grant if awarded, including a draft list of task that will be the basis for your scope of work. Attach a schedule which assumes that the project can commence in April 2011 and will be completed by December 1, 2011.

The City intends to use the Project Document Grant to complete the environmental clearances and PS&E for the Gateway segment of the West Texas Street Master Plan (Oliver Road to Beck Avenue). This project involves substantial coordination with CALTRANS and FHWA due to construction within State right of way. See the attached preliminary list of tasks and schedule.

2. Describe the transportation and land use benefits of your TLC Project.

The proposed improvements include:

- New bus off-ramp leading directly into the Fairfield Transportation Center.
- Reconstruct signalized intersection at West Texas Street for the Eastbound I80 off ramp. Pedestrian crosswalks to enable safe access to the south side of West Texas Street. (Note: Cumulatively, all the pedestrian improvements in the West Texas Gateway are City of Fairfield's highest priority in the Draft Solano County Pedestrian Plan.)
- Construct sidewalk on south side of West Texas between the Eastbound I80 off ramp and Beck Avenue to close gap without sidewalk to provide direct path from existing high density apartments and future mixed use developments in the Planned PDA to the transit center.
- Enhanced bicycle/pedestrian crossing for Fairfield Linear Trail at Oliver Road/Rockville Road (Note: completion and improvement of Linear park is high priority in Draft Solano County Bicycle Plan)
- New direct pedestrian access into the Fairfield Transportation Center for pedestrians and bicyclists coming from the west.
- Landscaping, public art, hardscape, and street tree improvements-West Texas Street Gateway
- New pedestrian crosswalks at Beck Avenue.
- New street trees and landscaping along West Texas Street west of Beck Avenue.

These improvements will collectively enhance the visual character, safety, and comfort level for bicyclists, pedestrians, and motorists using the West Texas Street Gateway.

The proposed improvements will also directly improve access to public transportation for West Texas Street. Pedestrian and bicyclist facilities will be clearly marked and delineated, improving safety for all users. In addition, pedestrians and bicyclists will have direct access from West Texas Street into the Fairfield Transportation Center-which will also be useful for pedestrians and bicyclists using the Fairfield Linear Trail two blocks west.

Improved access to public transportation and enhanced streetscaping will encourage and facilitate redevelopment along West Texas Street. Plans for West Texas Street envision redevelopment of the corridor as a high density mixed use and residential

community. These plans implement ABAG's (and STA's) objective of encouraging new development to be concentrated into Priority Development Areas. This new development will be designed as a true "urban" mixed use corridor with an emphasis on pedestrian-scale and friendliness, access to transit, and bicycling as a medium distance transportation route. The City has requested that the current boundaries of the PDA be extended eastward to abut downtown Fairfield. The objective of this request is to support intensification of the entire corridor, with the (expanded) West Texas Street PDA supporting the downtown Fairfield Priority Development Area (and the Fairfield-Suisun Train Station) and vice versa.

3. Please describe how the project demonstrates it is consistent with local zoning and/or specific plans.

The project is based on adopted design concepts accepted by the Fairfield City Council, namely the West Texas Streetscape Plan and Implementation Plan. In addition, the project will provide physical improvements which support the redevelopment of West Texas Street as a mixed use, high density residential community. This was outlined in the 80-to-80 Implementation Plan which recommended comprehensive rezoning of the corridor. While the City has not adopted Zoning Map Amendments as of this date, the Council reviewed and accepted the Implementation Plan.

4. Describe how the Project is directly tied the Priority Development Area (PDA) and describe how it will be linked to a higher density mixed use development project and transit within the PDA. Attach a detailed map of the PDA, planned and existing land use, and the location of the TLC Project and transit facilities.

This proposed project is only one phase in the much larger project outlined in the *West Texas Street Master Plan* and the *80-to-80 Implementation Plan*, which envision the transformation of West Texas Street into a much denser, urban mixed use and residential community. The project itself is only a small part of this planned effort but is a necessary first step. The attached map and the 80-to-80 Implementation Plan show the planned rezoning and development concepts.

Improved landscaping and streetscaping will also enhance the desirability of West Texas Street as a commercial district, neighborhood and will monument a major community gateway. These improvements are necessary to enhance the perceived image of West Texas Street, and they will indirectly spur interest in the new development envisioned in the 80-to-80 Implementation Plan.

These effects may be indirect and even psychological, and much of the new urban infill development will occur east of the immediate gateway area, but without substantial public investment in improving the appearance, image, and safety for pedestrians and bicyclists, there will be few incentives for private investment on West Texas Street.

These improvements will also serve as models for future investment along West Texas Street east of the Gateway area. The enhanced crosswalks, strong pedestrian and bicycling focus, and new streetscaping and landscaping will provide models for appropriate new infrastructure investment in the rest of the corridor.

In addition, improved access to the Fairfield Transportation Center will make the transit experience more comfortable and accessible for potential new residents and businesses walking or bicycling from new high density residential development immediately east of

Beck Avenue. Transit use is difficult now even for residents who live nearby because the pedestrian and bicycling access is indirect and requires a lengthy detour down Beck Avenue and Cadenasso Drive. Direct access to the Transportation Center will provide a selling point for developers marketing new housing constructed east of Beck Avenue. As the Transportation Center grows, the City envisions eventual interest by adjacent property owners in redeveloping their sites with more urban and intense development.

The development market in Fairfield is currently restrained by the economic slowdown. There is very limited interest in large scale infill development at this time. However, Fairfield has experience with several smaller, often local or regionally based companies and individuals who have invested in infill or redevelopment projects in Fairfield and nearby communities. These include such companies as the Olsen Company, which built Providence Walk on East Travis Blvd, and Miller-Sorg Group, which has completed several infill projects in Suisun City. These companies can be enticed to look at West Texas Street when public investment has improved the appearance and framework for future development. One example of recent infill development is the Park Crossing Apartments project at the corner of Beck and West Texas Street.

5. Does the project currently have Engineering and Environmental plans completed to at least 10%? If yes, indicate what has been completed including existing environmental documentation.

Yes. Project documents currently include conceptual landscaping improvement drawings, surveys, and a preliminary engineering concept for a direct bus exit ramp and improved intersection with West Texas Street. Preliminary engineering has been reviewed with CALTRANS staff.

As almost all of the work in the project area will be completed within the existing rights-of-way, the City anticipates a Categorical Exemption/Exclusion will adequately address NEPA and CEQA requirements. The City is currently completing a traffic study for the Gateway section of the project.

6. A resolution from the agency governing board authorizing submittal of the application, including a description of committed project funding. Please note that the Grants are federal funds, and a 20% local match of non-federal funds is required.

The Fairfield City Council has agendized this Resolution for the February 15, 2010 meeting. A copy of the Resolution, which also authorizes the City Manager to undertake all necessary contractual requirements which expedite the project, is attached.

Attachments

1. Project Task List
2. ABAG PDA Map
3. 80-80 corridor Plan Opportunity Map
4. West Texas Gateway Concept Plan
5. Semi-final Intersection Geometrics
6. Draft City of Fairfield Resolution

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**West Texas Street Gateway
Preliminary Project Tasks and Schedule**

PRE-PROJECT ACTIVITIES

- **Finalize Traffic Study
March 2011**
- **Complete Environmental Checklist (CEQA and NEPA)
March 2011**

PROJECT INITIATION

- **Consultant Team Contract and CALTRANS Cooperative Agreement
May 2011**
- **Complete Preliminary Engineering (Including Geometrics of Ramp
Intersection)
May 2011**
- **Coordinate Environmental Clearance with CALTRANS
May 2011**
- **Review Master Plan Design Concept. Refine Scope of Project Design
Elements, Including Landscaping.
July 2011**
- **Final Design/Complete PS&E Package
December 2011**

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FOCUS

a development and conservation strategy
for the San Francisco Bay Area



Map Legend

Neighborhood Features

-  K-12 School
-  Child Care Facility
-  Grocery Store or Supermarket

Public Transportation

-  10 - 20 Minute Bus Service
-  Fairfield-Suisun Transit

Bicycle Network

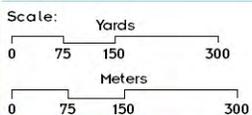
-  off street path
-  on-street, striped lane

Potential Priority Development Area

-  Inside PDA
-  Outside PDA

Protected Open Space

Source: Association of Bay Area Governments,
Street Base Map © 2006 TeleAtlas, Inc. All rights reserved
ABAG GIS/July 2008



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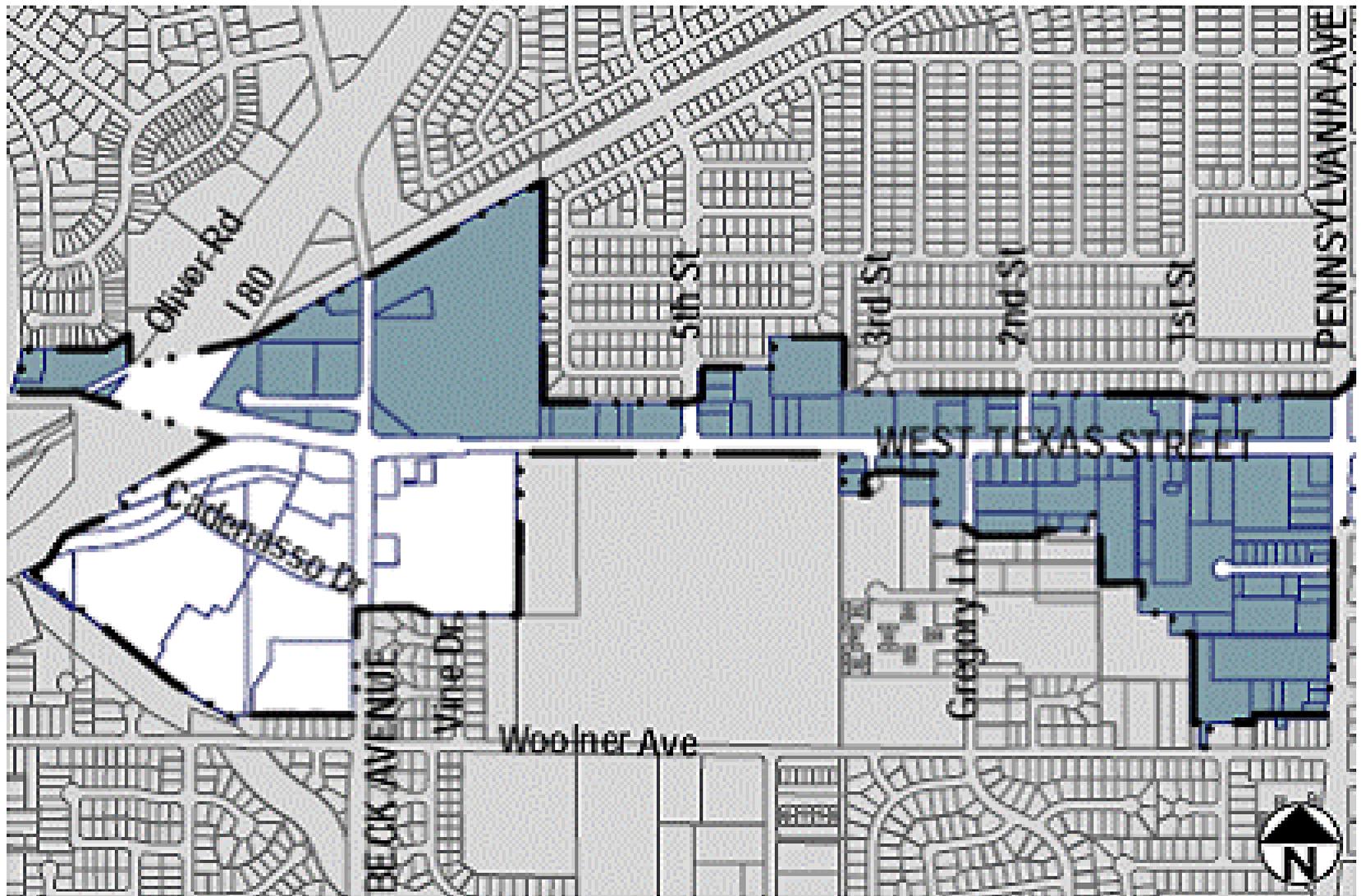


Figure 3.2.2 West Texas Mixed-Use Corridor Segment



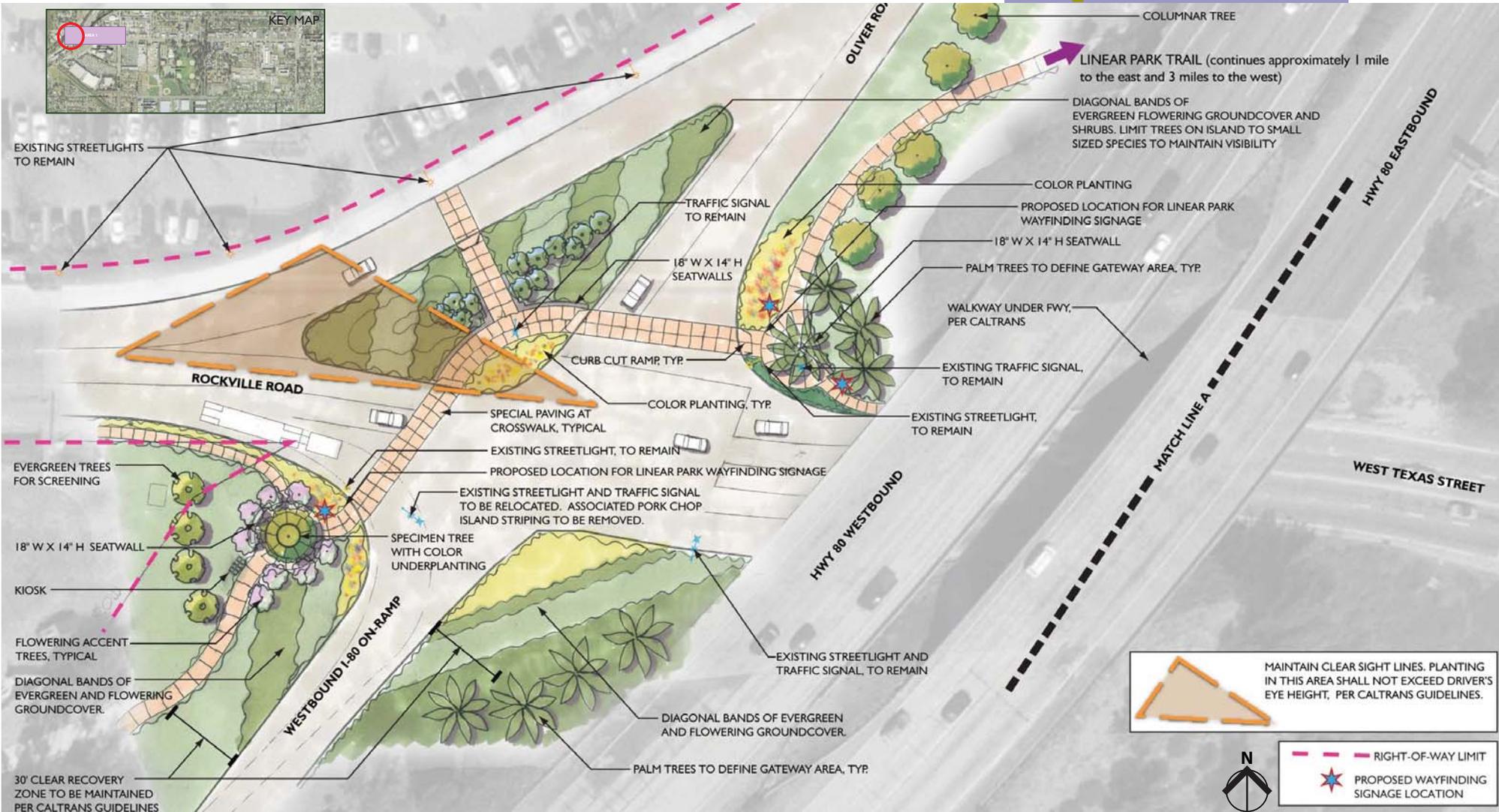
Figure 3.2.6 Artist's Rendering of Opportunity Site Prototype 1 as seen from the north side of West Texas Street, looking toward Pennsylvania Ave and Downtown.

FTC is the foundation for the West Texas Planned PDA – The West Texas Gateway Project will improve bicycle, transit, and pedestrian access to the FTC and act as a catalyst to support conversion of old highway strip development along the old US Route 40 into an integrated higher density mixed-use community that will encourage more trips by transit, walking and bicycling.



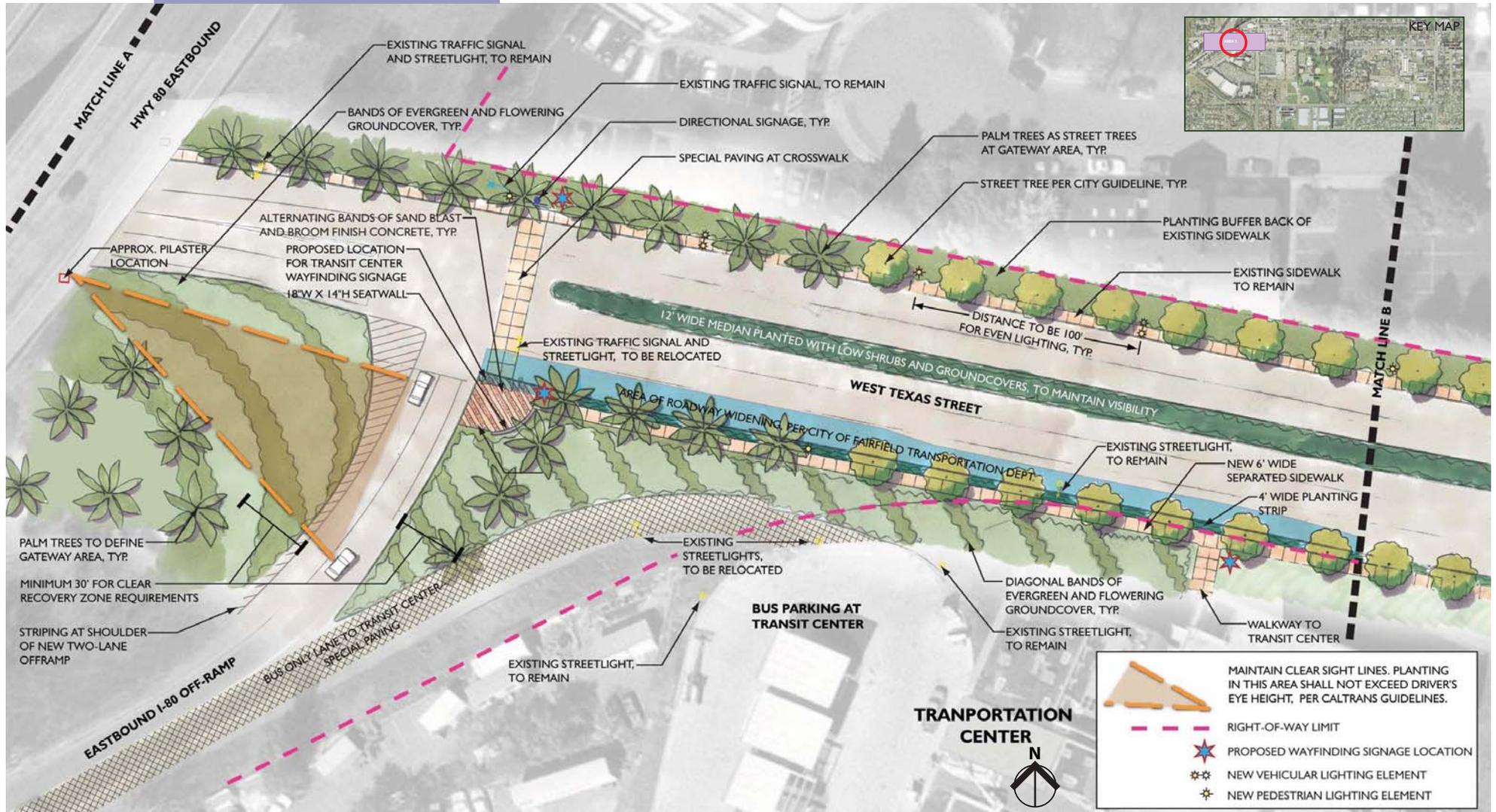
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PROPOSED IMPROVEMENTS SECTION C

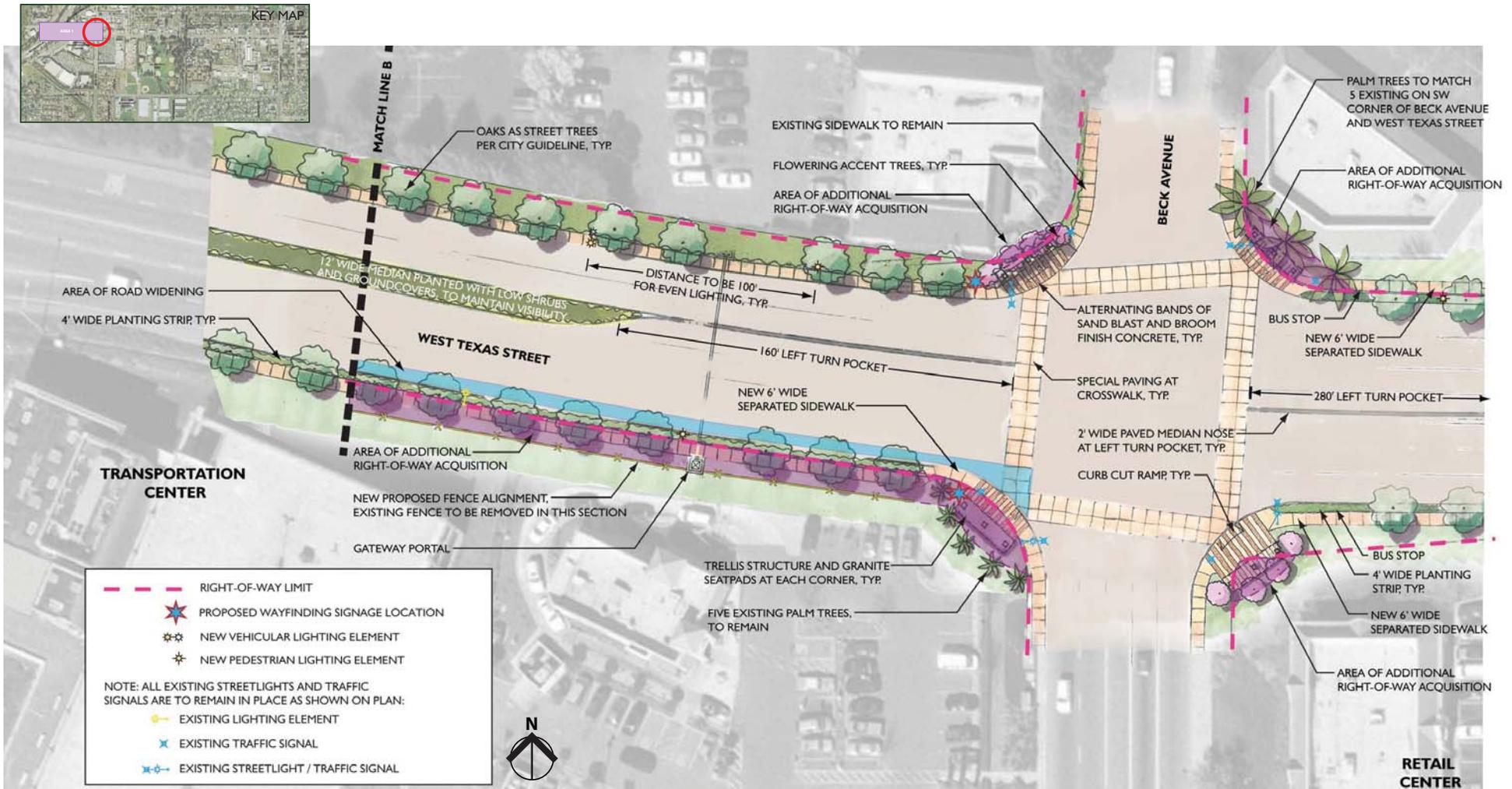


AREA 1: GATEWAY - MASTER PLAN

SECTION C PROPOSED IMPROVEMENTS

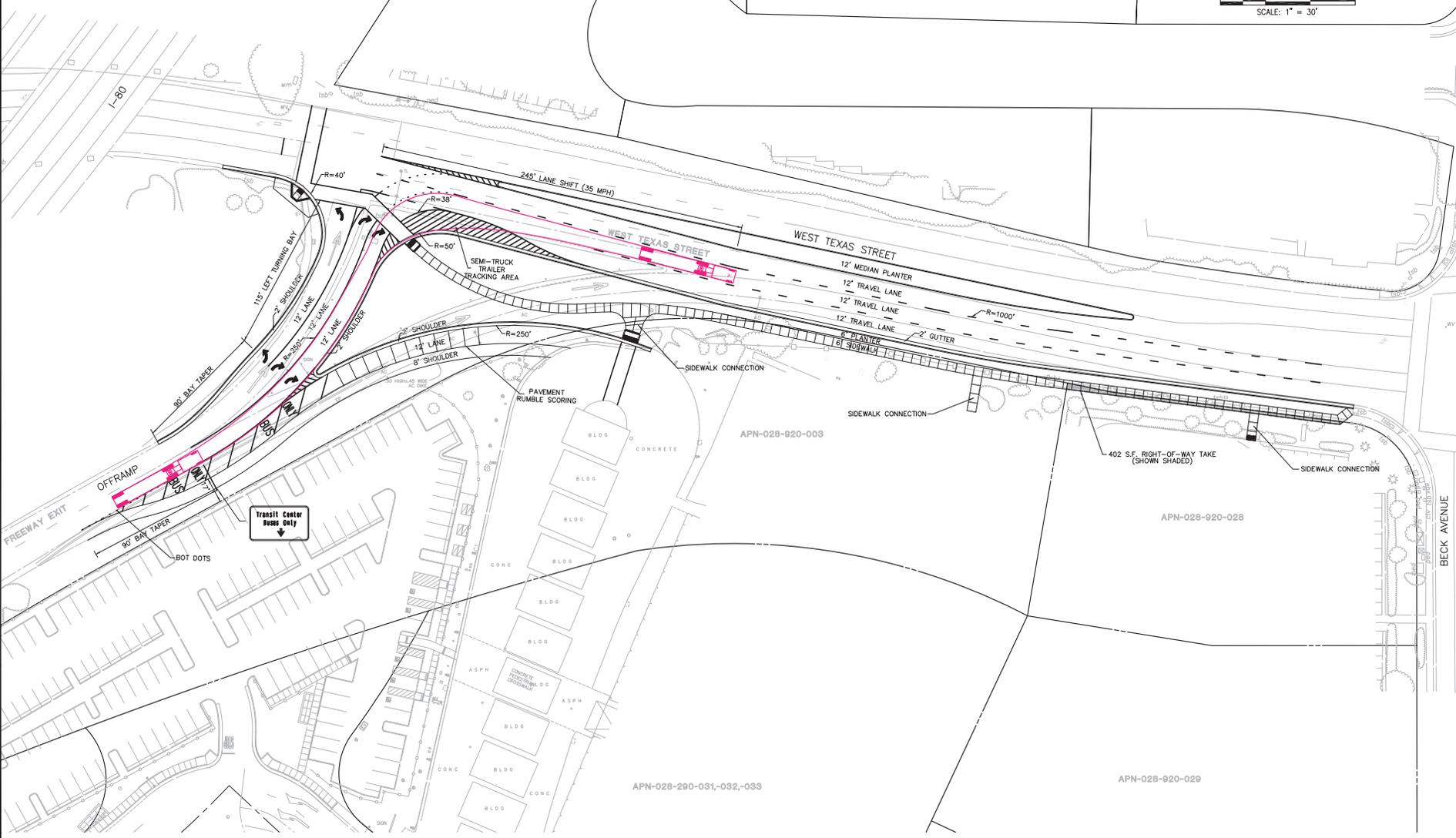


AREA 1: GATEWAY - MASTER PLAN



AREA 1: GATEWAY - MASTER PLAN

Attachment 5



| | |
|-------------|----------|
| DESIGNED BY | RT |
| DRAWN BY | ST |
| CHECKED BY | SD |
| SCALE | 1" = 30' |

| NO. | DATE | REVISIONS |
|-----|------|-----------|
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| | | |

CECMET.COM
 Project Planning & Civil Engineering & Landscape Architecture
 Sacramento Office
 2201 15th Street, Suite 100
 Sacramento, CA 95811
 (916) 455-2008

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 2201 15th Street, Suite 100
 Sacramento, CA 95811
 (916) 455-2008

WEST TEXAS STREET/OFFRAMP PLANLINE

FAIRFIELD CALIFORNIA

SHEET **1** OF **1**

DATE: 8/02/10
 JOB NO: 596.10

TRANSPORTATION AND LAND USE PLANNING GRANT APPLICATION

| | | | |
|--|--|---|----------------------------------|
| Project Information: | | | |
| Project title: | Lotz Way Pedestrian and Bike Path Improvements | | |
| Project sponsor: | City of Suisun City | | |
| Total project cost: | \$60,000 | Planning Grant Request (maximum of \$150,000): | \$48,000 |
| Priority Development Area (PDA) Location | Downtown Waterfront District | | |
| Please indicate if the PDA is a planned or potential PDA: | Planned | | |
| Local match: | \$12,000 | <i>Source:</i> | Suisun City Redevelopment Agency |
| | | <i>Source:</i> | |
| | | <i>Source:</i> | |

| | |
|-----------------------------|---|
| Contact Information: | |
| Contact person: | Alysa Majer |
| Phone No: | 707-421-7345 |
| E-Mail: | amajer@suisun.com |
| Address: | 701 Civic Center Boulevard Suisun City, CA 94585 |

| | |
|--------------------------------|-------------------------------------|
| Grant Application Type: | |
| | (Type 'X' for selected category) |
| 1. Project Document | <input type="checkbox"/> |
| 2. TLC Implementation Plan | <input checked="" type="checkbox"/> |

Section 1. Project Summary Form.

Section 3. TLC Implementation Plan Application Information

Complete the following section for **TLC Implementation Plan** grant requests.

1. Describe the proposed improvements to transportation facilities in the **TLC Implementation Plan** area. Discuss tasks to be completed with the grant funds and provide a schedule for each tasks completion. Assume that the project can commence in April 2011 and will be completed by December 1, 2011.

PROPOSED IMPROVEMENTS IN TLC IMPLEMENTATION PLAN:

The City has identified a need to develop a TLC Implementation Plan for the project area defined as the street of Lotz Way from Marina Boulevard to Main Street, including sidewalks, intersections and the Train Station entry plaza. This Project will develop an Implementation Plan that will identify and define strategies and preliminary designs for the project area that provides for the best pedestrian, bicycle and traffic circulation and movement to, from, and around the train station.

Staff has identified pedestrian and bicyclist access concerns along Lotz Way, especially in moving pedestrians and bicycles from Marina Boulevard to the Suisun-Fairfield Train Station. This is especially aggravated by the Highway 12 off-ramp at Civic Center Boulevard. This TLC Planning Grant Application will help staff develop and define the best TLC strategies to pedestrian and bicyclist access to the Train Station along Lotz Way.

TASKS:

- 1) Explore the existing conditions of the Plan Area.
- 2) Identify the vehicular, pedestrian and bicycle access concerns in the Plan area.
- 3) Explain, in general, the feasibility of TLC solutions to the project area.
- 4) Test preliminary infrastructure designs for vehicular, pedestrian and bicycle access improvements.
- 5) Explore and begin to identify stakeholder concerns and recommendations, including but not limited to Caltrans, City Council, and STA BAC & PAC Committees, regarding implementation of the potential designs and policies in the Plan area.
- 6) Recommend next steps, policies and preliminary infrastructure designs and cost estimates for the Lotz Way Pedestrian and Bike Path Improvements Project.

TIMEFRAME:

Tasks 1-3 are anticipated to require 60 days for completion.

Task 4 is anticipated to require 30 days for completion.

Task 5 is anticipated to require 30 days for completion.

Task 6 is anticipated to require 30 days for completion.

Under the timeline outlined above, the City will be able to complete the project by the December 1, 2011 completion date. Some tasks can also be completed concurrently.

OUTCOME:

This TLC Planning Grant Application will help staff develop and define the best TLC strategies to vehicular, pedestrian and bicyclist access to the Train Station along Lotz Way between Main Street and Marina Boulevard. This Implementation Plan will put the City in a position to move forward with the next phases of the project: preparation of construction documents and construction.

2. Attach a map of the area to be covered by the **TLC Implementation Plan**. The map must also show that the Plan area is contained in a designated PDA. Highlight proposed land uses, densities, development commitment that will be considered as a part of the Plan's development and public consideration.

Attached, please find the following maps:

- Attachment 1 – Project Location
- Attachment 2 – Zoning Map
- Attachment 3 – Density Map

These maps identify the Plan area, key sites of interest in the Plan area including the Suisun City Downtown Waterfront District, Marina Shopping Center and the Suisun-Fairfield Train Station, the PDA boundary, and current and proposed land uses and densities. The proposed TLC Implementation plan is a key pedestrian and bicyclist project within our PDA, key to the regional train station, and the Suisun City Downtown Waterfront District.

3. Discuss policies the city would consider evaluating or creating for the TLC Implementation Plan.

In developing the TLC Implementation Plan, the City will consider and utilize MTC's Parking Study, traffic calming methodologies, Caltrans approved engineering improvements to off-ramps and the Regional TLC Design Guidelines. The goal of the TLC Implementation plan is to improve both the vehicular and pedestrian/bicyclist access and experience along Lotz Way in getting to the Train Station. The City will weigh all options and policies in doing this.

4. Identify bicycle or pedestrian projects to be considered in the Plan area that are also included in either the draft *Solano Countywide Bicycle Plan* or draft *Solano Countywide Pedestrian Plan*.

The City's Proposed TLC Implementation Plan area would be focused on Suisun City's Priority #2 project in the Solano Countywide Pedestrian Plan, Rail Station Improvements. That project is described as "general enhancements to the Suisun-Fairfield Train Station including improvements to the facility, corridor signage, traffic modifications, & rider experience. In addition, develop a project master plan consistent with the City's planned PDA for the area."

The proposed TLC Implementation Plan would assist the City in meeting the goals of the Rail Station Improvements Project by developing a TLC Plan for Lotz Way and its intersections between Main Street and Marina Boulevard. This plan would enhance ridership experience by allowing riders to access the train station with enhanced ease no matter how they accessed the station – vehicular, walking or biking. The TLC Plan for

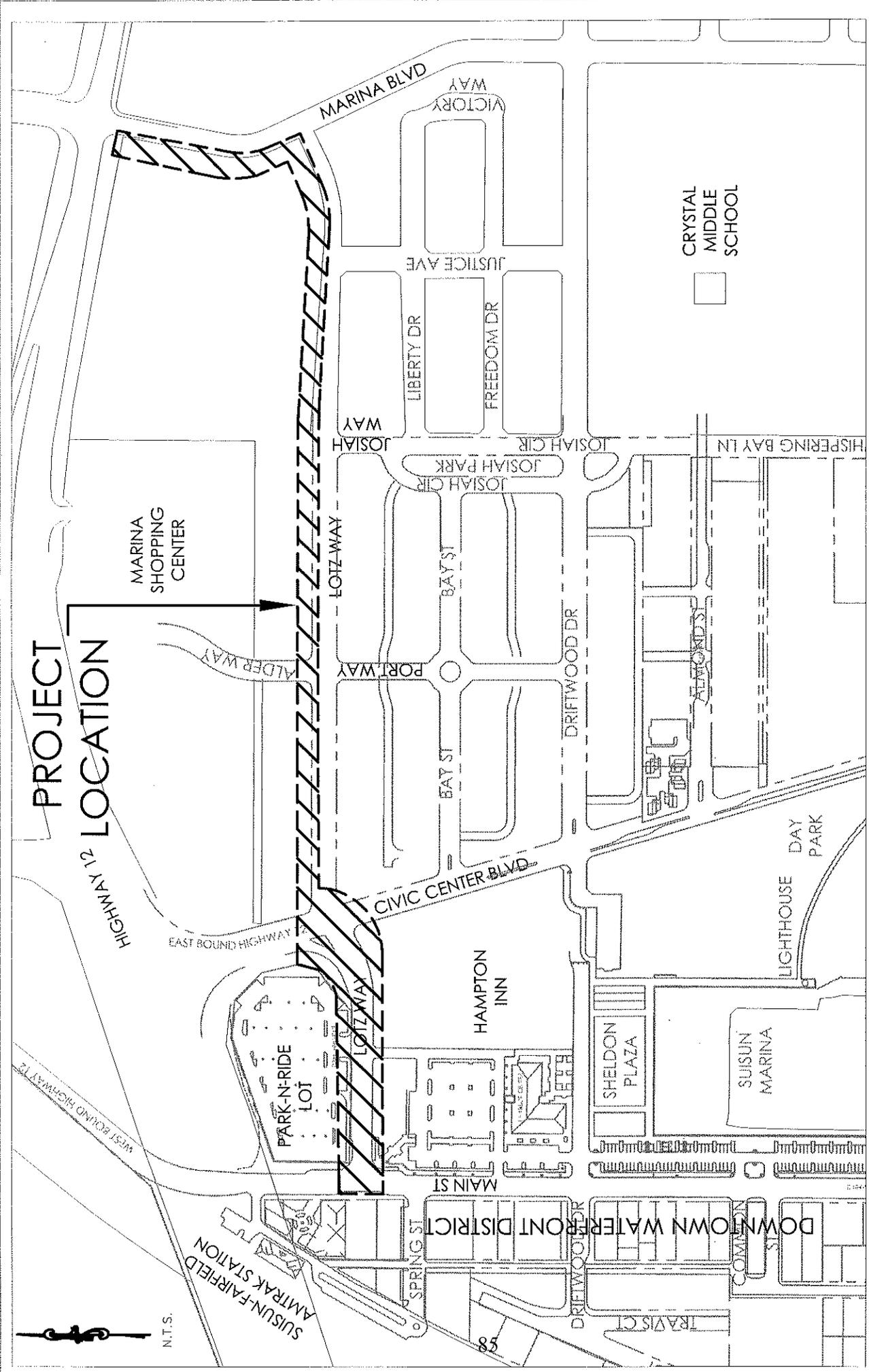
Lotz way would develop a plan that defines engineering solutions, policies and designs for Lotz Way. This TLC Plan would not only move residents from the eastern part of town along Lotz Way, but safely move out-of-town visitors from the Train Station or Highway 12 safely to the Downtown Suisun Waterfront.

5. Describe how you would incorporate public participation as part of the TLC Implementation Plan.

The City will incorporate public participation through stakeholder meetings that invite and encourage the participation of local community members, the School District, STA and its Bicycle and Pedestrian Committees, Caltrans, developers, and residents. The City is committed to developing partnerships with these groups and bringing them early into the planning process. The plan will also help identify these stakeholders and their priorities for the area.

6. Attach a City Council resolution authorizing development of the Plan. The Resolution is required to include a description of the source and amount of committed funding. Please note that the Grants are federal funds, and a 20% local match of non-federal funds is required.

Please see the attached Suisun City Redevelopment Agency Resolution (Attachment 4) dated February 1, 2011. The Suisun City Redevelopment Agency has committed the 20% local match as required by the grant guidelines.

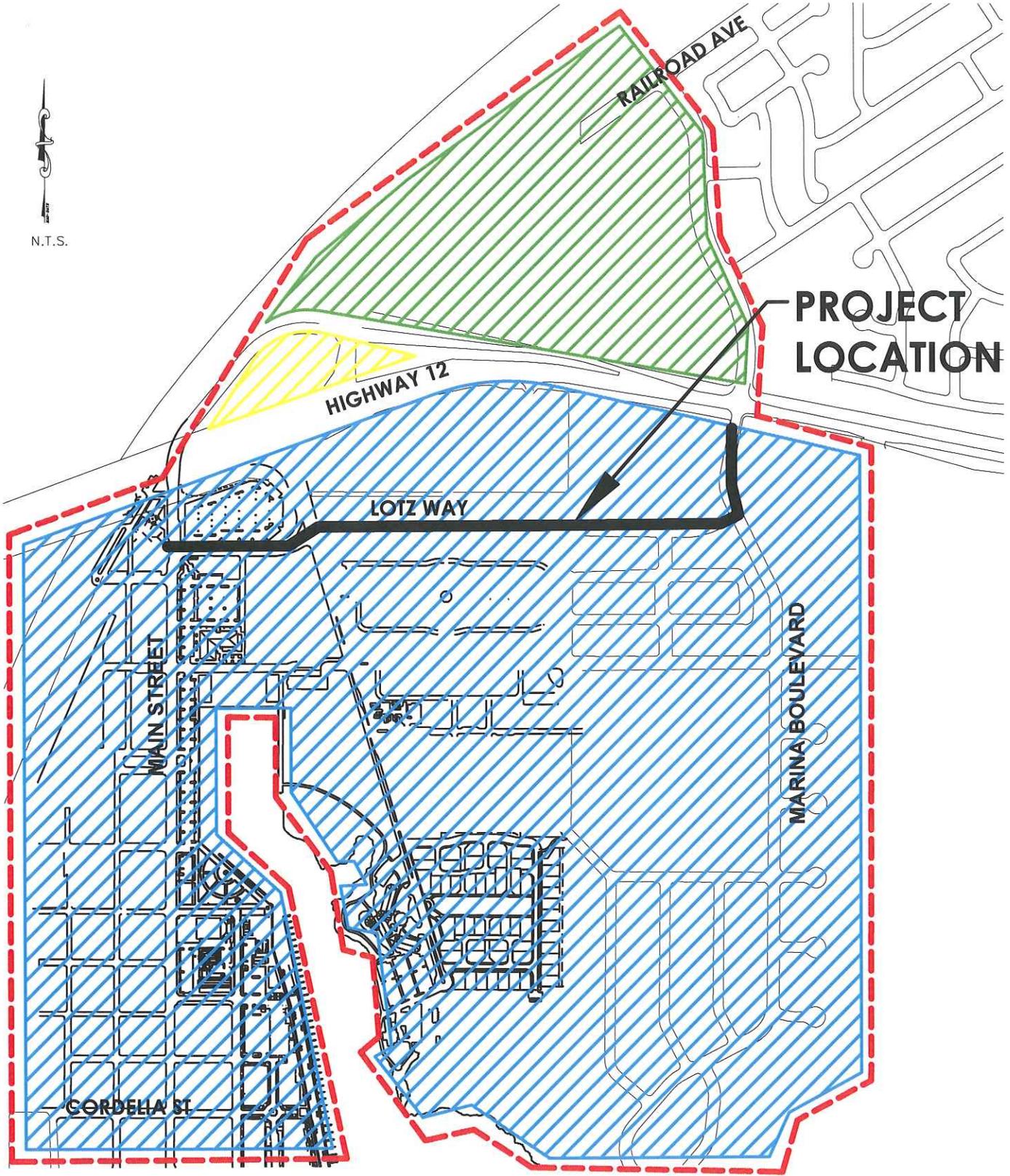


CITY OF SUISUN CITY

LOCATION MAP

LOTZ WAY PEDESTRIAN AND BIKE PATH IMPROVEMENTS

ATTACHMENT 1

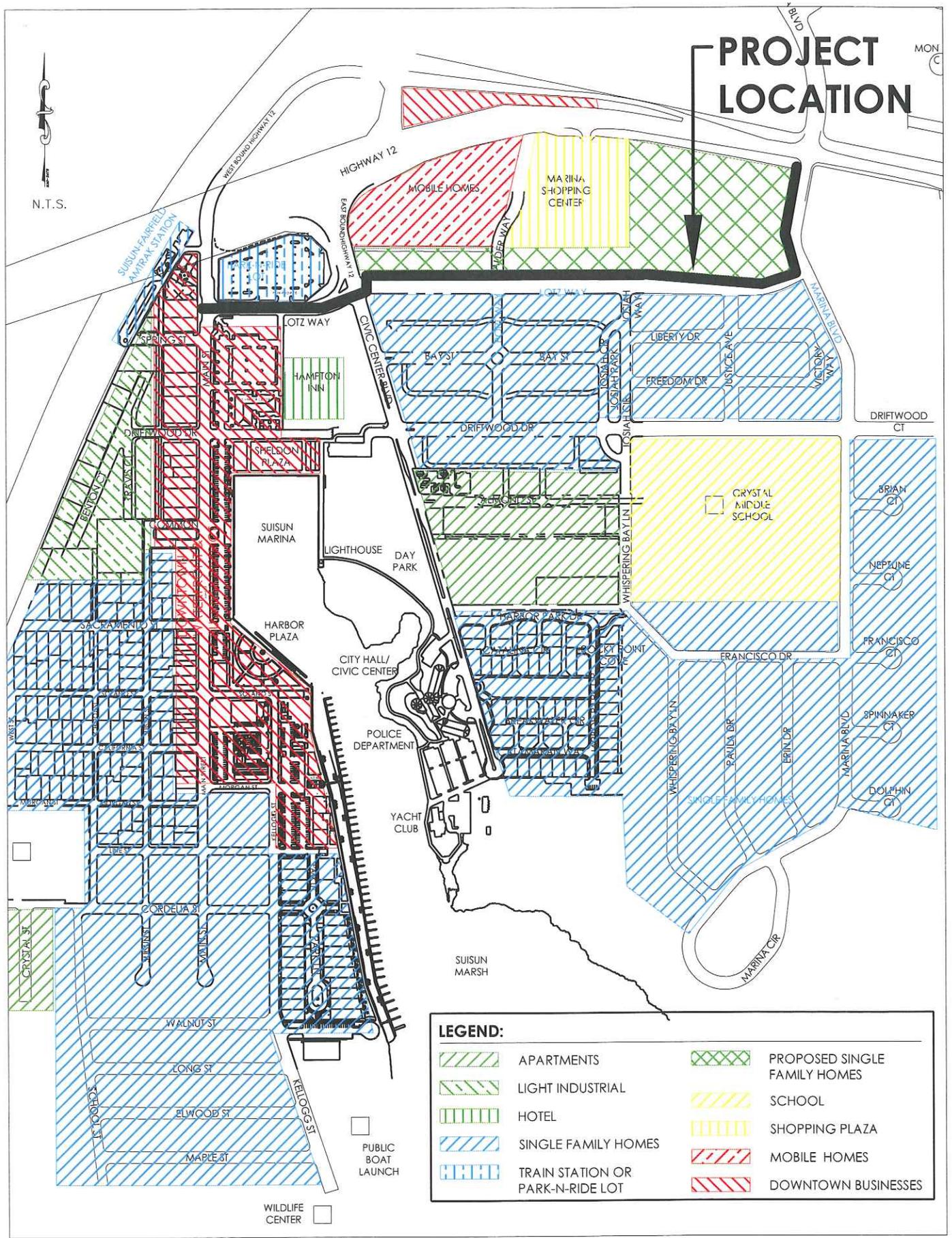


LEGEND:

- DOWNTOWN WATERFRONT (WF)
- COMMERCIAL SERVICE (CS)
- GENERAL COMMERCIAL (GC)
- PRIORITY DEVELOPMENT AREA

PROJECT LOCATION

N.T.S.



LEGEND:

| | | | |
|--|----------------------------------|--|------------------------------|
| | APARTMENTS | | PROPOSED SINGLE FAMILY HOMES |
| | LIGHT INDUSTRIAL | | SCHOOL |
| | HOTEL | | SHOPPING PLAZA |
| | SINGLE FAMILY HOMES | | MOBILE HOMES |
| | TRAIN STATION OR PARK-N-RIDE LOT | | DOWNTOWN BUSINESSES |

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RESOLUTION NO. RA 2011 - 07

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUISUN CITY
APPROVING THE APPLICATION FOR GRANT FUNDS FROM THE SOLANO
TRANSPORTATION AUTHORITY TRANSPORTATION FOR LIVABLE
COMMUNITIES PROGRAM (TLC) PLANNING GRANT FUNDS FOR THE LOTZ
WAY PEDESTRIAN AND BIKE PATH IMPROVEMENTS PROJECT**

WHEREAS, the Solano Transportation Authority (STA) has set aside \$150,000 of Transportation for Livable Communities (TLC) funds for planning grants intended to advance projects or plans in designated Priority Development Areas (PDAs); and

WHEREAS, the purpose of the STA's TLC planning grants is to plan and design TLC PDA concept projects to be ready for construction and to have the TLC PDA concept projects eligible and competitive for future STA and Metropolitan Transportation Commission's (MTC's) TLC capital funds; and

WHEREAS, the Lotz Way Pedestrian and Bicycle Improvements Project is an eligible project and will help define strategies and preliminary designs for this area within the Suisun City Downtown Waterfront District PDA; and

WHEREAS, said procedures established by the STA require the applicant to certify by resolution the approval of application and commitment of a local non-federal cash match of 20% of the total project cost.

NOW, THEREFORE, BE IT RESOLVED that the Suisun City Redevelopment Agency hereby:

Approves the filing of an application for the Lotz Way Pedestrian and Bicycle Improvements Project, and

1. Certifies that said applicant will develop a Plan that incorporates priority Solano Countywide bicycle and pedestrian projects, MTC parking strategies and Regional TLC Guidelines; and
2. Certifies that the applicant will provide a local non-federal cash match of 20% of the total project cost, not to exceed \$12,000; and
3. Delegates the authority to the City Manager/Executive Director or designee to conduct all negotiations, sign and submit all documents, including, but not limited to applications, agreements, amendments, and payment requests, which may be necessary for the completion of the project.

PASSED AND ADOPTED at a Regular Meeting of the Redevelopment Agency of the City of Suisun City duly held on Tuesday, the 1st day of February 2011, by the following vote:

| | | |
|-----------------|---------------|--|
| AYES: | Boardmembers: | <u>Day, Derting, Hudson, Segala, Sanchez</u> |
| NOES: | Boardmembers: | <u>None</u> |
| ABSENT: | Boardmembers: | <u>None</u> |
| ABSTAIN: | Boardmembers: | <u>None</u> |

WITNESS my hand and the seal of said Agency this 1st day of February 2011.

THIS DOCUMENT IS A TRUE AND CORRECT
COPY OF THE ORIGINAL ON FILE IN THIS
OFFICE

ATTEST: 2/2/11

DONNA POCK, Deputy
In and for the said City

By: Donna Pock Deputy

Donna Pock
Donna Pock, CMC
Deputy City Clerk



DATE: April 1, 2011
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Completion of Construction Contract for the Gordon Water Line
(Rockville Road Water Main) Relocation Project

Background:

The STA, in cooperation with the City of Vallejo, is the Implementing Agency for the Gordon Water Line (Rockville Road Water Main) Relocation Project. The Gordon Water Line (Rockville Road Water Main) Relocation Project includes the relocation of the existing 24-inch Gordon Water Line from its current position within the State Route (SR) 12 and I-80 corridors. The new Gordon Water Line is located within the Rockville Road Right-of-Way (ROW) between the intersection of Rockville Road and Suisun Valley Road to a point 1,600 feet west of Green Valley Road (just east of the intersection of Rockville Road and Paseo Arboles). The relocated Gordon Water Line will maintain the Vallejo Lakes water system connection between the 24-inch Gordon Water Line running within Suisun Valley Road and the existing 14-inch Green Water Line running west of Green Valley Road.

Discussion:

Consistent with STA Board direction, staff has proceeded with implementation of the Gordon Water Line (Rockville Road Water Main) Relocation Project. On June 9, 2011, the Board authorized the Executive Director to award the construction contract for the Gordon Water Line (Rockville Road Water Main) Relocation Project to North Bay Construction. Subsequently, on September 8, 2010, the STA Board authorized the Assignment of Contract performance to Ghilotti Construction Company. The Project was designed by Mark Thomas & Co., a professional engineering firm with substantial experience in designing public improvements. The STA administered the construction of the project, with PB Americas performing construction management services.

Construction is now completed and the project is essentially closed out. As such, STA staff is recommending the Board accept the work as complete and direct the Executive Director, or his designee, to file a Notice of Completion with the County Recorder's Office. This action by the Board will release the surety bonds secured by Ghilotti Construction to insure the performance of the work and allow for final payment to be made.

Presented below is a summary of the budget status for the Gordon Water Line (Rockville Road Water Main) Relocation Project.

| | |
|--------------------------|-----------------------|
| Construction Budget: | \$1,848,080.40 |
| Total Construction Cost: | <u>\$1,688,500.43</u> |
| Remaining Budget: | \$ 159,579.97 |

On March 30, 2011, the Technical Advisory Committee unanimously recommended the STA Board approve the recommendations as stated below.

Fiscal Impact:

The Gordon Water Line (Rockville Road Water Main) Relocation Project construction was funded with Bridge Toll funds.

Recommendation:

Approve the following:

1. Accept the Gordon Water Line (Rockville Road Water Main) Relocation Project as complete; and
2. Direct the Executive Director to file a Notice of Completion with the County Recorder's office.

Attachment:

- A. Notice of Completion for the Gordon Water Line (Rockville Road Water Main) Relocation Project

Recording Requested By:
SOLANO TRANSPORTATION AUTHORITY

When Recorded, Return To:
Solano Transportation Authority
Executive Director
One Harbor Center, Suite 130
Suisun City, CA 94585

SOLANO TRANSPORTATION AUTHORITY
NOTICE OF COMPLETION

In the Matter of Accepting and Giving
Notice of Completion of Contract for
STA Rockville Road

NOTICE OF COMPLETION

WHEREAS, the Solano Transportation Authority on June 9, 2010 contracted with North Bay Construction for construction of the Gordon Water Line (Rockville Road Water Main) Relocation Project, located on Rockville Road between Paseo Arboles and Suisun Valley Road, with Travelers Casualty and Surety Company of America as surety for work to be performed in the unincorporated area of Solano County; and

WHEREAS, the Solano Transportation Authority on August 26, 2010 authorized the request of contract assignment from North Bay Construction to Ghilotti Construction Company for construction of the Gordon Water Line (Rockville Road Water Main) Relocation Project with Travelers Casualty and Surety Company of America as surety for work to be performed in the unincorporated area of Solano County; and

WHEREAS, the Executive Director reports that said work has been inspected and complies with the plans, special provisions and standard specifications, and recommends its acceptance as complete as of April 20, 2011.

NOW, THEREFORE, the Governing Body of the Solano Transportation Authority hereby accepts said work associated with the Rockville Waterline Relocation as complete on April 20, 2011 and directs the Executive Director or his designee to file a copy of this Resolution and Notice as a Notice of Completion for said contract with the County Recorder.

I HEREBY CERTIFY that the foregoing Notice of Completion was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 20th day of April, 2011.

Attest by: _____
Johanna Masielat
Clerk of the Board

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DATE: April 1, 2011
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80 Eastbound Cordelia Truck Scales Relocation Project

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/State Route (SR) 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, separate Environmental Documents have either been prepared or are being prepared for five projects, which include the following:

- North Connector Project (Completed)
- I-80 HOV Lanes Project (Completed)
- I-80 Eastbound Cordelia Truck Scales Relocation Project (Completed)
- I-80 Express Lanes Project
- I-80/I-680/SR 12 Interchange Project

The I-80 Eastbound Cordelia Truck Scales Relocation project is the subject of this staff report. To date, STA has taken the lead in completing the Design and Right-of-Way (R/W) phases for the project, including utility relocations.

Discussion:

STA, in collaboration with Caltrans, is in the process of completing the Final Design and R/W phases of the I-80 Eastbound Cordelia Truck Scales project ahead of the Proposition 1B Trade Corridor Improvement Fund (TCIF) schedule by more than one year. The Project Plans Specifications & Estimate (PS&E) package was submitted to Caltrans Headquarters on December 28, 2010 for review and is expected to be finalized in April 2011. R/W Certification #3 was completed in February 2011, with final R/W clearance expected in the April/May 2011 time frame. Utility relocations, as part of the R/W phase, are planned to start in the late spring or early summer.

With Design being finalized and final R/W clearance expected in the April/May 2011 time frame, it is time to move forward with allocations for construction of the Project. The construction of the Project is being funded with \$49.8 million in TCIF funds and \$24.6 million in Bridge Toll Funds. Caltrans staff has scheduled the TCIF funding allocation for California Transportation Commission (CTC) action at its May 2011 meeting. In order to move forward with construction, STA staff is now recommending an allocation request of \$24.6 million in Bridge Toll Funds from the Metropolitan Transportation Commission (MTC). As part of the standard process, STA is required to approve the attached resolution, the Initial Project Report (IPR) for Regional Measure (RM) 2 Project 7 and cash flow plan (attachments to resolution).

Fiscal Impact:

The construction phase for the I-80 Eastbound Cordelia Truck Scales Relocation Project is being funded with a combination of Bridge Toll Funds and TCIF funds.

Recommendation:

Approve the attached Resolution No. 2011-06 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$24.6 million in Bridge Toll Funds for construction of the I-80 Eastbound Cordelia Truck Scales Relocation Project.

Attachment:

- A. STA Resolution No. 2011-06

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2011-06**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR REGIONAL
MEASURE 2 FUNDS FROM THE METROPOLITAN TRANSPORTATION
COMMISSION FOR THE I-80 EASTBOUND CORDELIA TRUCK SCALES
RELOCATION PROJECT**

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

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

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

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

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

WHEREAS, the Solano I-80/I-680 Corridor Improvements is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate Regional Measure 2 funds; and

RESOLVED, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and

RESOLVED, that Solano Transportation Authority certifies that the project is consistent with the Regional Transportation Plan (RTP); and

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and

RESOLVED, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and

RESOLVED, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and

RESOLVED, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and

RESOLVED, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and

RESOLVED, that Solano Transportation Authority is authorized to submit an application for Regional Measure 2 funds for Solano I-80/I-680 Corridor Improvements in accordance with California Streets and Highways Code 30914(c); and

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 2 (RM 2) funds; and

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and

RESOLVED that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM 2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM 2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and

RESOLVED, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM 2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for Regional Measure 2 funds in the amount of \$24.6 million for construction for the I-80 Eastbound Truck Scales Relocation project, purposes and amounts included in the project application attached to this resolution; and b

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

Harry Price, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of April 20, 2011.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 20th day of April, 2011 by the following vote:

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

Attest: _____
Johanna Masielat
Clerk of the Board

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Regional Measure 2 Initial Project Report (IPR)

Project Title:

Solano County Corridor Improvements near Interstate
80/Interstate 680 Interchange

RM2 Project No.

7

Allocation History:

| | MTC Approval Date | Amount | Phase |
|------------|--------------------------|----------------------------|---|
| #1: | January 2006 | \$5,975,000 | PA/ED (I-80 HOV Lanes and North Connector) |
| #2 | September 2006 | \$1,000,000 | PA/ED (I-80 HOV Lanes) |
| #3 | February 2007 | \$6,525,000 | Final Design (I-80 HOV Lanes) and Construction for Advanced Package (Green Valley Bridge Widening) |
| #3A | | <\$ 78> | Rescission - Reduction in Allocation #3 |
| #4 | October 2007 | \$8,300,000 | PA/ED for I-80/I-680/SR12 Interchange (\$5.2 million being transferred to I-80 EB Truck Scales) |
| #5 | May 2008 | \$10,300,000 | Final Design, R/W Acquisition, and Advanced Construction Package for N. Connector Project |
| #6 | October 2008 | \$5,200,000 | PA/ED for I-80 EB Cordelia Truck Scales Relocation |
| #7 | January 2009 | \$18,204,000 | Construction for the N. Connector Project |
| #7A | | <\$3,004,007> | Rescission - Reduction in Allocation #7 |
| #8 | April 2009 | \$19,700,000 | Design and ROW Acquisition for the I-80 Eastbound Truck Scales Project (\$16.7 million for Design and \$3.0 million for ROW Acquisition) |
| #9 | June 2009 | \$1,100,000 | Preliminary Engineering for the I-80 Express Lanes |
| #10 | July 2009 | \$1,000,000 | PA/ED for I-80 EB Cordelia Truck Scales Relocation |

Regional Measure 2 – INITIAL PROJECT REPORT

| | | | |
|-----|----------------|---------------|---|
| #11 | September 2009 | \$5,200,000 | PA/ED for I-80/I-680/SR12 Interchange |
| #12 | February 2010 | \$2,900,000 | Utility Relocation for I-80/I-680/SR12 Interchange |
| #13 | September 2010 | \$ 300,000 | PA/ED for the I-80 Express Lanes |
| #14 | December 2010 | \$ 15,000,000 | PA/ED for the I-80 Express Lanes |
| #15 | December 2010 | \$ 7,000,000 | PA/ED for the I-80/I-680/SR12 Interchange |
| #16 | March 2011 | \$ 4,500,000 | Design and ROW Acquisition for the <u>I-80 Eastbound Truck Scales Project</u> – Transfer of allocation between Design and ROW Acquisition [Previously it was \$16.7 million for Design and \$3.0 million for ROW Acquisition (See Allocation #8 above); now it will be \$12.2 million for Design and \$7.5 million for ROW Acquisition] |

Total: \$104,699,915

Current Allocation Request:

| IPR Revision Date | Amount Being Requested | Phase Requested |
|-------------------|------------------------|--|
| #17 | \$26,400,000 | Construction for the I-80 Eastbound Truck Scales Project |

I. OVERALL PROJECT INFORMATION

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

Solano Transportation Authority is the project sponsor and implementing agency.

Project Purpose

The I-80/I-680/SR-12 Interchange experiences traffic congestion due to San Francisco Bay Area commuter traffic, regional traffic using the interstate system, and recreational traffic traveling between the San Francisco Bay Area and Lake Tahoe. The objectives of the proposed project are to alleviate congestion, improve safety, and provide for existing and proposed traffic demand by upgrading the capacity of the freeway, including Express Lanes or HOT Lanes and completing a local roadway system that will provide local travelers alternatives to using the freeways for local trips.

Regional Measure 2 – INITIAL PROJECT REPORT

Express Lanes or HOT lanes require single-occupant vehicles to pay a toll that varies based on demand, called congestion pricing. The tolls change throughout the day according to real-time traffic conditions to manage the number of cars in the lanes and keep them free of congestion, even during rush hour. The concept is an expansion of HOV lanes and an effort to maximize their efficiency in moving vehicles. HOV lanes are designed to promote vehicle sharing and use of public transport by creating areas of lower road use as an incentive, but they have been criticized because some are underused. The Express Lanes or HOT lanes provide a mobility option for single occupant vehicles to provide reliable travel at a variable price. Drivers who do not utilize the lane can also benefit from having it fully utilized, thus taking more traffic out of the mixed flow lanes, in contrast to the sometimes underutilized HOV lanes. By linking together disconnected HOV networks, Express Lanes can allow public transportation vehicles (such as buses) and carpools more reliability to get to destinations on time.

Project Description (please provide details, expand box as necessary)

The I-80/I-680/State Route (SR) 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex, which is located in Solano County. Alternatives being considered in the Environmental Impact Report (EIR) may include the following components: modification of existing interchanges, adding freeway lanes, constructing new interchanges, auxiliary lanes, high-occupancy vehicle (HOV) lanes and frontage roads within and adjacent to existing freeway rights of way, and constructing a direct connector roadway from I-680 to SR 12 East, southeast of the existing interchange. Alternatives will include options for reconfiguration of the existing truck scales within the project area to improve ingress and egress of the truck traffic. The Project will also include the PA/ED for the Express Lanes or HOT Lanes thru Fairfield and Vacaville.

Project Graphics to be sent electronically with This Application

Impediments to Project Completion

The major impediment to accomplish the project completion will be securing necessary funds to complete the interchange improvements. However, there are deliverable phases of this project that are serviceable, provide independent utility and have logical termini. Some of these phases (as discussed below) can be delivered by currently identified fund sources.

The STA is expending TCRP funds and RM2 funds for the preparation of five environmental documents for the I-80/I-680/SR 12 Interchange (I/C) improvements.

The STA is currently delivering the I-80 HOV Lanes Project, the North Connector Project, and the I-80 Eastbound Truck Scales Relocation Project, and the I-80 Express Lanes as independent projects. Caltrans and the FHWA have concurred with this approach. The balance of the I-80/I-680/SR12 I/C improvements are being evaluated under a fifth and separate environmental document, with the expectation that the balance of the I/C improvements will need to be constructed with multiple construction packages.

Regional Measure 2 – INITIAL PROJECT REPORT

Operability

The North Connector Project will be owned and operated by local jurisdictions, as it is off the State Highway system. Caltrans will be responsible for owning and operating the mainline I/C and Truck Scale improvements.

II. PROJECT PHASE DESCRIPTION and STATUS

Environmental –

Does NEPA Apply: Yes No

As mentioned above, the project will need to be constructed with multiple construction packages. All three alternatives identified in the Corridor Study/Major Investment Study include a North Connector that connects SR 12 (W) with SR 12 (E), I-80 HOV Lanes and the I-80 Eastbound (EB) Truck Scales Relocation. As a result, STA is currently proceeding with five environmental documents simultaneously, one for the North Connector Project (CEQA only - COMPLETED), one for the I-80 HOV Lanes Project (COMPLETED), one for the I-80 Eastbound (EB) Truck Scales Relocation (COMPLETED), one for the I-80 Express Lanes and one for the I-80/I-680/SR12 Interchange.

North Connector Project - (Abernathy to Green Valley Road) – The Environmental Impact Report (EIR) for the North Connector was certified in May 2008 (COMPLETED). This project will be implemented in phases. The first phase will extend from Abernathy to Suisun Creek and will be funded with RM2 funds.

I-80 HOV Lanes Project (Red Top Road to Airbase Parkway) - The environmental document for the I-80 HOV Lanes Project is an Initial Study/Mitigated Negative Declaration (IS/MND) for CEQA and a Category Exclusion (CE) for NEPA. The final CEQA document was approved in February 2007 and the final NEPA document was approved in April 2007 (COMPLETED).

I-80 Eastbound (EB) Truck Scales Relocation - The environmental document for the I-80 Eastbound Truck Scales Relocation is an EIR/EA. The final EIR/EA was approved in October 2009 (COMPLETED).

I-80 Express Lanes Project (Red Top Road to I-505) - Environmental clearance for the I-80 Express Lanes will be completed in one document, with phased implementation, since the portion from Red Top Road to Airbase Parkway will be a conversion of HOV Lanes to Express Lanes and the portion from Airbase Parkway to I-505 will be newly constructed lanes.

I-80/I-680/SR12 Interchange Project -The environmental document for the balance of the I-80/I-680/SR12 I/C Project is currently being prepared and will be an EIR/EIS. The document will evaluate the entire project (excluding the North Connector, the I-80 HOV Lanes, the I-80 EB Truck Scales, and the I-80 Express Lanes), but a Record of Decision can only be issued for a fundable phase. A Notice of Determination (NOD) will be approved for the entire project. The Draft EIR/EIS was circulated in August 2010 with the Final EIR/EIS scheduled for approval in November 2011.

Regional Measure 2 – INITIAL PROJECT REPORT

Design –

Final Design for the I-80 HOV Lanes was completed in January 2008, with the exception of the Advanced Construction Package for the Green Valley Bridge Widening and the Ramp Metering component. Final Design for the Green Valley Bridge Widening was completed in spring 2007 and Final Design for the Ramp Metering component was completed in October 2009. Final Design for the North Connector project was started in May 2008 and completed in March 2009. Final Design for the I-80 EB Truck Scales is underway and expected to be completed in May 2011. Detailed preliminary engineering for I-80/I-680/SR12 Interchange project started in late 2008.

Right-of-Way Activities / Acquisition –

Right-of-way activities for the North Connector started in May 2008 and are proceeding well. Since the I-80 HOV Lanes is being constructed in the median, no right-of-way acquisition was needed for the I-80 HOV Lanes Project. Right-of-way activities for the I-80 EB Truck Scales are underway and proceeding well, with a R/W Cert #2 expected in April 2011. With the exception of up-front appraisal work, right-of-way activities for the I-80/I-680/SR12 Interchange are expected to start in earnest in May 2011.

Construction / Vehicle Acquisition -

Construction has been completed for the Advanced Construction Package – Green Valley Bridge Widening and the I-80 HOV Lanes (with the exception of the Ramp Metering work, which is expected to be completed in fall 2011). Construction of the North Connector started in July 2009 and is expected to be completed by April 2011, with the exception of the Mitigation Site. Construction of the Mitigation Site started in August 2010 and be completed in early 2011, at which time the 10 year monitoring period will commence.

III. PROJECT BUDGET

Project Budget (Escalated to year of expenditure)

| | Total Amount - Escalated - (Thousands) |
|--|--|
| Phase: TOTAL PROJECT | |
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$ 58,894 |
| Design - Plans, Specifications and Estimates (PS&E) | 175,594 |
| Right-of-Way Activities /Acquisition (R/W) | 180,326 |
| Construction / Rolling Stock Acquisition (CON) | 1,635,186 |
| Total Project Budget (in thousands) | \$2,050,000 |

Project Budget (Escalated to year of expenditure)

| | Total Amount - Escalated - (Thousands) |
|--|--|
| Phase: NORTH CONNECTOR | |
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$5,500 |
| Design - Plans, Specifications and Estimates (PS&E) | 3,300 |
| Right-of-Way Activities /Acquisition (R/W) | 8,000 |
| Construction / Rolling Stock Acquisition / Operating Service (CON) | 39,400 |
| Total Project Budget (in thousands) | \$56,200 |

Regional Measure 2 – INITIAL PROJECT REPORT

Project Budget (Escalated to year of expenditure)

| Phase: I-80 HOV LANES | Total Amount - Escalated - (Thousands) |
|--|--|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$4,475 |
| Design - Plans, Specifications and Estimates (PS&E) | 4,525 |
| Right-of-Way Activities /Acquisition (R/W) | 0 |
| Construction / Rolling Stock Acquisition (CON) | 49,927 |
| Total Project Budget (in thousands) | \$58,927 |

Project Budget (Escalated to year of expenditure)

| Phase: I-80 Eastbound Truck Scales Relocation | Total Amount - Escalated (Thousands) |
|--|--------------------------------------|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$6,800 |
| Design - Plans, Specifications and Estimates (PS&E) | 12,200 |
| Right-of-Way Activities /Acquisition (R/W) | 7,500 |
| Construction / Rolling Stock Acquisition (CON) | 74,400 |
| Total Project Budget (in thousands) | \$100,900 |

Project Budget (Escalated to year of expenditure)

| Phase: I-80 Express Lanes | Total Amount - Escalated (Thousands) |
|--|--------------------------------------|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$16,800 |
| Design - Plans, Specifications and Estimates (PS&E) | 15,745 |
| Right-of-Way Activities /Acquisition (R/W) | |
| Construction / Rolling Stock Acquisition (CON) | 250,000 |
| Total Project Budget (in thousands) | \$282,145 |

Project Budget (Escalated to year of expenditure)

| Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Packages | Total Amount - Escalated (Thousands) |
|---|--------------------------------------|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$20,500 |
| Design - Plans, Specifications and Estimates (PS&E) | 18,005 |
| Right-of-Way Activities /Acquisition (R/W) | 85,487 |
| Construction / Rolling Stock Acquisition (CON) | 191,000 |
| Total Project Budget (in thousands) | \$314,992 |

Regional Measure 2 – INITIAL PROJECT REPORT

IV. OVERALL PROJECT SCHEDULE

| North Connector | Planned (Update as Needed) | |
|---|-----------------------------------|-----------------|
| Phase-Milestone | Start Date | Completion Date |
| Environmental Document | 10/02 | 05/08 |
| Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED) | 10/02 | 05/08 |
| Final Design - Plans, Specs. & Estimates (PS&E) | 05/08 | 03/09 |
| Right-of-Way Activities /Acquisition (R/W) | 05/08 | 05/11 |
| Construction (CON) | 07/09 | 4/11 |

| I-80 HOV Lanes | Planned (Update as Needed) | |
|--|-----------------------------------|-----------------|
| Phase-Milestone | Start Date | Completion Date |
| Environmental Document | 06/02 | 04/07 |
| Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED) | 06/02 | 04/07 |
| Final Design - Plans, Specs. & Estimates (PS&E) | 04/07 | 01/08 |
| Right-of-Way Activities /Acquisition (R/W) | N/A | N/A |
| Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT (Green Valley Bridge Widening –2007) | 01/08 | 12/09 |

| I-80 Eastbound Truck Scales Relocation | Planned (Update as Needed) | |
|---|-----------------------------------|-----------------|
| Phase-Milestone | Start Date | Completion Date |
| Environmental Document | 05/03 | 09/09 |
| Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED) | 05/03 | 10/09 |
| Final Design - Plans, Specs. & Estimates (PS&E) | 10/09 | 05/11 |
| Right-of-Way Activities /Acquisition (R/W) | 10/09 | 04/12 |
| Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT | 09/11 | 12/13 |

Regional Measure 2 – INITIAL PROJECT REPORT

| I-80 Express Lanes | Planned (Update as Needed) | |
|--|-----------------------------------|-----------------|
| | Start Date | Completion Date |
| Phase-Milestone | | |
| Environmental Document | 05/10 | 05/12 |
| Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED) | 05/10 | 05/12 |
| Final Design - Plans, Specs. & Estimates (PS&E) | N/A | N/A |
| Right-of-Way Activities /Acquisition (R/W) | N/A | N/A |
| Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT (Green Valley Bridge Widening –2007) | N/A | N/A |

| Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Packages | Planned (Update as Needed) | |
|---|-----------------------------------|-----------------|
| | Start Date | Completion Date |
| Phase-Milestone | | |
| Environmental Document | 06/02 | 04/11 |
| Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED) | 06/02 | 04/11 |
| Final Design - Plans, Specs. & Estimates (PS&E) | 05/11 | 02/12 |
| Right-of-Way Activities /Acquisition (R/W) | 05/11 | 02/12 |
| Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP1 | 07/12 | 12/14 |

V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

| |
|--|
| FY 2010-11: Construction for the I-80 Eastbound Truck Scales Project |
|--|

| | |
|--|-----------------------------------|
| Amount being transferred (in escalated dollars) | \$ 24,600,000 |
| Project Phase being requested | Construction |
| Are there other fund sources involved in this phase? | X Yes <input type="checkbox"/> No |
| Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested | April 2011 |
| Month/year being requested for MTC Commission approval of allocation | April 2011 |

Regional Measure 2 – INITIAL PROJECT REPORT

Status of Previous Allocations (if any)

Work is progressing well with the previous allocations.

| TASK NO | Description | Deliverables | Completion Date |
|----------------|----------------------|--------------------------|------------------------|
| 1 | N. Connector | Final ED | 05/08 (A) |
| 2 | N. Connector | Final Design | 03/09 (A) |
| 3 | N. Connector | Right of Way Acquisition | 05/11 |
| 4 | N. Connector | Construction | 04/11 |
| | | | |
| 5 | I-80 HOV Lanes | Final ED | 04/07 (A) |
| 6 | I-80 HOV Lanes | Final Design | 01/08 (A) |
| 7 | I-80 HOV Lanes | Construction | 12/09 (A) |
| | | | |
| 8 | I-80 EB Truck Scales | Draft ED | 01/09 (A) |
| 9 | I-80 EB Truck Scales | Final ED | 10/09 (A) |
| 10 | I-80 EB Truck Scales | Final Design | 05/11 |
| 11 | I-80 EB Truck Scales | Construction | 12/13 |
| | | | |
| 12 | I-80/I-680/SR12 I/C | Draft ED | 08/10 (A) |
| 13 | I-80/I-680/SR12 I/C | Final ED | 11/11 |

(A) = Actual Date

Impediments to Allocation Implementation

No impediments. The STA, in cooperation with Caltrans, is prepared to move expeditiously to complete the construction phase of the project. This is the highest priority project for the STA.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Expenditures for funds being allocated

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

Next Anticipated RM-2 Funding Allocation Request

November 2011 – Final Design and ROW Acquisition for Initial Construction Packages for the I-80/I-680/SR12 Interchange.

VII. GOVERNING BOARD ACTION

Check the box that applies:

X Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

Regional Measure 2 – INITIAL PROJECT REPORT

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Janet Adams
Phone: (707) 424-6010
Title: Director of Projects
E-mail: jadams@sta-snci.com

Information on Person Preparing IPR

Name: Dale Dennis
Phone: (925) 686-0619
Title: STA Project Management Consultant
E-mail: dodennis@dataclonemail.com

Applicant Agency's Accounting Contact

Name: Susan Furtado
Phone: (707) 424-6075
Title: Accounting Manager
E-mail: SFurtado@STA.local

Revised IPR 09.28.07.doc

Instruction Sheet

Cover Page

Project Title and Number - Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding/planning documents. Provide RM2 project number for the individual project(s).

Allocation History and Current Allocation Request- Include information on past allocations and current allocation request. Add additional entries as necessary.

I. Overall Project Information

Project Title- Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding documents. If this project is subset of a larger RM2 project, please state and summarize overall project but fill out this report for the individual project(s).

Project Sponsor/ Co-sponsor(s)/Implementing Agency- Identify Project Sponsor and any co-sponsor(s) as specified in statute. Identify a Lead Sponsor responsible for ensuring the delivery of the RM-2 project and responsible for addressing any funding shortfalls. If different from the sponsor, identify the Implementing Agency responsible for delivering the project. If multiple agencies identify agency responsibilities for delivering the project or project elements, and if necessary, specify the agency responsible for seeking and processing the RM2 allocation(s).

Project Purpose- Describe the project purpose, including the problem being addressed and specific accomplishment to be achieved and resulting benefits, as well as the value of the project to the region or corridor, and an explanation of the project as a worthy transportation investment.

Project Description- Highlight any differences or variations from the RM-2 legislated project description, or changes in project scope since the previous IPR. If the RM-2 funding is for a deliverable phase or useable segment of the larger project, the RM-2 segment should be described separately as a subset of the overall project description. It must be demonstrated that the RM-2 funded component or phase will result in an operable or useable segment. Include a summary of any prior completed phases and/or future phases or segments associated with the RM-2 segment. Check off whether project graphics information is included in the application.

Impediments to Project Completion - Discussion should include, but not be limited to, the following potential issues that may adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects:

- Any uncommitted future funding needs
- Significant foreseeable environmental impacts/issues
- Community or political opposition
- Relevant prior project funding and implementation experience of sponsor/implementing agency
- Required public or private partnerships
- Right of way constraints
- Timeliness of delivery of related transportation projects
- Availability and timeliness of other required funding
- Ability to use/access other funding within required deadlines
- Legal impediments and any pending or threatened litigation.

Regional Measure 2 – INITIAL PROJECT REPORT

Operability- Discuss ability to operate and maintain the transportation investment once completed, including timeframe and expected fund source and amount needed to support the continued operations and maintenance of the delivered project.

II. Project Phase and Status

Describe the status of each phase of the RM-2 funded phase or operable/useable segment.

- **Environmental** – Discuss status and type of environmental document (indicate if NEPA applies by checking the correct box), scheduled date of circulation of draft document and expected final document date. Explanation of environmental issues requiring special attention. Identification of Lead Agency under CEQA.
- **Design** – Discuss status of project design, including identification of special design considerations, such as design-build or design sequencing, and any special circumstances for the design of the RM-2 funded operable/useable segment.
- **Right-of-Way Activities / Acquisition** – Discuss status of right of way acquisition including any right of way constraints for the RM-2 funded operable/useable segment.
- **Construction / Vehicle Acquisition / Operating Service** - Discuss status or special circumstances for project construction, equipment / vehicle acquisition or service operations for the RM-2 funded operable/useable segment.

III. Total Project Budget Information

Provide the total cost estimates for the four phases (ENV, PS&E, R/W and CON / Operating). The estimate shall be in both escalated (to the year of expenditure including prior expenditures) and current (at time of the preparation of the IPR) dollars. If the project is for planning activities, include the amount in environmental phase.

IV. Project Schedule

Provide planned start and end dates for key milestones of project phases (as applicable). The RM-2 funded phase or component must result in a useable or operable segment. Information shall be provided by month and year.

V. Allocation Request Information

Provide a description of the phase; include an expanded description outlining the detailed scope of work, status of work, work products. Include any prior completed phases and/or future phases or segments associated with the RM-2 segment. Indicate whether there are non-RM2 funds in the phase by checking the correct box. It must be demonstrated that the RM-2 funded component or phase will be fully funded and result in an operable or useable segment. Include details such as when the board of the Implementing Agency will approve the allocation request and the month/year being requested for the MTC to approve the request noting that this will normally take sixty days from the submission of the request.

Status of Previous Allocations - Please provide an update of the previous allocations for this project or subproject, referencing the outcome, approval dates of important actions, and pertinent completed documents.

Regional Measure 2 – INITIAL PROJECT REPORT

Workplan - Either populate the table below or attach a workplan in a comparable format. If a consultant is being hired to complete the workplan, please indicate such and enclose a copy of that plan to MTC. If the workplan is to be detailed out by the Regional Measure 2 allocation, please fill out the work plan to the best of your knowledge and indicate when a more detailed workplan will be submitted.

Impediments to Allocation Implementation - Include a summary of any impediments to complete the phase. Summary should include, but not be limited to, discussion of any potential cost increases, significant environmental impacts/issues, community or political opposition, viability of the project sponsor or implementing agency, relevant prior project funding and implementation experience, required public or private partnerships, potential project implementation issues including right of way constraints, timeliness of delivery of related transportation projects, availability and timeliness of other required funding, ability to use/access other funding within required deadlines, legal impediments, and any pending or threatened litigation which might in any way adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Spreadsheet - To capture the funding data for your project, you will need to refer to the Microsoft Excel spreadsheet that is part of this IPR. The spreadsheet comprises of five tabs that needs to be completed or updated. Instructions are included on the accompanying Excel file to the IPR. Confirm that the required fundingspreadsheet (Microsoft Excel) is completed and enclosed by checking the box.

Next Anticipated RM-2 Funding Allocation Request - Summarize the approximate timing of the RM-2 funding need. If previously allocated RM-2 funds were not fully expended in the year for which an allocation was made, or there is a balance of unexpended RM-2 allocations, provide a status of the non-expenditure of RM-2 allocations, and the expected expenditure date(s). Explain any impacts to RM-2 funding needs as a result of any project delays or advances.

VII. GOVERNING BOARD ACTION

The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR prior to MTC approval of the IPR and allocation of funds. Check the box on whether verification of the governing board action is attached. If not, indicate when the verification will be available

VIII. CONTACT / PREPARATION INFORMATION

Provide applicable contact information including agency, contact/project manager names, phone numbers, e-mail, and mailing addresses. Also provide the date the report was prepared, agency and name of person preparing this report.

Regional Measure 2 Program
Estimated Budget Plan

| | |
|--|--|
| TITLE OF PROJECT Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange | RM2 Legislation ID (and project subelements if any) <p style="text-align: center;">7</p> |
| NAME AND ADDRESS OF IMPLEMENTING AGENCY STA One Harbor Center, Ste 130 Suisun City CA 94585 | |

| Phases: <i>PA/ED</i> | | | |
|---|-------------------------|--------------------|--------------------------------|
| DETAIL DESCRIPTION | ESTIMATED HOURS | RATE/HOUR | TOTAL ESTIMATED COST (Dollars) |
| 1. DIRECT LABOR of Implementing Agency (Specify by task) | | | |
| Construction (N. Connector) | 0 | \$ 64.83 | \$0 |
| PA/ED (I-80 HOV Lanes) | 0 | \$ 64.83 | \$0 |
| PA/ED (I-80/I-680/SR12 Interchange) | 0 | \$ 64.83 | \$0 |
| PA/ED (I-80 Express Lanes) | 0 | \$ 64.83 | \$0 |
| | | | \$0 |
| | | | \$0 |
| TOTAL DIRECT LABOR | | | \$0 |
| 2. DIRECT BENEFITS (Specify) | | | |
| | Benefit Rate | X BASE | |
| STA Overhead (103% OH Rate) | 50% | 0 | |
| TOTAL BENEFIT | | | \$0 |
| 3. DIRECT CAPITAL COSTS (include construction, right-of-way, or vehicle acquisition) | | | |
| | Unit (if applicable) | Cost per Unit (\$) | |
| | | | |
| TOTAL DIRECT CAPITAL COSTS | | | 0 |
| 4. CONSULTANTS/CONTRACTORS (Identify - purpose - rate) | | | |
| | | RATE | |
| Construction | | \$24,600,000 | |
| Project Management | | | |
| TOTAL CONSULTANTS | | | \$24,600,000 |
| 5. OTHER DIRECT COSTS (Specify - explain costs, if any) | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| TOTAL OTHER DIRECT COSTS | | | \$0 |
| 6. TOTAL ESTIMATED COST | | | \$24,600,000 |

| CERTIFICATE | |
|--|--|
| <p>The labor rates and the overhead costs are current and other estimated costs have been determined by generally accepted accounting principles. Bidder represents: (a) that he__has, __has not, employed or retained any company or person (other than a full-time bona fide employee working solely for the bidder) to solicit or secure his contract, and (b) that he__has, __has not, paid or agreed to pay to any company or person (other than a full-time bona fide employee working solely for the bidder) any fee, commission, percentage or brokerage fee, contingent upon or resulting from the award of this contract, and agrees to furnish information relating to (a) and (b) above, as requested by the Contracting Officer.</p> <p><i>For interpretation of the representation including the term "bona fide employee," see Code of Federal Regulations, Title 44, Part 150.</i></p> | |
| SIGNATURE AND TITLE OF AUTHORIZED REPRESENTATIVE OF IMPLEMENTING AGENCY | DATE <p style="text-align: center;">April 1, 2011</p> |



DATE: April 1, 2011
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Utility Service Connections for I-80 Eastbound Cordelia Truck Scales Relocation Project

Background:

STA has been actively working with State of California Department of Transportation (Caltrans), California Highway Patrol (CHP) and the Federal Highway Administration (FHWA) to deliver the I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project. The existing EB Truck Scales, which were constructed in 1958, are seriously undersized and unable to process the existing truck volumes let alone the future projected truck volumes. The purpose of the project is to construct new eastbound truck scales with the capacity to accommodate the anticipated 115% growth in truck traffic in the corridor by 2035; to provide traffic congestion relief in this section of I-80 due by reducing truck /auto weaving and queuing; and to improve the reliability of the system with increased capacity and up-to-date equipment. The Project will rebuild and relocate the EB Cordelia Truck Scales Facility, build a 2-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB State Route (SR) 12 ramps.

Discussion:

STA is leading the design phase for the I-80 EB Cordelia Truck Scales Relocation Project and will also be taking the lead with paying for utility service connections for the Project. Presented below are the required utility service connections and estimated fees for the new Eastbound Cordelia Truck Scales Facility.

| Utility Service Connections | Estimated Cost |
|--|----------------|
| Water (Meters, Connection Fees, 30” Water Line Tee/Stub) | \$380,000 |
| Sanitary Sewer Service | \$80,000 |
| PG&E Gas and Sewer Connection Fee | \$20,000 |
| TOTAL | \$480,000 |

Fiscal Impact:

The Utility Service Connections for the I-80 Eastbound Cordelia Truck Scales Relocation Project are being funded with Bridge Toll funds.

Recommendation:

Authorize the Executive Director to pay the Utility Service Connection fees for the I-80 Eastbound Cordelia Truck Scales Relocation Project for an amount not-to-exceed \$480,000.

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DATE: April 1, 2011
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Building Demolition Contracts for I-80 Eastbound Cordelia Truck Scales Relocation Project

Background:

STA has been actively working with State of California Department of Transportation (Caltrans), California Highway Patrol (CHP) and the Federal Highway Administration (FHWA) to deliver the I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project. The existing Eastbound Truck Scales which were constructed in 1958, are seriously undersized and unable to process the existing truck volumes let alone the future projected truck volumes. The purpose of the Project is to construct new eastbound truck scales with the capacity to accommodate the anticipated 115% growth in truck traffic in the corridor by 2035; to provide traffic congestion relief in this section of I-80 due by reducing truck /auto weaving and queuing; and to improve the reliability of the system with increased capacity and up-to-date equipment. The Project will rebuild and relocate the Eastbound Cordelia Truck Scales Facility, build a 2-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB State Route (SR) 12 ramps.

Discussion:

STA is leading the design phase for the I-80 EB Cordelia Truck Scales Relocation Project and will also be taking the lead with demolition contracts for the Project. The demolition contracts needs to be completed by fall 2011 to facilitate Caltrans advertising the I-80 EB Cordelia Truck Scales Relocation Project for construction, which is scheduled to start in the late fall/early winter 2011. At this point, staff anticipates two demolition contracts, one for demolishing the existing building on the Anheuser Busch property and on the Solano County property (including wells and septic systems serving those buildings) and one for the demolition of the leach field and well that is currently serving the Solano County buildings that will remain on the Solano County property after the right of way acquisition has been completed. Both demolition contracts are discussed in more detail below.

The contract for existing building demolitions (including wells and septic systems serving those buildings) will be advertised for a minimum of twenty-one days with bids anticipated to be opened in May 2011 and the contract awarded at the June STA Board Meeting. The estimate for the building demolition contract is \$161,000.

The demolition of the structures would be considered a “public works” pursuant to California Public Contract Code Section 1101. Given that the estimate for the demolition costs exceeds the threshold of \$5,000, the Public Contract Code Section 20162 requires

that this project be competitively bid and that the contract be awarded to the lowest responsible bidder. Therefore, the STA's Local Preference Policy does not apply since the contract must be awarded at the lowest price without regard to preferential points for local businesses. Staff will insure local noticing of this contracting opportunity to provide local firms with an opportunity to bid on the project.

Contracting for the demolition of the leach field and well that is currently serving the Solano County buildings that will remain on the Solano County property after the right of way acquisition has been completed, STA will enter into an agreement with Solano County. Solano County will perform the demolition of the leach field and well that is currently serving the remaining Solano County buildings once they have installed a new well and leach field. The agreement between STA and Solano County will provide for Solano County to be compensation for both demolishing the existing well and leach field and installing the new well and leach field. The estimated cost to complete this work is \$100,000.

Fiscal Impact:

The demolition contracts for the I-80 Eastbound Cordelia Truck Scales Relocation Project are being funded with Bridge Toll funds.

Recommendation:

Authorize the Executive Director to take the following actions:

1. Advertise the building demolition contract in accordance with all applicable sections of the California Public Contract Code and solicit bids for their construction; and
2. Prepare and execute an agreement between STA and Solano County to compensate Solano County for actual costs for demolishing the existing well and leach field and installing the new well and leach field for an estimated not-to-exceed cost of \$100,000.



DATE: April 7, 2011
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Solano County Transit (SolTrans) Advisory Committee Member Appointments

Background:

The Solano County Transit (SolTrans) Joint Powers Agreement requires formation of a Public Advisory Committee (PAC). Each Member Agency will appoint three members of the public with demonstrated expertise or special interest in, transit issues and who reside within the boundaries of the agencies that they represent to serve on a Public Advisory Committee. This will include representatives selected by each member Agency. The PAC will serve as an advisory committee to the SolTrans Board and will review and comment to the SolTrans Board on the following matters:

- i. Service and fare adjustments
- ii. Development of Short Range Transit Plans, and
- iii. Review SolTrans' annual work plan.

Discussion:

The Solano Transportation Authority (STA) and both the cities of Benicia and Vallejo have the opportunity to appoint three representatives each who will comprise the committee total of nine for the Public Advisory Committee for SolTrans. Once the new committee is formed, staff will plan to convene an initial meeting with a focus on public input to the SolTrans' Short Range Transit Plan (SRTP).

The STA Board's Executive Committee reviewed potential candidates for the three STA appointments from a list of 15 potential candidates provided by staff. After some discussion, the committee recommended the following three to invite to serve on this committee – Tom Bartee, Vicki Conrad and Sue Fisher Jones. If any or all of these choose not to serve, then three alternates were recommended as well – Michael Coan, Cori LaBrado, and David Jones.

Fiscal Impact:

None.

Recommendation:

Appoint Tom Bartee, Vicki Conrad, and Sue Fisher Jones as STA appointees to serve on the SolTrans Public Advisory Committee for a 3-year term and Michael Coan, Cori LaBrado, and David Jones as alternate appointments.

Attachment:

- A. Candidates for STA Appointment - SolTrans Public Advisory Committee

**Potential STA Candidates(3)
for
SolTrans Public Advisory Committee¹**

| REPRESENTATIVES: | | | |
|-------------------------|------------------|---|---------|
| 1. | Tom Bartee | Resident | Vallejo |
| 2. | Vicki Conrad | Executive Director of the Florence Douglas Senior Center | Vallejo |
| 3. | Sue Fisher Jones | Valero | Benicia |
| ALTERNATES: | | | |
| 1. | Michael Coan | Current Chair of Vallejo Chamber | Vallejo |
| 2. | Cori LaBrado | Senior Citizen of Vallejo, Fixed Route User, Solano Senior and People with Disabilities Committee | Vallejo |
| 3. | David Jones | Foster Lumber | Benicia |

¹SolTrans JPA

12c. Public Advisory Committee. Each Member Agency will appoint three members of the public with demonstrated expertise or special interest in, transit issues and who reside within the boundaries of the agencies that they represent to serve on a Public Advisory Committee (PAC). This will include representatives selected by each member Agency. The PAC will serve as an advisory committee to the SolTrans Board and will review and comment to the SolTrans Board on the following matters:

- i. Service and fare adjustments
- ii. Development of Short Range Transit Plans, and
- iii. Review SolTrans' annual work plan.



DATE: April 1, 2011
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: City of Dixon's Intermodal Station West B Street Undercrossing
Project Funding Plan

Background:

The City of Dixon's top priority pedestrian and bicycle project is the West B Street Undercrossing project. The Project is located in the vicinity of Dixon's downtown, between N. 1st Street (State Route (SR) 113) and N. Jefferson Street. It involves constructing a pedestrian undercrossing to replace an existing at-grade crossing at the city's future train station location. The current at-grade crossing facilitates an estimated 500 pedestrian trips daily, the majority of which are children accessing schools on either side of the railroad tracks. Two fatalities have been reported at the project location since 1990. The project is designed to improve bike and pedestrian railroad crossing safety and will provide access to the City of Dixon's future train station.

The West B Street Undercrossing project is challenging because it cannot be phased given the tunnel design under the Union Pacific railroad tracks. The estimated cost to complete the project is \$6.1 million.

The project is identified as a top priority project in the Solano Transportation Authority's (STA) Solano Countywide Bicycle and Pedestrian Plans as well as the Solano Safe Routes to School Plan. As a result, the STA Board approved it for Eastern Congestion Mitigation and Air Quality (ECMAQ) Program Funds which was later swapped for Transportation Development Act (TDA) Article 4/8 funds with the City of Vacaville for a total of \$975,000. In addition, the STA also committed \$195,000 from TDA Article 3 funds for allocation in FY 2012-13 for a total of \$1.17 million to assist in attracting other grants and funding opportunities. The City has a remaining funding gap of \$4.93 million.

Over the last 2 years, the STA Board approved funding that completed and/or advanced several major priority pedestrian and bicycle projects in other Solano cities:

Major bicycle projects:

- City of Fairfield's McGary Road Class II Bike Route (Complete)
- City of Benicia's State Park Road/ Rose Drive Overcrossing (Complete)
- City of Suisun's Central County Bikeway (Complete)
- City of Vacaville's Ulatis Creek Bike Class I Route (Fully funded- Construction anticipated in Summer 2011)

Major pedestrian projects:

- City of Rio Vista's Waterfront Project (Demonstration Project Complete)
- City of Vallejo Downtown Renaissance Project (Under Construction)
- City of Suisun's Grizzly Island Trail Project (Fully funded- Construction anticipated Fall 2011)
- Solano County Old Town Cordelia- (Completed)

These projects have been in planning, environmental and design phases for a number of years. Completion of the projects was possible through existing fund sources as well as funding advanced as part of the American Recovery and Reinvestment Act (ARRA). As a result, there are few shovel ready bicycle and pedestrian projects.

Discussion:

STA staff is proposing to create a fund strategy for the City of Dixon's West B Undercrossing Project due to its priority in the STA Countywide Bicycle and Pedestrian and SR2S Plans. The recommended funding strategy will be consistent with the principles approved by the STA Board for the City of Dixon's project. Attachment A outlines the funding strategy principles adopted by the STA Board on March 10, 2010. By creating a fund strategy, the City of Dixon will be provided funding certainty for local match funds needed to leverage discretionary funds for other regional, state and federal fund sources based on the project's progress.

The recommended fund strategy includes \$4.949 million of combined committed and anticipated discretionary funding to be dedicated toward the Project. This includes the previous ECMAQ and TDA Article 3 funds plus \$649,000 in available Transportation Enhancement (TE) reserve funds among other funding outlined in Attachment B. A remaining shortfall of \$1.151 million will need to be addressed by the City of Dixon by FY 2012-13; otherwise the STA will need to program the committed funding to other eligible projects or risk being lost to the region.

The STA Technical Advisory Committee (TAC) reviewed this item and unanimously approved STA staff's recommendation at their March 31, 2011 meeting.

Fiscal Impact:

No direct impact to the STA budget. Funding committed as part of the fund strategy will be provided by discretionary funds as outlined in Attachment B.

Recommendation:

Approve a fund plan committing \$4.949 million current and future discretionary funding for the City of Dixon's West B Undercrossing Project as outlined in Attachment B.

Attachments:

- A. STA Funding Strategy Principles and Criteria
- B. City of Dixon's West B Street Bicycle and Pedestrian Undercrossing Fund Strategy

Solano Transportation Authority (STA)

Funding Strategy Principles and Criteria

The following set of principles and criteria will help guide the STA Board in prioritizing STA Overall Work Plan (OWP) projects.

- 1. Minimum of One Top Priority Project Per Agency every 10 years**
 - a. To maintain equity between STA member agencies, at least one top priority project from each agency will benefit from STA discretionary dollars every 10 years.
 - b. Criteria: Developed project phases per member agency per decade.
- 2. Create Funding Certainty**
 - a. Projects become STA OWP funding priorities if a project sponsor can demonstrate a project has a funding strategy for each development phase (project concept planning to construction) to cover at least a complete phase of construction.
 - b. Criteria: Funded Project Delivery Phases
 - i. Environmental Review
 - ii. Preliminary Engineering and Design
 - iii. Right-of-Way Acquisition
 - iv. Construction
- 3. Reward Project Progress**
 - a. Projects become STA OWP funding priorities if the project sponsor can show project development progress towards obtaining environmental clearance, completing design, or certifying right-of-way.
 - b. Criteria: Completed Project Delivery milestones
 - i. Environmental Document approval, permits obtained, and Project Approval
 - ii. Final Design complete
 - iii. Right-of-Way acquired
- 4. Maximize Countywide Funding through Leveraging**
 - a. Projects become STA OWP funding priorities if STA investments can help bring additional grant funding into Solano County. There are several ways to leverage funds:
 - b. Provide basic local matches to obligate grant funds**
 - i. Projects become STA OWP funding priorities if STA investments can assist project sponsors with local matches.
 - ii. Criteria: Ratio of STA grants vs. other funding
 - c. Develop projects to compete for “Shovel-Ready” grants**

- i. Projects become STA OWP funding priorities if STA investments can assist a project sponsor develop a project to acquire grants focused on construction.
 - ii. Criteria: Ratio of STA development funds needed vs. construction grant opportunities
- d. Invest comprehensively in a project area to compete for large grants**
- i. Projects become STA OWP priorities if project sponsors can demonstrate multiple transportation connections to their projects.
 - ii. If these choices are not yet available, additional connection projects can become STA funding priorities to support the larger project, enabling it to compete for larger grant funds.
 - iii. Criteria: Ratio of STA investments vs. regional grant funding

City of Dixon’s West B Street Bicycle and Pedestrian Undercrossing Fund Strategy

FUNDING INFORMATION

| Funding Sources | Program Year | Upcoming Deadlines | Fund Sources Total |
|--------------------------|---------------------|-----------------------------|---------------------------|
| TDA 4/8 | 2011-12 | VV/Dix Fund Swap | \$325,000 |
| TDA 4/8 | 2012-13 | VV/Dix Fund Swap | \$325,000 |
| TDA 4/8 | 2013-14 | VV/Dix Fund Swap | \$325,000 |
| TDA 3 | 2012-13 | Due March 2012 | \$125,000 |
| YSAQMD CAF | 2012-13 | Due March 2012 | \$100,000 |
| E-CMAQ, if Cycle 2 | 2012-13 | TBD | \$2,000,000 |
| MTC-STA SR2S, if Cycle 2 | 2012-13 | TBD | \$600,000 |
| STIP-TE, if reauthorized | 2012-13 | Reprogram, Apr 26 | \$649,000 |
| State SR2S Grant | 2012-13 | TBD | \$500,000 |
| | | TOTAL | \$4,949,000 |
| | | SHORTFALL | \$1,151,000 |
| | | Project Phase Total: | \$6,100,000 |

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DATE: April 13, 2011
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Solano Regional Transportation Plan (RTP) Projects List Public Hearing

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.

In order to provide a transportation network for the Sustainable Communities Strategy (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). Because of the 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 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.

MTC requires each Congestion Management Agency to solicit public input on projects for submittal to the RTP, including holding at least one public hearing. On March 9, 2011, the STA Board issued a Call for Projects for the Solano RTP project list. To date, the following meetings have been held to solicit public input on the Solano RTP Project List:

- STA Bicycle Advisory Committee – March 16
- STA Paratransit Coordinating Council – March 17
- Solano Express Intercity Transit Consortium and STA Technical Advisory Committees – March 30
- STA Pedestrian Advisory Committee – April 6

The input from those meetings is contained in the Solano RTP Project List (Attachment A). Any recommendations from STA staff that are not consistent with the input received at these meetings is explained below.

Discussion:

MTC has provided STA with a preliminary financial projection for the RTP Call for Projects. That projection is \$3.36 billion over the next 25 years. MTC has stated that the projections are based on the foreseeable revenues plus a 75% mark-up. The baseline revenue would therefore be \$1.92 billion. During the last RTP update cycle, MTC provided STA with an initial financial projection of \$1.6 billion, but later revised the projection downward to approximately \$600 million. STA is anticipating a similar lowering of the financial projection in this RTP cycle. The projects and programs identified in Attachment A are consistent with the fund estimate provided to STA by MTC.

The Solano RTP Project List includes 32 projects. Of these, 11 are either fully funded or will be funded entirely with local funds, and will not require any discretionary funds from MTC. The remaining 21 projects include major investments such as the I-80/I-680/SR-12 interchange, Jepson Parkway and the western end of the North Connector, expansion of the Curtola, Fairfield and Vacaville transit centers, construction of a new intermodal center in Benicia, improvements around the downtown Dixon rail depot, and signalization of the SR-12/SR-113 intersection.

The RTP submittals also include the Programmatic Categories established by MTC, covering items such as bicycle and pedestrian facility expansion, non-capacity local bridge rehabilitation/replacement/retrofit, and transit operation and maintenance. The Programmatic Categories are shown in Attachment C. STA is not proposing to assign any funds to categories 15 (Non-Capacity Increasing Local Road Intersection Modifications and Channelization, 17 (Freeway/Expressway Incident Management (freeway service patrol, call boxes)) or 23 (Toll Bridge Rehabilitation/Replacement/Retrofit. STA is also proposing to add three categories: Senior and Disabled Mobility, Safe Routes to Schools and Safe Routes to Transit, and MTC staff has stated their acceptance of these three categories.

Once the STA Board adopts the Solano RTP Project List, the Solano Express Intercity Transit Consortium and the STA TAC will make a final recommendation on funding levels and tier for each project, program and programmatic category. These funding recommendations will be made at the meetings of April 27, leaving just enough time for STA and the member agencies to finish entering projects into MTC's on-line RTP data base. The final project list with costs will be brought back to the STA Board for adoption at the May Board meeting.

Fiscal Impact:

None at this time. However, the RTP project list will identify those projects and programmatic categories 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:

Hold a public hearing on the Draft Solano RTP Project List, and approve those projects to be submitted to MTC for inclusion in the RTP.

Attachments:

- A. Solano RTP Project List (To be provided under separate cover.)
- B. SCS/RTP Performance Targets
- C. Programmatic Categories

Date: January 26, 2011
 W.I.: 1121
 Referred by: Planning Committee

Attachment A
 Resolution No. 3987
 Page 1 of 2

Performance Targets for the Sustainable Communities Strategy/Regional Transportation Plan

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

Attachment A
Resolution No. 3987
Page 2 of 2

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

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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DATE: March 31, 2011
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan

Background:

The State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan began in late 2008 through a \$55,000 grant awarded to STA by the San Francisco Ridge Trail Council. The purpose of the Plan was to evaluate the possibility for an off-street bicycle and pedestrian path within the SR 12 West corridor, while providing a basis to update other plans in this area. Key participants of the Technical Working Group that was formed to guide this Plan included staff from Caltrans, City of Fairfield, Napa County, Napa County Transportation and Planning Agency (NCT&PA), San Francisco Ridge Trail Council, and Solano County.

The Plan development was placed on hold for approximately one year, resuming in late 2009, due to state budget restrictions on available funding. Over the past several months, the Plan's Working Group and consultant team has worked to refine the study to finalize the document.

Discussion:

The SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan includes the following chapters:

1. Executive Summary
2. Introduction
3. SR 12 Corridor Bicycle and Pedestrian Partnership
4. Goals, Objectives, and Policies
5. Bicycle and Pedestrian Plans/Projects Inventory
6. Opportunities and Constraints
7. Concept Design and Alignment Options
8. Trail Design Guidelines
9. Cost Analysis, Funding, and Implementation

The planned Caltrans SR 12 Jameson Canyon Road Widening Project will provide Class II bicycle lanes along SR 12 for commuting and utilitarian bicycle-pedestrian travel through the corridor. With the expected construction of Class II bicycle lanes as part of the Caltrans project, the ability for bicyclists to travel through the 6 mile corridor will be acceptable to meet the bicycle transportation needs.

To accommodate pedestrian travel, a separated Class I path or trail route for pedestrian transportation between the two counties was evaluated. Based on this evaluation, a "most feasible" route along the south side of SR 12 with an estimated construction cost of \$8.8 million (not including Right-of-Way (ROW) acquisition costs) has been identified for further study to provide a path beyond the Class II bicycle lanes on SR 12. This route is technically the most feasible of five alternative routes considered, but still has considerable challenges.

A benefit-cost analysis was prepared and showed that the cost to develop a Class I facility on the terrain exceeds the benefit based on estimated users. Based on this model, although the most feasible alignment will be relatively expensive to construct, given physical, environmental and ROW challenges, a Class I project would provide a benefit cost ratio of 0.30 at 25 users per day. A positive benefit cost ratio of 1.02 could be achieved at about 90 users per day (32,850 trail users/visitor days annually).

It is possible that as future potential developments in the corridor are completed, an increase in the expected number of users will occur, which would bring a positive benefit-cost ratio. An alternative option is to consider the design and construction of a trail to a lower standard initially, potentially reducing construction costs greatly. For example, the trail could be designed with an 8-foot wide natural surface instead of a 10-foot paved surface, with shoulders, significantly reducing grading, drainage, and paving costs. A positive benefit cost ratio could then be achieved with much lower daily use levels. The trail could then be upgraded at some time in the future when use levels dictate a higher standard is warranted.

Ultimately, the study concludes that since the trail will predominantly be located on or adjacent to private farm and ranch lands, follow-up planning/engineering work should be completed in addition to discussions with key property owners, possibly in cooperation with the Solano Land Trust and the Napa Land Trust and the Ridge Trail. Coordination with the California Department of Fish and Game and the U.S. Fish and Wildlife Service will also be important next steps.

The Bicycle Advisory Committee (BAC) reviewed the Plan at their March 16, 2011 meeting. The BAC comments were as follows:

- Change all references to SR 12 bicycle lane providing “sufficient” accommodation for bicyclists to “acceptable”
- Update the conclusion to clarify/provide a recommendation for the need for a safe crossing of SR 12 at Red Top Road; in the interim, complete a study for an at-grade crossing or other alternate until the long-term interchange improvements can be made.

The BAC unanimously approved the study for STA Board adoption based on the draft approved by the study’s Technical Working Group. At their March 30, 2011, the TAC unanimously approved the study as well.

Fiscal Impact:

None.

Recommendation:

Approve the SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan.

Attachments:

- A. SR12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan

Note: This attachment has been provided to Board members under separate enclosure.

For immediate review, you may also access by going to the STA Website:

<http://www.sta.ca.gov/cal.php?event=1&oid=1000000207&ogid=9996&event=1>



DATE: April 6, 2011
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Status of Ramp Metering Implementation and Other Operational Improvements in Solano County

Background:

Efforts to satisfy public demand for improved travel have shifted from a philosophy of providing additional capacity to one of improving the operations of existing transportation infrastructure. Ramp metering is effectively implemented in conjunction with other freeway management systems such as High Occupancy Vehicle (HOV) lanes, HOV ramp bypass lanes, surveillance camera and incident detection, and arterial management. Studies have shown ramp management benefits include increased safety by improving the flow and mix of vehicle that enter the freeway, improved mobility and reliability, and environmental benefits from reduced vehicle emissions.

On February 20, 2010, the STA Board approved the Solano Highways Operations Study, which recommended this approach to maximize current infrastructure with operations investments, such as ramp metering and other traffic operations system elements. This study was developed under the guidance of the Solano Highways Partnership (SoHIP), a partnership involving all cities along I-80 as well as Metropolitan Transportation Commission (MTC), Caltrans, and STA staff.

Discussion:

Fairfield I-80 Ramp Metering Under Construction

As part of the I-80 HOV Lane project in Fairfield, Caltrans is installing ramp metering equipment between Red Top Road and Air Base Parkway. This includes highway-to-highway connector metering projects on connectors within the I-80/I-680/SR12 Interchange. Construction is estimated to be complete by early 2012.

\$55M in Federal Funds for Ramp Metering and Other Operations Improvements

In October 2009, MTC adopted federal funding for Fiscal Year (FY) 2009-10 and 2010-11 to be amended into the current 2009 Transportation Improvement Program (TIP). The funding was an extension of the federal Safe Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) for Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Included in this action was \$28 million for 42 ramp metering locations and Traffic Operations System (TOS) elements, such as close circuit television cameras, changeable message signs, and traffic volume loop detection, along I-80 between State Route 37 in Vallejo to I-505 in Vacaville as part of MTC's Freeway Performance Initiative (FPI) (Attachment A). Within Cycle 2, an additional \$27 million for 19 ramp metering locations and 150 TOS elements along I-80 countywide.

Authorization to Build Ramp Metering, But Not to Operate Ramp Metering

Caltrans and MTC are working together to fund and build ramp metering and TOS project elements, but they cannot operate ramp metering lights without approval from local agencies. Santa Clara County and San Mateo County entered into Memorandums of Understanding (MOU) to clarify roles & responsibilities and create a framework for how ramp metering would be studied and how ramp metering would be operated in collaboration with local agencies and Caltrans. These MOUs describe how Caltrans meets quarterly with a Ramp Metering Technical Advisory Committee (RMTAC) to discuss and adjust ramp metering signal timing.

Next Steps: Studying Ramp Metering and Developing an MOU for Ramp Metering Operations

Since December 2010, the STA, MTC, Caltrans staff along with Public Works staff from local agencies located along I-80 (Dixon, Fairfield, Vacaville, and Vallejo) have held monthly Solano Highways Partnership (SoHIP) meetings discussing highway projects in development, ramp metering study scopes of work, public engagement proposals, and MOU development (Attachment B). SoHIP members routinely focus on issues related to local congestion due to ramp metering, safety related to highway-to-highway connectors, public education and information about ramp metering, and clear modeling data to understand the regional and local benefits of ramp meters prior to beginning ramp meter operations. The SoHIP reviewed a draft Ramp Metering Presentation at their March 30 meeting, which has been revised with additional information from Caltrans (Attachment C).

STA staff estimates that the SoHIP Committee will review and recommend approval of a ramp metering study by early 2012 and potentially enter into MOUs with local agencies and Caltrans at the same time. Prior to Caltrans completing the construction of the I-80 Ramp Metering project in Fairfield, the SoHIP and STA will have reviewed public information material to inform the public about ramp metering. A draft of public information presentation will be provided under separate cover.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. MTC Resolution 3924, Appendix A4, Freeway Performance Initiative projects
- B. Solano Highways Partnership (SoHIP) Agenda Covers, 12-15-10, 01-26-11, and 02-23-11

October 28, 2009

Attachment A

MTC Resolution No. 3925

Page 5 of 10

Revised: 12/16/09-C

09/22/10-C

Appendix A-4

**New Act Cycle 1 STP/CMAQ/CMIA/RTIP
Freeway Performance Initiative (FPI) Project List
September 22, 2010**

PRIOR ARRA COMMITMENTS

(thousands \$)

| Caltrans EA | Route | Location | Description | Capital costs | Support costs | Total Cost | Committed ARRA | Cumulative ARRA |
|--------------------------------|---------|--------------------------|---------------------|---------------|---------------|------------|-----------------|-----------------|
| 15340 | SM 280 | SB; Route 1 to Route 380 | 9 RMs | \$4,900 | \$2,100 | \$7,000 | \$7,000 | \$7,000 |
| 15130 | SCL 280 | SB; Menker to 11th | 8 Ramp Meters (RMs) | \$5,000 | \$2,000 | \$7,000 | \$7,000 | \$14,000 |
| 15034 | SCL 280 | NB; Vine to Leland | 7 RMs | \$3,400 | \$1,600 | \$5,000 | \$5,000 | \$19,000 |
| Committed ARRA Subtotal | | | | | | | \$19,000 | |

NEW ACT CYCLE 1 (FY 09/10 - FY 11/12)

| Caltrans EA | Route | Location | Description | Capital costs | Support costs | Total Cost | Cycle 1 Funding * | Cycle 1 Cumulative Funding |
|-------------------------|---------|--|---------------------------|---------------|---------------|------------|-------------------|----------------------------|
| - | - | signal timing, perf. monitoring & implementation | | | | | \$8,558 | \$8,558 |
| 15300 | ALA 92 | EB; SM Bridge to Route 880 | 7 RMs | \$3,872 | \$2,365 | \$6,237 | \$6,237 | \$14,795 |
| 15420 | SCL 85 | Route 280 to Route 101 | 14 RMs + 14 TOS elements | \$8,552 | \$3,135 | \$11,687 | \$4,687 | \$19,482 |
| 15113 | ALA 580 | Route 880 to SCL Co. line | 25 RMs + 69 TOS elements | \$12,425 | \$4,416 | \$16,841 | \$6,841 | \$26,323 |
| 15320 | SCL 680 | Route 101 to ALA co. line | 32 RMs + 23 TOS elements | \$16,295 | \$5,611 | \$21,906 | \$11,906 | \$38,229 |
| 15310 | ALA 680 | CC co. line to SCL co. line | 30 RMs + 67 TOS elements | \$28,112 | \$8,301 | \$36,413 | \$36,413 | \$74,642 |
| 15330 | SCL 101 | 101/85 IC south to SBT co. line | 27 RMs + 46 TOS elements | \$19,215 | \$6,612 | \$25,827 | \$4,290 | \$78,932 |
| 15350 | SOL 80 | SR 37 to I-505 | 42 RMs | \$21,000 | \$7,068 | \$28,068 | \$28,068 | \$107,000 |
| 15160 | MRN 101 | SF Co. Line to SON Co. Line | 43 RMs | \$23,700 | \$5,000 | \$28,700 | \$5,000 | \$112,000 |
| TOS22 | SOL 80 | I-505 to YOL Co. Line | 19 RMs + 150 TOS elements | \$20,000 | \$7,000 | \$27,000 | \$7,000 | \$119,000 |
| 15270 | CC 4 | Alhambra Ave. to Loveridge Road | 4 RMs + 40 TOS elements | \$6,400 | \$2,500 | \$8,900 | \$2,500 | \$121,500 |
| 15148 | ALA 880 | Davis St to SCL co. line | 8 RMs + 60 TOS elements | \$10,000 | \$3,500 | \$13,500 | \$3,500 | \$125,000 |
| Cycle 1 Subtotal | | | | | | | \$125,000 | |

NEW ACT CYCLE 2 (FY 12/13 - FY 14/15)

| EA | Route | Location | Description | costs | costs | Total Cost | Funding | Cumulative |
|-------------------------|---------|--|---------------------------|----------|---------|------------|-----------------|------------|
| - | - | signal timing, perf. monitoring & implementation | | | | | \$6,000 | \$6,000 |
| 15160 | MRN 101 | SF Co. Line to SON Co. Line | 43 RMs | \$23,700 | \$5,000 | \$28,700 | \$23,700 | \$29,700 |
| TOS22 | SOL 80 | I-505 to YOL Co. Line | 19 RMs + 150 TOS elements | \$20,000 | \$7,000 | \$27,000 | \$20,000 | \$49,700 |
| 15270 | CC 4 | Alhambra Ave. to Loveridge Road | 4 RMs + 40 TOS elements | \$6,400 | \$2,500 | \$8,900 | \$6,400 | \$56,100 |
| 15148 | ALA 880 | Davis St to SCL Co. Line | 8 RMs + 60 TOS elements | \$10,000 | \$3,500 | \$13,500 | \$10,000 | \$66,100 |
| TOS19 | SON 101 | Marin Co. Line to Mendocino Co. Line | 40 RMs + 108 TOS elements | \$24,000 | \$6,900 | \$30,900 | \$30,900 | \$97,000 |
| Cycle 2 Subtotal | | | | | | | \$97,000 | |

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GRAND TOTAL \$241,000

* Project adjustments if needed will be taken to the Commission through a TIP amendment

* Project list updated September 22, 2010. Notable revisions include:

- (1) The elimination of SM 101 because we received state funds;
- (2) Addition of SON 101 and;
- (3) Redirected costs based on recent bid prices.

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SoHIP

SOLANO HIGHWAYS PARTNERSHIP MEETING AGENDA

Wednesday, December 15, 2010

11:30 a.m. to 1:00 p.m. in STA Main Conference Room

STA Main Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585



Purpose: The Solano Highways Partnership, composed of agencies with jurisdiction along the I-80 corridor, serves as a collaborative review committee advising STA, MTC, and Caltrans staff on highway project delivery, including highway project design, MOUs regarding the operation of ramp metering, and Intelligent Transportation System projects.

| <u>ITEM</u> | <u>ACTIVITY</u> | <u>ADMINISTRATOR</u> |
|-------------|---|---|
| I. | LUNCH - CALL TO ORDER—SELF INTRODUCTIONS | Janet Adams STA |
| II. | APPROVAL OF AGENDA | |
| III. | ACTION ITEMS | |
| A. | Purpose of the Solano Highways Partnership (SoHIP) <i>Recommendation:</i> <i>Approve the Solano Highways Partnership purpose & membership as discussed on the December 15th SoHIP agenda cover.</i> | Sam Shelton, STA |
| IV. | INFORMATION ITEMS (11:45 a.m. – 1:00 p.m.) | |
| A. | I-80 Project Status & Future Coordination Efforts (10 minutes) | Janet Adams, STA Alan Chow, Caltrans |
| B. | Ramp Metering Intro & Public Information (10-15 minutes) | Joy Lee, MTC Sean Nozzari, Caltrans |
| C. | Ramp Metering MOU Worksheet & Examples (10-15 minutes) | Sam Shelton, STA |
| D. | Ramp Metering Study: Consultant RFP Outline (15 minutes) | Alan Chow, Caltrans Joy Lee, MTC |
| E. | Next Steps & Meeting Schedule | Sam Shelton, STA |
| V. | ADJOURNMENT The next SoHIP meeting will be scheduled for January 2011, as discussed under Item IV.E. | |

Solano Highways Partnership (SoHIP) Members, (Proposed)

| | | | | |
|--|--|---|---|--|
| <u>Royce Cunningham</u> City of Dixon | <u>Wayne Lewis</u> City of Fairfield | <u>Paul Wiese</u> County of Solano | <u>Jeff Knowles</u> City of Vacaville | <u>David Kleinschmidt</u> City of Vallejo |
| <u>Alan Chow</u> Caltrans D4 Systems and Ramp Metering | <u>Adrian Levy</u> Caltrans D4 Systems and Ramp Metering | <u>Joy Lee</u> Metropolitan Transportation Commission | <u>Sze Lei Leong</u> Metropolitan Transportation Commission | <u>Janet Adams</u> Solano Transportation Authority |

SoHIP

SOLANO HIGHWAYS PARTNERSHIP MEETING AGENDA

Wednesday, January 26, 2011

11:30 a.m. to 1:00 p.m. in STA Main Conference Room

STA Main Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585

Purpose: The Solano Highways Partnership, composed of agencies with jurisdiction along the I-80 corridor, serves as a collaborative review committee advising STA, MTC, and Caltrans staff on highway project delivery, including highway project design, MOUs regarding the operation of ramp metering, and Intelligent Transportation System projects.



| <u>ITEM</u> | <u>ACTIVITY</u> | <u>ADMINISTRATOR</u> |
|---|--|--------------------------------------|
| I. | LUNCH - CALL TO ORDER—SELF INTRODUCTIONS | Sam Shelton, STA |
| II. | APPROVAL OF AGENDA | |
| III. | APPROVAL OF DECEMBER 15, 2011 MEETING MINUTES | Jessica McCabe, STA |
| IV. | ACTION ITEMS | |
| A. | None. | |
| V. | INFORMATION ITEMS (11:45 a.m. – 1:00 p.m.) | |
| A. | Ramp Metering Project Design in Fairfield (15 minutes) | Alan Chow, Caltrans |
| B. | Potential Ramp Metering I-80 FPI Project Scope (20 minutes) | Adrian Levy, Caltrans |
| C. | Revised Ramp Metering Study Scope of Work (30 minutes) | Joy Lee, MTC Dowling & Associates |
| D. | Next Steps: Adopt Ramp Metering Scope of Work and Review Public Information & MOU Development (10-15 minutes) | Sam Shelton, STA |
| VI. | ADJOURNMENT | |
| The next SoHIP meeting will be scheduled for March 30, 2011 at 11:30am at the STA Main Conference Room. | | |

Solano Highways Partnership (SoHIP) Members,

Royce Cunningham
City of Dixon

Steve Hartwig
City of Fairfield

Paul Wiese
County of Solano

Jeff Knowles
City of Vacaville

David Kleinschmidt
City of Vallejo

Alan Chow
Caltrans D4 Systems and
Ramp Metering

Joy Lee
Metropolitan Transportation
Commission

Janet Adams
Solano
Transportation Authority

SoHIP

SOLANO HIGHWAYS PARTNERSHIP MEETING AGENDA

Wednesday, February 23, 2011

11:30 a.m. to 1:00 p.m. in STA Main Conference Room

STA Main Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585

Purpose: The Solano Highways Partnership, composed of agencies with jurisdiction along the I-80 corridor, serves as a collaborative review committee advising STA, MTC, and Caltrans staff on highway project delivery, including highway project design, MOUs regarding the operation of ramp metering, and Intelligent Transportation System projects.



| <u>ITEM</u> | <u>ACTIVITY</u> | <u>ADMINISTRATOR</u> |
|-------------|---|--|
| I. | LUNCH - CALL TO ORDER—SELF INTRODUCTIONS | Sam Shelton, STA |
| II. | APPROVAL OF AGENDA | |
| III. | APPROVAL OF JANUARY 26, 2011 MEETING MINUTES | Jessica McCabe, STA |
| IV. | ACTION ITEMS None. | |
| V. | INFORMATION ITEMS (11:30 a.m. – 1:00 p.m.) | |
| A. | Revised Ramp Metering Study Scope of Work (30 minutes) | Sze-Lei Leong, MTC Dowling & Associates |
| B. | STA CMP & MTC Joint Traffic Count Project (5 minutes) | Robert Macaulay, STA |
| C. | Highway-to-Highway Ramp Metering (25 minutes) | Alan Chow, Caltrans |
| D. | Review Public Information Elements & MOU Development Schedule (30 minutes) | Sam Shelton, STA |

Solano Highways Partnership (SoHIP) Members,

Royce Cunningham
City of Dixon

Steve Hartwig
City of Fairfield

Paul Wiese
County of Solano

Jeff Knowles
City of Vacaville

David Kleinschmidt
City of Vallejo

Alan Chow
Caltrans D4 Systems and
Ramp Metering

Joy Lee
Metropolitan Transportation
Commission

Janet Adams
Solano
Transportation Authority

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DATE: April 4, 2011
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Status of STA's Overall Work Plan (OWP) for Fiscal Year (FY) 2010-11 and FY 2011-12 and Development of OWP for FY 2011-12 and 2012-13

Background:

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year overall work plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2009-10 and FY 2010-11 includes a list of 42 priority projects, plans and programs.

The State Budget crisis continues to overshadow transportation funding in California. Two years ago, the Governor and the State Legislature opted to zero out the State Transit Assistance Fund (STAF). In recent years, the State Transportation Improvement Program (STIP) has had little or no new funds to be programmed or allocated by the California Transportation Commission (CTC). This year, the State of California has opted to not pursue issuance of state bonds to fund various state infrastructure projects that would include state transportation projects. The past couple of years, the U.S. Congress continued to forestall a decision on the composition and scope of the federal authorization bill with a de-emphasis on federal earmarks. All of these issues are having a direct impact on the STA's ability to fund elements of the Overall Work Program.

Discussion:

Attached as an information item is the status of the STA's current OWP for FY 2010-11 and FY 2011-12 (Attachment A). Despite the continuing impacts of the current State fiscal crisis, the STA has continued to work productively with the County's seven cities, the County of Solano, Caltrans, Metropolitan Transportation Commission (MTC), the Capitol Corridors, and others to implement the priority plans, projects and programs identified in this OWP. The loss and/or delay of state funding is projected to particularly impact the STA's ability to plan for and conduct project development activities for priority projects. Over the past five years, the agency has dedicated a significant amount of time to analyzing and evaluating a range of transportation issues, obstacles, and options for improving Solano County's transportation system. The emphasis in the timeframe of 2000 to 2005 was to complete a variety of planning studies, including the first Comprehensive Transportation Plan, initiating various corridor studies, and identifying a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities,

transit coordination, and various programs. The project development activities include completing environmental documents, designing projects, and managing construction. In 2009, the STA's eight member agencies approved a modification to the STA's Joint Powers Agreement that authorizes the STA to undertake right of way functions for specified priority projects, such as the North Connector, the Jepson Parkway, State Route (SR) 12 Jameson Canyon, and the I-80 Truck Scales Relocation Project. STA managed programs include the Solano Napa Commuter Information (SNCI), Solano Safe Routes to Schools, Solano Abandon Vehicles Abatement (AVA) Program, the Lifeline Program (targeted for lower income communities), and Transportation Planning and Land Use Solutions (T-Plus).

OWP Milestones in 2010-11 - Planning

The following milestones were obtained for OWP plans during this current fiscal year:

1. Rio Vista Bridge Study completed (OWP# 6)
2. I-80 Corridor Management Plan completed and Operational Analysis and Ramp Metering implementation initiated (OWP #9)
3. The first ever Solano Rail Crossing Study completed (OWP #11 & #37)
4. The formation of the Solano County Transit Joint Powers Authority (SolTrans) was approved by the cities of Benicia and Vallejo and STA and the new SolTrans Board initiated its transition plan (OWP #13)
5. Vacaville Community Based Transportation Plan completed (OWP #14)
6. The Countywide Bike Plan update completed (OWP #20)
7. Update of Senior and Disabled Transportation Study initiated (OWP#24)
8. Public Private Partnership (P3) Study initiated for transit centers located on I-80 Corridor (OWP #8)
9. SR 12 Jameson Canyon Bike/Ped Plan completed

OWP Milestones in 2010-11 – Projects

1. Draft EIR/EIS for I-80/I-680/SR12 Interchange completed (OWP #1)
2. North Connector (Suisun Parkway) east construction completed (OWP #2)
3. Initiated preliminary engineering for conversion and new Express (HOT) Lanes on I-80 (OWP #4)
4. SR 12 East Safety and Rehabilitation Projects from Suisun City to SR 113 completed (OWP #6c)
5. I-80 EB Cordelia Truck Scales design and right of way completed and project ready for construction in May 2011 pending State's ability to bond for project (OWP #7)
6. Solano Bikeway Phase 2/McGary Road and State Park Road/I-780 Overcrossing Bike projects construction completed (OWP# 20)
7. Old Town Cordelia pedestrian improvements completed (OWP #21)
8. SR 12 Jameson Canyon project right of way completed and project ready for construction in May 2011 pending State's ability to bond for project (OWP #29)
9. Vallejo Station Phase A under construction (OWP # 33a)
10. Vacaville Intermodal Station Phase 1 completed (OWP #33b1)
11. Vallejo Bus Transit Center under construction with completion scheduled for May 2011 (OWP #39)

OWP Milestones in 2010-11 - Programs

1. 15 schools have held 41 events as part of STA's Solano Countywide Safe Routes to School Program with 11 more schools scheduled to participate by June 2011 (OWP #15)

2. 1,195 vehicles abated in the first six months of FY 2010/11 (OWP #16)
3. Routes 30 and 90 Operating Agreements renewed with City of Fairfield (OWP #35)
4. SNCI program completed Fourth Annual Employer Commute Challenge with 46 employers and 620 of their employees participating and started up 45 new vanpools (OWP #27)
5. Draft greenhouse gas inventory for six cities and County completed per STA's Solano Climate Change Strategy (OWP #34)

PROJECT DELIVERY/NEAR TERM CONSTRUCTION PROJECTS

Based on the Budget for FY 2010-11 and FY 2011-12, the following OWP projects are currently fully funded and are under construction or projected to be under construction during the next two to three years.

- SR 12 Jameson Canyon Widening
- I-80 East Bound Cordelia Truck Scales Relocation and Upgrade
- Next Phase of I-80/I-680/SR 12 Interchange
- SR 12 East Safety Projects – SR 113 to Rio Vista

Three of the highway related projects are being conducted in project development partnerships with Caltrans.

In addition, STA has two projects that it is continuing to advance through the project development process and is currently seeking funding for their specific phase, but the project may be impacted by any delay in the allocation of funds by the CTC. The Jepson Parkway Project is slated to begin construction in the next two to five years if it remains on schedule and a funding agreement can be developed with the cities of Fairfield and Vacaville.

- Jepson Parkway Project – Vanden Segment
- Dixon Train Station (“B” Street Undercrossing) Park Boulevard Overcrossing

There are several projects that are currently in the project development phase with that phase currently funded so that work can continue, but the project is not fully funded and the STA is seeking additional future funds for construction.

- I-80/I-680/SR 12 Interchange – Environmental document for full interchange and design for next phase
- Express Lanes (HOT Lanes) – Preliminary Engineering for Initial Two Segments
- Fairgrounds Access Project – Environmental Document
- Travis AFB Access Improvements – North Gate
- SR 12/Church Road Improvements

Finally, there are several projects that are included in the OWP, but the initial or next phase of the project is not currently funded in the proposed two year budget.

- I-80 HOV Lanes Project –SR 29 to 37
- I-80 HOV Lanes Project – Air Base Parkway to I-505
- Jepson Parkway – remaining phases
- North Connector – West Segment
- Peabody Road

TRANSIT CENTERS

There are several priority transit centers that the STA has successfully pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are moving into the project development stage. The agency sponsor for each of these transit projects is one of the cities. Four of the projects were recipients of Regional Measure 2 funds for which the STA is the project sponsor, but the cities are delivering the projects.

Two of these projects have phases fully funded and are currently under construction.

- Vallejo Bus Transit Center – (Transfer Station)
- Vallejo Station – Phase A

Three additional projects have phases fully funded or nearly funded and expect to be under construction in one to five years.

- Fairfield/ Vacaville Rail Station – Phase 1
- Transit Center at Curtola/Lemon Street – Phase 1
- Benicia Park-and-Ride Lots

Several of these projects are initial phases of larger planned projects that are not fully funded. The larger, long range transit centers are as follows:

- Vacaville Intermodal Station – Phase 2
- Vallejo Station – Phase B
- Fairfield Transit Center
- Dixon Rail Station
- Transit Center at Curtola/Lemon Street – Phase 2 and 3

STA PLANNING ACTIVITIES

The following planning studies are currently underway and funded in the currently proposed budget.

- Regional Traffic Impact Fee (RTIF) Study
- Comprehensive Transportation Plan Update
- Implementation of Two Recommendations of Countywide Transit Consolidation Study
- Community Based Transportation Planning (CBTP) – Fairfield East
- SR 12 Major Investment Study (MIS)

The update of the STA's Comprehensive Transportation Plan (CTP) is expected to be a large undertaking with a number of individual studies and plan updates grouped under the CTP. These include the following individual studies that are currently funded as part of the proposed budget:

- Safe Routes to Transit
- Countywide Bike Plan Update
- Countywide Pedestrian Plan Update
- Countywide TLC Update and Identification of Project Development Areas
- Safe Routes to Schools Plan Update – Increasing Number of Schools from 10 to 60
- Senior and Disabled Transportation Plan Update
- Intercity Transit Operations Plan Update

The following plans are not currently funded in the proposed budget.

- SR 29 Major Investment Study
- Solano Water Passenger Service Study
- Emergency Responders and Disaster Preparedness Study

STA serves as the lead agency for the following programs and each of these programs are funded in the currently proposed budget, but in several instances the funding for the program is short term.

- Safe Routes to School Program
- Abandoned Vehicle Abatement Program
- Congestion Management Program
- Countywide Traffic Model and Geographic Information System
- Transportation for Livable Communities (TLC) and T-Plus Programs
- Implementation of Countywide Bicycle Plan Priority Projects
- Countywide Pedestrian Plan and Implementation Plan
- Clean Air Fund Program and Monitoring
- STA Marketing/Public Information Program
- Paratransit Coordinating Council
- Intercity Transit Coordination
- Lifeline Program Management
- Solano Napa Commuter Information (SNCI)

Prior to the STA's development of its FY 2011-12 & 2012-13 budget, staff is providing this status update of the current Overall Work Program (OWP) and has agendized the development of the updated OWP for discussion by the TAC and Board this month in preparation for adoption of the OWP at the April TAC and May STA Board meetings. On April 20th, STA received a letter from the City of Vallejo requesting additions to the OWP. A copy of the letter is attached (Attachment B).

Recommendation:

Informational.

Attachments:

- A. Status of STA's Overall Work Plan (Priority Projects) for FY 2010-11 and FY 2011-12
- B. Letter to Request Additions from the City of Vallejo dated April 20, 2011

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| STA Co-Lead: | Project# 28 - 35 |
| STA Monitoring: | Project# 36 - 42 |

| Category | Project # | PRIORITY PROJECTS | LEAD AGENCY | FUND SOURCE | FY 2010 11- 12 | FY 2011 2012 1- 12 13 | EST. PROJECT COST | DEPT LEAD STAFF |
|---------------------|-----------|--|-------------|---|---|--|---|-------------------------|
| STA Lead - Projects | 1. | <p><u>I-80/680/SR 12 Interchange</u></p> <ul style="list-style-type: none"> A. Interchange EIR/EIS <ul style="list-style-type: none"> ➤ Alt B and Alt C B. Breakout Logical Components <p><u>Status:</u> Administrative Draft EIR/EIS at Caltrans for review, expect circulation in May-August 2010. STA identified Locally preferred alternative that was included in Draft EIR/EIS. STA to identify next Phasing of construction packets has been completed. for construction. Detailed preliminary engineering and R/W activities to begin for next construction package. Project awarded submitted to CTC for Prop 1B CMIA Savings of \$24M by CTC in summer 2010. Construction on first construction packet in 2012.</p> <p><u>Milestones:</u> Administrative Draft EIR/EIS submitted to Caltrans circulation - Completed.</p> <p><u>Estimated Completion Date (ECD):</u> Draft Environmental Document May 2010 Final Environmental Document Dec. Fall 2010/2011</p> | STA | \$9M TCRP \$50M RM2 \$50.7 M AB 1171 <u>\$24 M CMIA</u> | X | X | \$9.6 M for EIR/EIS \$12 M Prelim Engineering \$1 B to 1.2 B (Capital Cost) | Projects Janet Adams |



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|---------------------|-----------|--|---|---|------------|------------|---|-------------------------|
| STA Lead - Projects | 2. | North Connector A. East Segment (STA) B. Central Segment (Fairfield) C. West Segment (STA) <u>Status:</u> Advanced Construction package for Chadbourne signals completed 2009. Construction East End and Central Segment to opened in fall 2010. STA to develop funding plan for West End with Fairfield and County. <u>The West Segment will be constructed as part of I-80/I-680/SR 12 Interchange improvements, which include a interchange at SR 12 and the new roadway (West Segment).</u> <u>Milestones:</u> Phase 1 Construction Completed Phase 2 (East Segment) Construction Began Roadway <u>Opened</u> <u>ECD:</u> <u>East Segment – COMPLETED</u> <u>Central Segment - COMPLETED Oct. 2010</u> | STA (East and West Segments) City of Fairfield (Central Segment) | \$3M TCRP (environmental) \$21.3M RM2/STIP East Section \$20M City of Fairfield \$1M County of Solano Central Segment Current Shortfall in funding \$32M West Section | X | X | \$2.7 M EIR \$81.6 M (Capital Cost) | Projects Janet Adams |



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|---------------------|-----------|--|-------------|---|---------------|---------------|---|----------------------|
| STA Lead - Projects | 3. | <u>I-80 HOV Projects</u> A. <u>Red Top to Air Base Parkway</u> –8.7 miles new HOV Lanes. COMPLETED (Fall 2009) <u>Ramp Metering (HOV Lane Component)</u> PA/ED: 4/07 PS&E: 10/09 R/W: None Begin Construction: 6/2010 B. <u>WB I-80 Carquinez Bridge to SR 29</u> – This project has a completed PSR approved by Caltrans. Project is currently unfunded (\$20M). C. <u>Redwood Parkway – Fairgrounds Drive Improvement Project</u> - STA, City and County to begin began PA/ED by 6/20102010, Scoping Meeting held January 2011. D. Air Base Parkway to I 505 – See OWP Project #4 <u>Milestones:</u> The HOV Lanes completed from Red Top Road to Air Base Parkway. The PA/ED for Redwood Pkwy – Fairgrounds Dr Improvement Project began 2010. | STA | \$9 M RM 2 \$56 M CMIA \$15.4 M Fed Earmark Current Shortfall in funding \$20 M PSR – Fed Demo (\$1 M) Current Shortfall in funding \$85 M Current Shortfall in funding \$111 M | X | X | \$60 M (Capital Cost) \$20 M PSR PA/ED \$1.5 M \$85.50 M (HOV Lanes) \$111 M (Capital Cost) | Projects Janet Adams |



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|---------------------|-----------|---|------------------|---|---------------|---------------|-------------------|----------------------|
| STA Lead – Projects | 4. | Express Lanes (HOT Lanes) A. Convert Existing I-80 HOV Lanes to Express Lanes B. I-80 Air Base Pkwy to I-505 C. I-80 SR 29 to SR 4 D. I-80 SR 37 to SR 29 <u>Status:</u> STA obtained \$1.1M in RM 2 funds to initiate the Preliminary Engineering for conversion and new lanes from Air Base to 505 STA approved to complete PSR/PR for Project (Red Top Rd to I-505) by Caltrans, \$16.4 M allocated from Bridge Toll funds for the PA/ED of this Project. PA/ED underway estimated 2 years to complete this phase of the Project. <u>Milestones:</u> \$1.1M Allocation from BATA Bridge Tolls. Project Manager hired. Consultants selected for first 2 priority segments. <u>EDC:</u> PA/ED – March 2013 | STA PA/ED Design | Potential: Advance Bridge Tolls \$16.4 M Bridge Tolls | X | X | | Projects Janet Adams |



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|---------------------|-----------|---|---|--|---|--|----------------------------|-------------------------|
| STA Lead – Projects | 5. | <u>Jepson Parkway Project</u> A. Vanden Rd. B. Leisure Town Rd. C. Walters Rd. <u>Extension</u> <u>Status:</u> FEIR March 2009 Board, FEIS by Caltrans Spring 2010 <u>scheduled to be completed by April 2011.</u> STA and County working on funding agreement for Vanden Segment Design. <u>STA to work</u> working with Partners to initiate design work <u>(County/Cities of Fairfield and Vacaville) to advance the Vanden Rd. to Elmira Segment.</u> = <u>Milestones:</u> Draft Biological Opinion (BO) completed by US Fish and Wildlife Service <u>\$2.4 M for PS&E allocated by CTC in 2010.</u> ECD: PA/ED: 6/3/09 <u>(EIR), 4/11 (EIS)</u> PS&E: 12/12 R/W: 6/13 Beg Con: FY 2014-15 (Due to State Budget Crisis) | STA Partners: Vacaville Fairfield County Suisun City | STIP 2006 STIP Aug Fed Demo Local Current Shortfall in funding \$59 Regional \$98 Local | X | X | \$135 M (Capital Costs) | Projects Janet Adams |



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|---------------------|-----------|--|-------------|-------------|------------|------------|-------------------|----------------------|
| STA Lead – Projects | 6. | State Route (SR) 12 East A. <u>SR 12/Church Road PSR</u> a. STA Lead on PSR with completion <u>completed, final</u> Summer <u>2010</u> b. Initiate PA/ED for SR 12/ Church Rd. with 2010 SHOPP/STIP B. <u>Rio Vista Bridge Study</u> a. STA Lead with draft Study fall 2009, with study completed <u>spring Summer 2010</u> C. \$46 M in rehabilitation improvements completed to begin construction in 2009 <u>December 2010</u> (Suisun City to SR 113) D. Shoulder widening near Rio Vista segment to begin construction in 2010 <u>2012 pending resolution of right of way acquisition.</u> E. <u>SR 12/113 intersection improvements</u> D. | | | X | X | | Projects Janet Adams |
| | | <p><u>Milestones:</u> Draft PSR for Church Road under review at Caltrans. Administrative Draft and the Bridge Study Report completed. have been completed. Construction underway for the Rehabilitation Construction from Suisun City to SR 113 <u>completed.</u> The funding program for the shoulder widening near Rio Vista segment programmed <u>STA Board requested the SR 12/Church Rd. improvements and the SR 12/113 interection improvements by included in the Caltrans 2010 SHOPP program.</u></p> <p><u>EDC:</u> <u>SR 12/Church Road PSR – COMPLETED</u> <u>Rio Vista Bridge Study – COMPLETED</u> <u>\$46 M in rehabilitation – COMPLETED</u></p> | | | | | | |
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|-------------------|-----------|--|--|---|---------------|---------------|-------------------|-------------------------|
| STA Lead Projects | 7. | <p><u>I-80 EB Cordelia Truck Scales</u> New Truck Scales with STA lead in partnership with CHP and Caltrans.</p> <p><u>Status:</u> EIR/EA Final completed October 2009. The design <u>is completed</u> and R/W activities are on-going, <u>but the project has rights to the properties and can proceed to construction.</u> Construction planned to begin <u>as early as in 2011 pending funding allocation by the CTC.</u></p> <p><u>Milestones:</u> The EIR/EA approved. 95% PS&E under development completed. Permits obtained. Right-of-Way Acquisition <u>initiated on-going.</u></p> <p><u>ECD:</u> PA/ED COMPLETED PS&E 12/10 <u>COMPLETED</u> R/W 6/11 <u>ALL RIGHTS OBTAINED</u> Begin Con 6/11 End Con 12/13</p> | STA • PA/ED • Design Caltrans • R/W • Con | \$1.3 M R M 2 \$49.3 M Bridge Tolls \$49.3 M TCIF | X | X | \$100.9 M | Projects Janet Adams |
| STA Lead Studies | 8. | <p><u>Private Public Partnerships (3P)</u> Feasibility Study to consider options for P3 within the County. Study to consider a range of options for this financing/delivery of capital projects.</p> <p><u>Status:</u> This Study was requested to be added by the STA Board on April 14, 2010. Scoping and partnerships for the Study <u>are being developed. will be the next steps.</u></p> | STA | \$150k STAF | X | X | \$150,000 | Projects Janet Adams |



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|--------------------|-----------|--|-------------|--|--|--|-------------------|-------------------------|
| STA Lead – Studies | 9. | <u>I-80 Corridor Management Policy(s)</u> This includes, but is not limited to ITS Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features). <u>Status/Milestones:</u> <u>The Study has been completed and set a foundation to initiate the discussions for Ramp Metering implementation along the I-80 corridor.</u> <u>Milestones:</u> <u>I-80 Corridor Management - COMPLETED</u> <u>ECD:</u> <u>Ramp Metering MOU – Jan 2012</u> <u>Operational Analysis – Fall 2011</u> | STA | \$250,000 SP&R \$62,500 STAF Local Match | | | N/A | Projects Sam Shelton |



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|--------------------|-----------|---|----------------------|---|------------|------------|-------------------|-----------------------------|
| STA Lead – Studies | 10. | <u>Regional Traffic Impact Fee (RTIF) Nexus Study</u> <ul style="list-style-type: none"> Public Outreach Technical Study Options/Scenario <p><u>Status:</u> The Nexus Study has been initiated with on-going coordination with stakeholders and policy committee. Expect technical work to be completed in FY 2010-11. The traffic demand model land use and 2010 base year have been updated. The initial county wide project list has been developed.</p> <p><u>Milestones:</u> The project evaluation criteria adopted and draft project list developed. Traffic Model Update – COMPLETED Model TAC Approval of Initial Model Run - COMPLETED</p> | STA | PPM | X | X | \$300,000 | Projects Sam Shelton |
| STA Lead – Studies | 11. | <u>SR 113 Major Investment Study (MIS)</u> <p><u>Status:</u> Pursue SR 113 projects on SHOPP list; follow up work with Dixon and Solano County regarding realignment options.</p> <p><u>Milestones:</u> Study was adopted by the STA Board.</p> | STA STA/Dixon | Funded – Partnership Planning Grant Joint STA/Dixon funding needed | | | \$315,000 | Planning Robert Guerrero |



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|--------------------|-----------|---|-------------|---|---------------|---------------|-------------------|---|
| STA Lead – Studies | 12. | <p>Comprehensive Transportation Plan (CTP) Update <u>ALL:</u> <u>Project cost consultant contract RFP released 3/11.</u> <u>Work completion est. 8/11.</u></p> <p>Arterials, Highways and Freeways <u>Milestones:</u> Adopted Goals, State of the System report, Goal Gap Analysis, updated Routes of Regional Significance, project list.</p> <p>Alternative Modes <u>Milestones:</u> Adopted Goals, State of the System report, Goal Gap Analysis, Project List; Bike and Ped plan updates parallel process. Develop State of the System report, TLC Plan update consultant contract RFP released 3/11.</p> <p>Update approximately 50% complete.</p> <p>Transit <u>Milestones:</u> Adopted Goals, State of the System report, Goal Gap Analysis, Project List Develop implementing policies, project priority list and performance measures Rail Crossing Inventory adopted 2/11.</p> <p>Safe Routes to Transit Consultant contract RFP released 3/11. Plan completion est. 8/11. Railroad Crossings Study Emergency Responders, Disaster Preparedness, Response and Recovery</p> | STA | Combination of STIP/STP fund swap and TDA fund swap | X | X | | Planning Robert Macaulay Robert Guerrero Sara Woo Robert Macaulay |



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|----------|-----------|--|-------------|--------------|--|---|-------------------|-----------------|
| | | <u>Regional Transportation Plan Update</u> <u>A. RTP Call for Projects</u> <u>B. Participate in RTP update</u> <u>C. Participate in Regional Housing Needs Allocation</u> <u>Status: MTC has initiated RTP update; ABAG is preparing SCS. Draft SCS land use plan scheduled Fall 2011. RTP Draft in 2012. RHNA local participation approved 2/11; steering committee active</u> <u>Status:</u> Developing project cost estimates, prioritized project list and implementing policies. Developing prioritized list of follow-up studies and plans, including: Alt Fuels Strategy Safe Routes to Transit Plan Safe Routes to School Plan <u>Update approximately 66% complete.</u> <u>ECD:</u> <u>Jan. 2011</u> | STA | STA Planning | X | X | | |



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|-----------------------|---------------|---|----------------|------------------|--|--|------------------------|--|
| STA Lead – Studies | 13. | <p><u>Countywide Transit Consolidation Study</u></p> <p>Implementation of recommended options</p> <p>A. Option 1: Benicia/Vallejo Transit Consolidation <u>JPA and Transition Plan</u> MOU developed and approved; <u>SolTrans Board meeting</u></p> <p>B. <u>A.</u> Option 4c: Interregional express bus route consolidation pending</p> <p><u>Status:</u></p> <p>A.B. <u>Implementation of Transition Plan underway JPA and Business Plan under development;</u></p> <p>B. <u>A.</u> Option 4c FY 2010-12 evaluations will begin.</p> <p><u>ECD:</u></p> <p><u>July 2011 SolTrans agency functional Implementation of option 1 (Ben/Vjo consolidation) JPA Summer 2010; Option 4c – ongoing</u></p> | | STAF | X | X | \$ 4 00,000 | Transit/Ridesha re Elizabeth Richards |
| STA Lead – Studies | 14. | <p><u>Community Based Transportation Plan (CBTP)</u></p> <p>A. Vacaville FY 2009-10; B. East Fairfield/TAFB FY 2010-11</p> <p><u>Milestones:</u></p> <p>Vacaville CBTP <u>Completed RFP released and consultant selected;</u> E Fairfield RFP to be released by Fall 2010.</p> <p><u>ECD</u></p> <p>Vacaville study projected to be completed by <u>Fall 2010;</u> East Fairfield study to be completed by June 2010<u>2</u></p> | STA/MTC | MTC/CBTP STAF | X | X X | \$120,000 | Transit/Ridesha re Liz Niedziela |



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| STA Lead – Programs | 15. | <p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></p> <p>Status:</p> <ol style="list-style-type: none"> 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Funding of Program 6. Update of Plan <p>Status:</p> <p>Programs being initiated. Over \$1.2 million obtained to date. ThreeTwo-Year Work Plan approved. STA to continue to seek additional grant funds. SR2S coordinators hired.SR2S 2011 Plan update initiated along with countywide mapping project. As of March 2011, 15 schools have held 41 events while 11 additional schools have 28 more events scheduled for school year ending June 2011.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> -28 Radar Speed Signs installed -50-60 -Coordinator hired. | STA | STP Planning Gas Tax ECMAQ TFCA Yolo/Solano BAAQMD | X | X | <p>Total cost \$32 M Engineering \$1 M/year Encouragement, Education and Enforcement</p> <p>(29 schools out of 100 schools in Plan)</p> | Projects Sam Shelton |
| STA Lead – Programs | 16. | <p><u>Abandoned and Vehicle Abatement Program</u></p> <p>Status:</p> <p>Ongoing – 739 3,157 1,195 vehicles abated in the first 6 months of the first 6 months of -FY 2008201009-09110.</p> | STA | DMV | X | X | <p>08/0909-10 \$350,000254,180 county wide distribution</p> | Projects/ Finance Susan Furtado |



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| Category | Project # | PRIORITY PROJECTS | LEAD AGENCY | FUND SOURCE | FY 2010 11 12 | FY 2011 12 13 | EST. PROJECT COST | DEPT LEAD STAFF |
|---------------------|-----------|--|-------------|--------------|--|--|-------------------|-----------------------------|
| STA Lead – Programs | 17. | <u>Congestion Management Program (CMP)</u> <u>Status:</u> Conduct 2011 CMP bi-annual update. <u>Milestones:</u> <u>Adopted 2009 CMP Traffic counts to be conducted 4/11; draft CMP 6/11; final CMP 9/11.</u> | STA | STP Planning | X | X Initiate in FY 10-11, Complete FY 11-12 | | Planning Robert Macaulay |



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| STA Lead – Programs | 18. | <u>Countywide Traffic Model and Geographic Information System</u> A. Development of new (2030) model– <u>completed</u> B. Update 2000 and 2030 land uses and create 2010 projected increment - <u>completed</u> C. Develop 2040 network, land uses and projections D. Maintenance of Model, including formalizing Model TAC and creation of Land use subcommittee E. Develop in-house modeling capacity E.F. <u>Develop in-house GIS expertise</u> | STA/ NCTPA STA STA, NCTPA STA STA | STP-Planning NCTPA Funded by T-PLUS T-Plus | X X X | X X | \$75,000 \$800,000 \$35,000 \$24,000 \$25,000 | Planning/ Projects Robert Macaulay/ Robert Guerrero <u>Sam Shelton</u> (GIS) |
| | | <u>Status:</u> Model assumptions being updated to meet standard measures. Modeling software and hardware acquired; in-house training on-going. Improving model accuracy for Arterial streets; preparing for 2010 Census information. Model update and calibration complete; updated model being used. New model for 2040, consistent with SCS land uses, due in FY 11-12. | | | | | | |
| | | <u>Milestones:</u> New 2030 model created; new Model TAC and Model Land Use Committee created; on-call model consultant selected. | | | | | | |
| | | ECD: On-going <u>Model update 6/12.</u> | | | | | | |



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| STA Lead – Programs | 19. | <p><u>Development of STA’s Transportation for Livable Communities (TLC) Program and MTC’s Transportation Planning for Land Use Solutions (T-PLUS) Program</u></p> <p>A. TLC Corridor Studies</p> <p>1. Update Jepson Parkway TLC Plan <u>as part of design contract.</u></p> <p>2. <u>STA funded design for FY 2008-09 and FY 2009-10</u></p> <p>B. County TLC Plan Update – Update and integrate Priority Development Area implementation plan</p> <p><u>Status:</u> <u>Monitoring TLC Planning and Capital grants; update TLC Plan, Jepson Parkway plan. Program local TLC Block Grant funds for FY10-11 and 11-12; support cities obtaining PDA designations and receiving PDA funds. TLC Planning Grants prepared for award. TLC Plan update consultant contract RFP issued 3/11.</u></p> <p><u>Milestones:</u> Adopted North Connector TLC Concept Plan and Rio Vista Waterfront Design Plan completed by city.</p> | STA | Regional TLC CMAQ TE STP Planning T-PLUS T-PLUS | X | X X | | Planning Robert Guerrero Robert Macaulay/ Robert Guerrero Robert Guerrero/ Sara Woo |



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| STA Lead – Programs | 20. | Implementation of Countywide Bicycle Plan Priority Projects A. Solano Bikeway Phase 2 McGary Road (Vallejo-Hiddenbrook to Fairfield)— funding agreement complete, construction in FY 09 completed in 2010. B. Jepson Parkway Bikeway (next phase) – Roadway design to include TLC components. C. Benicia Bike Route: State Park Rose Drive/ I-780 – Funding plan complete, construction in FY 09 constructed in 2010 D. Vacaville – Dixon Bike Route Phase 2 – Ongoing as funding is available E. Jameson Canyon path/trail study; funded and consultant selected; work underway (EDC fall 2010) draft released; completion set for end of FY 10-11. F. North Connector TLC elements; Plan adopted, elements incorporated into Suisun Parkway segment. Incorporate elements into future West Segment design. Status: A & C ready to build; B included in design. D building in phases; E underway; F partly under construction. Milestones: Suisun City gap closure (Central Bikeway Project) completed ; McGary Road and Rose Drive Overcrossing funded and ready to build completed. Update Solano Bicycle Master Plan; underway. EDC Fall 2010 June 2011. ECD: Ongoing | City of Fairfield Vacaville/ Fairfield, County, STA City of Benicia Solano County STA County/STA /Fairfield STA/ NCTPA/ Ridge Trail STA/ Fairfield STA | TDA-Art 3 TLC STIP CMAQ Regional Bike/Ped. Program SR2S TDA Art 3/ Bay Ridge Trail (TBD) T-PLUS | X | X | \$2-\$3 M \$3.2M \$543,000 \$85,000 | Planning Robert Guerrero Sara Woo |



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|---------------------|-----------|--|--|--|---------------|---------------|---|---|
| STA Lead – Programs | 21. | <p><u>Countywide Pedestrian Plan and Implementation Plan</u></p> <p>A. Vacaville Creekwalk Extension B. SR 12 Jameson Canyon Trail Study C. Develop Ped Project Implementation Plan Update of Solano Pedestrian Master Plan; underway. EDC Fall 2010 D. <u>West B Street Ped Crossing</u></p> <p><u>Status:</u> Vacaville Creekwalk ready for construction (<u>NOTE – may be delayed</u>); Jameson Canyon Trail Study; <u>Ped Plan update both underway</u>, underway, <u>Ped Plan update release pending</u>, <u>Funding plan for West B Street Ped Crossing drafted</u></p> <p><u>Milestones:</u> Union/Main Street Ped Improvements <u>completed</u>and; Old Town Cordelia Ped Improvements <u>completed fully funded</u>.</p> <p><u>ECD:</u></p> | STA Solano County Vacaville Fairfield Fairfield STA County County | State TEA Bay Trails TDA-ART3 Regional Bike/Ped Program RM 2 Safe Routes to Transit Bay Ridge Trail Grant (pending) | X | X | \$3-\$5M (Capital Cost) \$1 million \$100,000 Bay and Delta Trail Planning Grants TDA – Art 3 | Planning Robert Guerrero Sara Woo |
| STA Lead – Programs | 22. | <p><u>Clean Air Fund Program and 3-Monitoring</u></p> <p>A. BAAQMD/TFCA B. YSAQMD</p> <p>Five year funding plan and project <u>3-Monitoring</u>completed for BAAQMD; pending for YSAQMD. <u>3-part funding priority plan established</u>.</p> <p><u>Status:</u> Allocated annually</p> | STA YSAQMD | TFCA Clean Air Funds | X | X | \$290,000 Annually (TFCA) \$260,000 CY2010 (YSAQMD Clean Air) | Planning Robert Guerrero |



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| STA Lead – Programs | 23. | <u>STA Marketing/Public Information Program</u> A. Website B. Events C. STATUS D. Project Fact Sheets and Public Outreach 1. I-80 STATUS E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy H. Annual report <u>Status:</u> Website being redesigned and moved to new host for 2010. Federal and state legislative trips occur annually New web site design and hosting completed 3/11.. <u>Milestones:</u> Published 2008-09 Annual Report, STATUS, SR 12 STATUS, Rio Vista Bridge and Pave 80 flyers. 2009 <u>2010</u> Annual Awards held in Fairfield <u>Suisun City</u> . | STA | TFCA Gas Tax Sponsors | X | X | | Planning Jayne Bauer |



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| STA Lead – Programs | 25. | <p><u>Intercity Transit Coordination</u></p> <ul style="list-style-type: none"> A. Multi-year intercity funding agreement B. TDA Fund Coordination C. RM2 Transit Operating Fund Coordination D. Solano Express Intercity Transit Marketing E. Manage Intercity Transit Consortium F. Intercity Ridership Study 2012 Update G. Unmet Transit Needs Coordination & Phase-out plan <p><u>Status:</u> Intercity Transit Funding agreement being updated for FY2011-12. updated. Intercity Transit Ridership Study data collected; reports completed.</p> <p><u>Milestones:</u> Updated intercity transit funding agreements and cleared Unmet Transit Needs process. Rio Vista and County of Solano acted to remove them selves from the Unmet Transit Needs process and use all TDA funds for transit. Worked with transit operators to update Intercity Transit Funding agreement</p> | A-F STA | TDA | X | X | | Transit/Rideshare Elizabeth Richards & Liz Niedziela |
| STA Lead – Programs | 26. | <p><u>Lifeline Program Management</u></p> <ul style="list-style-type: none"> A. Call for Projects B. Project Selection C. Monitor Projects <p><u>Status:</u> Monitor projects selected in first and second call for projects Administer third Call for Projects summer of 2011. State budget constraints slowing implementation of Lifeline projects.</p> | STA/MTC | TDA/STAF | X | X | \$15,000 | Transit/Rideshare Liz Niedziela |



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| STA Lead – Programs | 27. | <u>Solano Napa Commuter Information (SNCI) Program</u> A. Marketing SNCI Program B. Full Incentives Program C. Emergency Ride Home (ERH) Program D. Employer Commute Challenge E. Vanpool Program F. Coordination with Napa G. Campaigns/Events H. Commute Profile Study | STA | MTC/RRP TFCA ECMAQ | X X X X X X X X | X X X X X X X X | \$500,000 | Transit/Rideshare Judy Leaks |
| | | <u>Status:</u> Implement Spring Bike to Work campaign and continue to deliver overall services to Solano and Napa employers and the general public. Commute Profile study to be completed June 2010. | | | | | | |
| | | <u>Milestones:</u> Implemented new vanpool incentive program in coordination with HOV lane openings; Fourth Third Commute Challenge completed with increased employer and employee participation 620; 45 new vans were started to/from our counties and SNCI supported 171 vanpools; Staffed 38 46 —events in the first six months of FY1 10 ; reprinted and distribution of Bikelinks maps and other marketing materials. | | | | | | |



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| STA Co-Lead Projects | 28. | <p><u>Travis Air Force Base Access Improvement Plan (North & South Gates)</u></p> <p>A. South Gate Access (priority) B. North Gate Access</p> <p><u>Status:</u> Travis AFB identified the South Gate as the priority gate for improvements. County lead working with STA, City of Suisun City, and Travis AFB for South Gate implementation. <u>Environmental Studies for South Gate underway. Work on the North Gate has been suspended pending City of Fairfield Train Station Specific Plan and how it may impact planed improvements along Cannon Rd and North Gate Rd. Funding agreement pending w/County/STA/Suisun City for South Gate. STA to seek additional federal funds for North Gate Improvements.</u></p> <p><u>Milestones:</u> County initiated Environmental Study.</p> <p>EDC (South Gate): PA/ED: 6/10<u>12/12</u> PS&E: 6/11<u>12/13</u> R/W: 12/12<u>12/13</u> Beg Con: 4/13<u>14/14</u></p> | <p>STA Funding lead</p> <p>County Implementing lead</p> | <p>\$3.2M Federal Earmark</p> <p>South Gate Fully Funded</p> <p>North Gate Funding Short Fall \$5 M</p> | X | X | <p>South Gate \$3M</p> <p>North Gate \$7.6 M</p> | Projects Janet Adams |



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| STA Co-Lead Projects | 29. | <p><u>SR 12 West (Jameson Canyon)</u> Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Project will be built with 2 construction packages.</p> <p><u>Status:</u> 1-STA Lead for PS&E. 100% PS&E submitted to CT. STA to work with Caltrans and CT for construction allocation. All design work has been completed; all right-of-way rights have been obtained. All utility agreements have been executed. Ready for CTC construction allocation.</p> <p><u>Milestones:</u> Project ready for Construction. 100% PS&E completed and Right of Way Acquisition initiated.</p> <p>ECD: PA/ED: 1/08COMPLETED PS&E: COMPLETED R/W: 9/40ALL RIGHTS OBTAINED Begin Con 9/402011 0 Delayed Due to State Budget Crisis</p> | Caltrans STA NCTPA | \$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark | | | \$139 M | Projects Janet Adams NCTPA Caltrans |



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| STA Co-Lead Plans | 30. | <u>SR 29 MIS</u> Status: NCTPA seeking Partnership Planning Grant and MTC support. <u>Previous submittals have not received grant funding.</u> Target for FY 2011-12 2012-13 | NCTPA | Unfunded – seeking Partnership Planning Grant and MTC funds | | X | \$650,000 | Planning Robert Macaulay |
| STA Co-Lead Plans | 31. | <u>SR 12 MIS</u> Develop MIS for SR 12 corridor (I-80 to I-5); create Corridor Advisory Committee to steer MIS and implementation. Coordinate MIS with Rio Vista bridge study. SACOG has not committed funds; all other funds secured. <u>Begin meetings of Corridor Advisory Committee (STA, Sac County, SJCOG elected officials).</u> <u>Status: Complete funding package assembled; MTC has contracted with PBS&J; study work is underway, with draft Existing Conditions, Environmental Scan and Safety reports out to technical advisory group; future conditions report reviewed by project development team. CAC has met once, scheduled to meet second time 4/18/11.</u> <u>ECD: 12/12</u> | STA SJCOG, SACOG, MTC, Caltrans | STP PPM, SJCOG and SACOG funds Caltrans HQ funds | X | X | \$950,000 <u>(STA \$150,000)</u> | Planning Robert Macaulay |
| STA Co-Lead Plans | 32. | <u>Ten-Year Transit Capital Funding Plan</u> Status: 10-Year Transit Capital Plan and process for Major, Minor and fleet under development. <u>Completing 2011 update and prioritize plan to maximize funding opportunities such as Prop 1b, Federal Economic Stimulus funds, earmarks, etc.</u> | STA | Prop 1B Transit Capital Federal Earmarks Fed ARRA | X | X | | Transit/Rideshare re <u>Elizabeth Richards</u> <u>Liz Niedziela</u> |



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| STA Co-Lead Programs | 33. | <u>Regional Measure 2 (RM 2) Implementation (Capital)</u> A. Vallejo Station (Phase A to begin under construction this FY) <u>Milestones:</u> Phase A construction bids opened. The Transfer Center began construction <u>and scheduled to be open May 2011.</u> B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal) <u>Milestones:</u> 1. Vacaville <u>Transportation Ctr Phase 1 - COMPLETED completed Feb 2011.</u> construction began in 2009. 2. Curtola City hired PM, expect to begin began PA/ED by 6/10. 3. Benicia Benicia Intermodal - is working with community during project development phase <u>completed PA/ED, has initiated PS&E and is expected to begin construction summer 2011.</u> C. Rail Improvements 1. Capitol Corridor 2. Fairfield Vacaville Rail Station <u>Milestones:</u> 1. <u>Capitol Corridor - COMPLETED</u> 2. <u>Rail Station Fully funded Phase 1. Develop implementation plans with sponsors (Schedule and funding plan) completed 65% PS&E. Scheduled to begin construction FY 2011-12.</u> | STA Fairfield Vallejo Vacaville Benicia CCJPA MTC | RM 2 | X | X | \$28 M \$20 M \$25 M | Projects Janet Adams Sam Shelton |



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| STA Co-Lead Programs | 34. | <p><u>Solano Climate Action Program</u></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> A. Conduct county-wide greenhouse gas emission inventory (spring/summer 2010) B. Develop STA-specific GHG emission inventory (Fall 20110) C. Develop and implement county-wide and agency-specific GHG reduction programs and projects, with 4Cs guidance <p><u>Milestone:</u></p> <p>Funded development of Countywide Greenhouse Gas Inventory, City/County ICLEI Membership; adopted Climate Change Strategy AECOM under contract to conduct GHG inventory; 75% complete. STA lead on state grant application for subsequent Climate Action Plan.</p> | STA | YSAQMD BAAQMD TFCA Program Manager Funds | X | X | \$60,000 to initiate | Planning Robert Macaulay |
| STA Co-Lead Programs | 35. | <p><u>Solano Express Route Management</u></p> <ul style="list-style-type: none"> A. Rt. 30/78/90 <ul style="list-style-type: none"> 1. Performance &-Monitoring 2. Funding Agreement Update B. Countywide Intercity Solano Express Marketing & Capital Replacement C. Development of multi-year funding plan <p><u>Status:</u></p> <p>STA will work with FAST on proposed service changes for Rt. 30/90 and Vallejo Transit regarding Rt. 78.</p> <p><u>Milestones:</u></p> <p>Rt. 30/90 agreement extension option update approved.</p> | [ER1]STA | TDA RM2 Lifeline | X | X | | Transit/Rideshare Elizabeth Richards Liz Niedziela |



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| STA Monitoring Projects | 36. | <p><u>Benicia-Martinez Bridge Project</u></p> <p><u>Status:</u> New Bridge opened. Caltrans under design of landscaping at I-780/I-680 Interchange.</p> <p><u>Milestones:</u> New Bike/Ped Access opened. Landscaping at I-680/I-780 initiated.</p> <p><u>ECD:</u> Existing bridge deck rehabilitation work underway. Existing bridge with new bike/pedestrian access COMPLETED.</p> | Caltrans | RM-1 RM-2 | X | | \$1.2 B | Projects Caltrans |
| STA Monitoring Projects | 37. | <p><u>I-80 SHOPP Rehabilitation Projects</u></p> <p>A. <u>In Vallejo – Tennessee Street to American Canyon – Rehab Rdwy – (COMPLETED)</u></p> <p>B. <u>Near Vallejo – American Canyon to Green Valley Road – Rehab Rdwy – (COMPLETED)</u></p> <p>C. <u>Air Base to Leisure Town OC – Rehab Rdwy – (COMPLETED)</u></p> <p>D. <u>SR 12 East to Air Base – COMPLETED Rehab Rdwy (Under Construction 2009)</u></p> <p>E. <u>Leisure Town OC to – SR 113 South</u> Programmed in 2010 SHOPP for FY 2011-12</p> <p>F. <u>SR 113 South to Yolo County Line – COMPLETED</u></p> | Caltrans | SHOPP | X | X | \$124 M \$50 M | Projects Caltrans |



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| Category | Project # | PRIORITY PROJECTS | LEAD AGENCY | FUND SOURCE | FY 2010-11-12 | FY 2011-12-13 | EST. PROJECT COST | DEPT LEAD STAFF |
|-------------------------|-----------|---|---|--|---------------|---------------|---|---|
| STA Monitoring Projects | 38. | <p>Capitol Corridor Rail Stations/Service</p> <p><u>Milestones:</u> Fairfield/Vacaville station fully funded; design underway. Status: Individual Station Status:</p> <p>A. Fairfield/Vacaville Train Station: Construction anticipated 2013.</p> <p>B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. <u>Dixon proceeding with pedestrian undercrossing, Parkway Blvd overcrossing funding plan for downtown crossing improvements</u></p> <p>C. <u>Complete Solano Rail Crossing Inventory expected summer 2010 and Improvement Plan adopted 2/11.</u></p> <p>D. Update Solano Passenger Rail Station Plan; identify ultimate number and locations of rail stations.</p> <p>E. Conduct Napa/Solano Rail Feasibility Study:</p> <ul style="list-style-type: none"> • Identify right-of-way preservation needs • Implement action plan <p>ECD: Ongoing</p> | <p>City of Fairfield</p> <p>City of Dixon</p> <p>STA</p> <p>City of Benicia</p> <p>STA/ NCTPA</p> | <p>RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds</p> <p>STP Planning, Vaca TDA, CCJPA</p> <p>MTC Rail Program</p> | X | X | <p>\$42 M FF/VV Station (Preliminary estimates for required track access and platform improvements.</p> <p>\$66,050</p> | <p>Planning Robert Macaulay Robert Guerrero</p> |



SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2010-11, & FY 2011-12, & FY 2012-13
Last Updated: 4/13/2011 8:39 AM

| | |
|-----------------|------------------|
| STA Lead: | Project# 1 - 27 |
| STA Co-Lead: | Project# 28 - 35 |
| STA Monitoring: | Project# 36 - 42 |

| Category | Project # | PRIORITY PROJECTS | LEAD AGENCY | FUND SOURCE | FY 2010-11 | FY 2011-12 | EST. PROJECT COST | DEPT LEAD STAFF |
|-------------------------|-----------|---|-------------|---|------------|------------|----------------------------|--|
| STA Monitoring Projects | 39. | <p><u>Baylink Ferry Support and Operational Funds</u></p> <p>A. Vallejo Station B. Maintenance Facility C. Ferry Service Transition Plan</p> <p><u>Status:</u> Monitor project schedule and phasing plan for Vallejo Station. Phases I and II of the Maintenance Facility are funded. STA is supporting Vallejo's efforts on WETA Transition Plan and implementation issues. Support Rt. 200 ferry complementary service and NCTPA VINE's new Ferry Feeder service.</p> <p><u>Milestones:</u> Bus Transfer Center groundbreaking and under construction; Vallejo Station Phase II has to begin</p> | Vallejo | RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD | X | X | \$65M \$10.8M \$0.5M | Transit/Rideshare Elizabeth Richards |
| STA Monitoring Programs | 40. | <p><u>Monitor Delivery of Local Projects/Allocation of Funds</u></p> <p>A. <u>Monitor and manage local projects.</u> B. <u>Develop Pilot Solano Project Mapper and Management Webtools</u></p> <p><u>Status:</u> <u>Monitoring of Ongoing local projects is an on-going activity; activity;</u> STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. <u>The new pilot Mapper project is being developed in partnership with Solano County GIS group. Expect a roll out of the draft project tool summer 2011.</u></p> <p>ECD: Ongoing activity.</p> | STA | STIP-PPM STP/STIP-Swap | X | X | N/A | Projects <u>Jessica McCabe</u> Sam Shelton |

| | |
|-----------------|------------------|
| STA Lead: | Project# 1 - 27 |
| STA Co-Lead: | Project# 28 - 35 |
| STA Monitoring: | Project# 36 - 42 |

| Category | Project # | PRIORITY PROJECTS | LEAD AGENCY | FUND SOURCE | FY 2010-11 | FY 2011-12 | EST. PROJECT COST | DEPT LEAD STAFF |
|-------------------------|-----------|---|---|-------------|------------|------------|-------------------|--|
| STA Monitoring Programs | 41. | <u>Federal Economic Stimulus 3-Monitoring</u> Monitor delivery of committed projects. Prepare for possible Jobs for Main Street funding. <u>Milestones:</u> All Tier 1 and Tier 2 ARRA projects underway. | STA Member Agencies Implementing | Federal | X | | | Projects/Transit Sam Shelton Liz Niedziela |
| STA Monitoring Project | 42. | <u>Peabody Road</u> Work with County to develop a funding strategy for improvements to the roadway in unincorporated County. <u>Project proposed to be added to RTIF.</u> | County | Unfunded | | | | Projects |

Completed Work FY ~~2009~~2010-110:

- I-80/I-680/SR 12 Draft EIR/EIS - COMPLETED
- North Connector ~~Phase I~~East and Central Segments ~~Construction--~~ COMPLETED
- ~~I-80 HOV Lanes (Red Top to Air Base Parkway)~~
- Jepson Parkway ~~FEIR~~FEIS – EXPECTED MAY 2011
- I-80 EB Cordelia Truck Scales ~~FEIR~~EAPS&E and R/W COMPLETED
- Rio Vista Bridge Study – COMPLETED
- SR 12/Church Rd PSR - COMPLETED
- ~~I-80/I-680/I-780 Highway Operations Study~~
- SR 12 Jameson Canyon PS&E and R/W COMPLETED
- I-80 Rehabilitation – SR 113 to Yolo County – COMPLETED
- Vacaville Intermodal – Phase 1 – COMPLETED
- SR 12 East Roadway Reconstruction - COMPLETED
- ~~Benicia Martinez Bridge Bike/Ped Access~~
- ~~SR 113 MIS – Adopted May 2009~~
- Solano Rail Crossing Inventory and Improvement Plan COMPLETED.
- SR 12 Jameson Canyon Bicycle and Pedestrian Connection Plan – COMPLETED
- Solano Countywide Bicycle Plan – COMPLETED
- Solano Countywide Pedestrian Plan – COMPLETED

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CITY OF VALLEJO

DEPARTMENT OF PUBLIC WORKS
Engineering Division

555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4315
FAX (707) 648-4691

April 5, 2011

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

SUBJECT: STA Overall Work Program (OWP) – I-80 Corridor Study

Dear Mr. Halls:

The City of Vallejo would like to request that a coordinated Land-Use/Operational Improvement Study for I-80, within the city limits, be included in the STA's Overall Work Program (OWP) for this next year. We have talked in the past about the mutual benefits of such a study with the STA, MTC and Caltrans and believe it has support from these agencies. By including it in your OWP it would enhance the opportunity of getting funding for this Specific Plan. I have enclosed a draft scope of the City of Vallejo's I-80 Corridor Enhancement Project for your reference.

Thank you for your consideration of this request.

Sincerely,

DAVID A. KLEINSCHMIDT
Public Works Director

Enclosure

H:\0PROJECT\STA OWP_I80 Corridor 040511.docx

City of Vallejo I-80 Corridor Enhancement Project

Background

I-80 is currently a six lane, east-west freeway passing through the City of Vallejo connecting the Port of Oakland to the Central Valley as well as the western United States. This segment of I-80 was last upgraded in the late 1950's and contains numerous nonstandard features, such as inadequate interchange spacing, on & off ramps with tight radius hook ramps, etc. The right of way is constrained by parallel frontage roads serving commercial and residential areas adjacent to the freeway.

In addition the I-80 Corridor presently does not possess a character which reflects well on the Vallejo community. The private and publicly owned parcels adjacent to the freeway right of way and frontage roads are a mixture of uses and parcel sizes with little consistency. There is limited landscaping with notable exceptions along certain roadway edges. Overhead wires are prevalent in many areas. All of these factors present an unappealing aesthetic environment for the many travelers on the I-80 Corridor.

Along certain sections of the I-80 Corridor, the character of many properties reinforces this negative image. Buildings and parking areas were designed and placed on individual parcels with little consideration to the character of adjacent development or consideration of an overall theme. Some unattractive outdoor commercial activities are not well screened, many parking areas have little or no landscaping, and signage is often greater than needed to adequately identify businesses. Certain properties are undeveloped or, worse, have vacant buildings and/or sites, which are not well maintained.

The I-80 roadway improvement project presents an opportunity for the City, STA and Caltrans to work cooperatively to enhance the operations of I-80 through Vallejo, strengthen Vallejo's community identity and enhance the economic performance of properties on both sides of I-80.

A Vision for the Future

Existing conditions along the I-80 Corridor vary substantially as it travels several miles from one district to the next through Vallejo. There is a need to explore the future of development along I-80 Corridor's commercial districts. During such studies, both the street and patterns of adjacent development could be evaluated and planned in a comprehensive manner, focusing on land use, circulation and urban design, and developing integrated solutions addressing a variety of issues.

It is important that as Vallejo works with regional transportation agencies on improving the function of I-80, that a parallel plan is developed to enhance adjacent properties. The vision for this corridor could provide for:

- A mix of compatible commercial, residential and public uses which facilitates infill development and the efficient use of land in an urban context.
- Modified zoning that will foster compatible and complimentary development.
- A safe and efficient circulation system that consolidates connections to I-80.
- Redevelopment tools that can facilitate the evolution of the land uses that encourage greater investment by property owners.
- Signage and landscaping that present a unified positive image and citywide identity for Vallejo.
- The adoption of land use, circulation and economic development elements.

Specific Plan

In order to address the range of issues identified above, the City believes a specific plan is an appropriate vehicle for addressing the issues along the I-80 corridor. The City has successfully developed and adopted specific plans for other key development areas including Mare Island, Downtown, Waterfront, White Slough, Northgate and Hiddenbrooke.

Specific plans are authorized by California planning and zoning law "for systematic implementation of the general plan" and address:

1. The distribution, location, and extent of land uses;
2. The distribution, location, extent and intensity of essential public and private possibilities needed to support these land uses;
3. Standards and criteria by which development will proceed and natural resources will be conserved or developed;
4. A program of implementation measures including regulations, programs, public works projects, and financing measures needed to carry out the plan;
5. Any other subjects that the local agency views as necessary or desirable to implement the general plan.

Project Study Area

It is anticipated a specific plan for the corridor between the southern edge of the Solano County Fairgrounds and the Zampa Bridge within approximately 500 feet of either side of the right of way of I-80 would be studied. The specific geographic area would be refined to align borders with parcel boundaries / streets in the adjacent areas.

Project Components

To prepare a specific plan for the I-80 Corridor, it is anticipated that the following tasks will be required:

- Consultant solicitation and selection (2-3 months)
- Background data collection (2-3 months)
 - Land Use Analysis of Current Conditions
 - Market Study
 - Circulation Analysis (in concert with the I-80 roadway improvement project)
- Community Engagement (2 months)
- Specific Plan Development (w/ continued community engagement) (12 months)
 - Land Use
 - Circulation
 - Urban Design (Signs, Landscaping, etc.)
 - Financing measures / redevelopment tools
 - Implementation Program
- Environmental Review (9 months)

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DATE: April 13, 2011
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Status of Countywide Greenhouse Gas Emission Inventory

Background:

Greenhouse Gases (GHG) are generally believed to be a major human-produced contributor to global warming. AB 32, the California Global Warming Solutions Act of 2006 is intended to substantially reduce the emission of GHG. An inventory of baseline emissions is critical to measuring the effectiveness of strategies intended to reduce emissions to a level below that baseline.

On September 8, 2010, the STA Board approved a contract with AECOM to conduct a GHG inventory for the cities of Dixon, Fairfield, Rio Vista, Vacaville, and Vallejo. The contract was subsequently amended to remove Vallejo because they are conducting their own GHG inventory, funded by a City-obtained grant.

Discussion:

On February 28, 2011, AECOM released the preliminary GHG inventories for Fairfield, Dixon, Rio Vista Suisun City and Vacaville. The preliminary inventory for Rio Vista was released on March 11. Dixon, Fairfield and Vacaville have asked for minor clarifications or updates to information in the inventories, but all of the agencies stated the reports were generally accurate and acceptable.

Attached are pie charts that summarize the results from the preliminary GHG inventories (Attachment A). These pie charts are subject to revision as AECOM addresses City comments, but the overall proportions are not likely to change significantly

Based on the preliminary inventories, transportation-related GHG emissions account for 37% to 39% of the total emissions for 4 of the 5 cities; for Suisun City, the transportation proportion is 48.4%.

AECOM has also produced a preliminary inventory of “criteria” pollutants for the Yolo-Solano Air Quality Management District portion of the county, as required by the funding agreement. That inventory is still under review.

The draft GHG and criteria pollutant emission inventories have been sent out to the cities covered by the study, and all comments have been received by STA and AECOM. The consultant is preparing responses and modifications to the draft emission inventories and is on time and on budget for this contract. The remaining steps in the process are:

Task 2. Prepare 2005 GHG Emissions Inventories

2.1. Prepare Draft 2005 GHG Emissions Inventories February 28, 2011

2.2. Prepare Final 2005 GHG Emissions Inventories April 30, 2011

Task 3. Prepare 2005 Criteria Pollutant Inventories

3.1. Prepare Draft 2005 Criteria Pollutant Inventories March 31, 2011

3.2. Prepare Final 2005 Criteria Pollutant Inventories May 31, 2011

Finally, STA and the consultant are exploring possible funding options for preparation of a multi-city Climate Action Plan to develop methods to reduce GHG emissions. Any proposal to actually develop such a joint Climate Action Plan will be reviewed by the 4Cs and each city prior to a formal application being submitted.

Fiscal Impact:

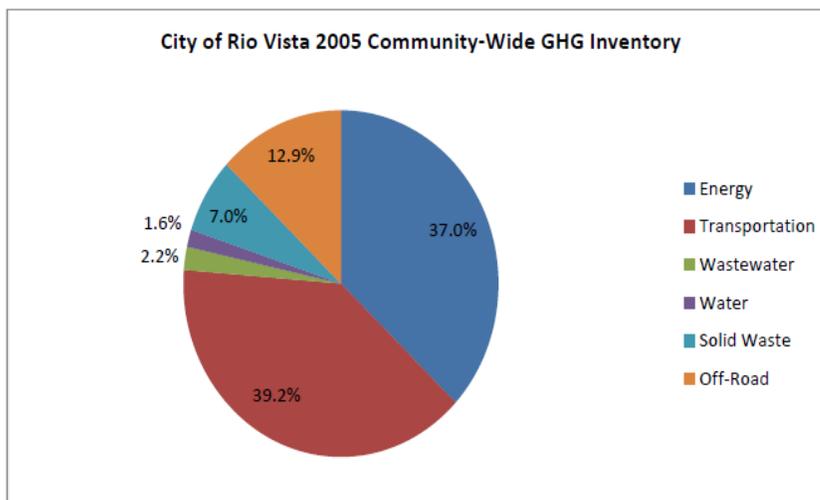
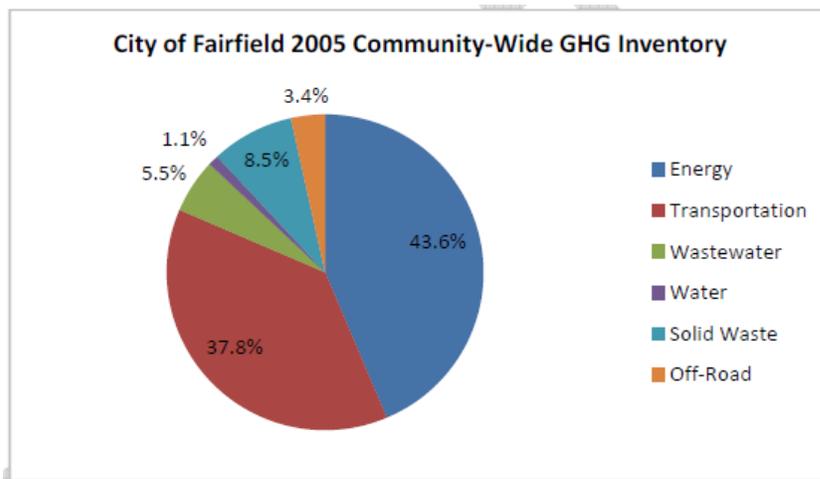
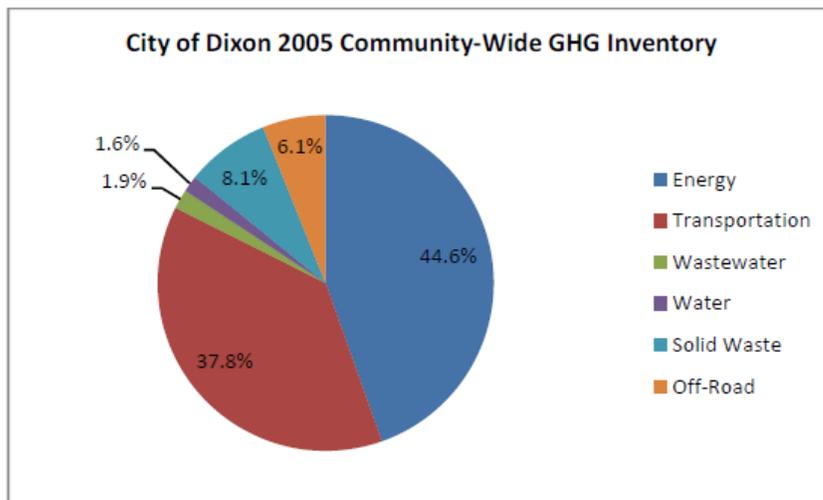
None at this time.

Recommendation:

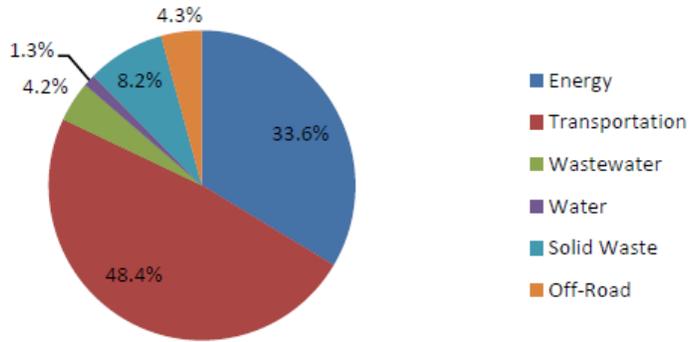
Informational.

Attachment:

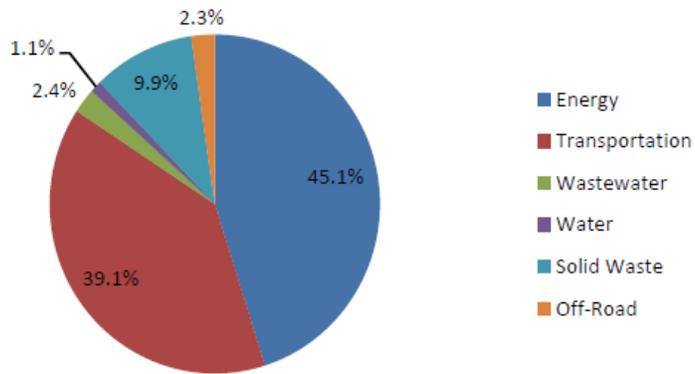
- A. Summary of Results Pie Charts (Preliminary GHG Inventories)



**City of Suisun City 2005
Community-Wide GHG Inventory**



City of Vacaville 2005 Community-Wide GHG Inventory





DATE: April 4, 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. A matrix listing legislative bills of interest is included as Attachment A.

Discussion:

State

On March 16, the state legislature took action on budget related items and made \$7.4 billion worth of cuts in addressing the \$26.6 billion FY 11-12 State Budget deficit. Among the items approved, was Assembly Bill (AB) 105, the transportation trailer bill, which included language to reenact the gas tax swap in order to avoid potential conflicts with Proposition 26. Governor Brown signed the bill on March 24th.

The state budget remains in a precarious position as the Governor is attempting to convince the legislature to allow the voters to consider \$12.5 billion in tax extensions this June. If the extensions are not placed on the ballot by the State Legislature or are rejected by the voters, the Governor has vowed to make additional cuts this Summer which may impact funding for transportation programs such as public transportation or the sale of bonds. The potential delay of the next state bond sale from Spring 2011 to the Fall of this year could delay the construction of SR 12 Jameson Canyon and the I-80 Eastbound Cordelia Truck Scales Relocation projects.

Governor Brown has been pushing for a balanced approach which considers cuts and the extension of certain taxes to be considered by voters in June. For further details, refer to the Legislative Update by Gus Khouri of STA's State Legislative Advocacy firm Shaw/Yoder/Antwih (Attachment B).

Federal

During the week of March 14, prior to a one-week recess, Congress passed the sixth in a series of continuing resolutions (H. J. Res. 48), extending funding for federal programs through April 8. The latest CR cuts spending by another \$6 billion with a total cut in spending of \$10.5 billion below fiscal year 2010 appropriations. Many of the spending cuts targeted programs that the Obama Administration had recommended terminating in his fiscal year 2011 budget, including \$2.6 billion designated for fiscal year 2011 earmarks in the Agriculture, Commerce-Justice-Science, Financial Services and Interior appropriations bills.

The House Budget Committee is expected to finalize a fiscal year 2012 budget resolution around April 15. After adoption of the resolution, the Appropriations Committees will receive allocations that will determine the level of fiscal year 2012 spending for each subcommittee, including transportation spending. The budget resolution should provide an indication of whether the House will propose that surface transportation spending will be held to the funds collected from gas tax revenue, or reduced to offset the deficit. The Senate also appears to be on a course to adopt a conservative budget plan.

For further information, refer to the March Federal Legislative Update by Susan Lent of STA's Federal Legislative Advocacy firm Akin Gump (Attachment C).

STA Board members are meeting with our Congressional representatives in Washington DC on April 13-14. While STA project priorities 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 support Solano's I-80 system vision.

Since the April STA Board meeting occurs after the federal trip, an update of the meetings held will be provided at the April 20th meeting.

Recommendation:

Informational.

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update - March (Shaw/Yoder/Antwih)
- C. Federal Legislative Update – March (Akin Gump)

STA Matrix as of 3/31/2011

| Bill ID/Topic | Location | Summary | Position |
|---|--|---|----------|
| <p>AB 57 Beall D</p> <p>Metropolitan Transportation Commission.</p> | <p>ASSEMBLY L. GOV. 3/22/2011 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 13. Noes 0.) (March 21). Re-referred to Com. on L. GOV.</p> <p>4/6/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, SM YTH, Chair</p> | <p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and establishes a 4-year term of office for members of the commission. This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would, effective with the commission term commencing February 2015, prohibit more than 3 members of the commission from being residents of the same county, as specified. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 2/2/2011</p> | |
| <p>AB 105 Committee on Budget</p> <p>Transportation.</p> | <p>ASSEMBLY ENROLLMENT 3/17/2011 - Enrolled text released</p> | <p>Existing law provides for payment of current general obligation bond debt service for specified voter-approved transportation bonds from gasoline excise tax revenue in the Highway Users Tax Account and revenue in the Public Transportation Account, and requires the Controller to make specified transfers of revenues in that regard to the Transportation Debt Service Fund. Existing law, pursuant to the Budget Act of 2010, provides for a loan of \$761,639,000 from gasoline excise tax revenue in the Highway Users Tax Account to the General Fund, to be repaid with interest by June 30, 2013. This bill, in fiscal years 2010-11 and 2011-12, would require the Controller to transfer specified amounts of revenues deposited in the State Highway Account from vehicle weight fees to the Transportation Debt Service Fund to be used for reimbursement of the General Fund for payment of current general obligation bond debt service for specified voter-approved transportation bonds, in lieu of the previously authorized gasoline excise tax revenues and Public Transportation Account revenues. In subsequent years, the bill would require all vehicle weight fee revenues to be transferred for this purpose. The bill would make appropriations in this regard. The bill would require the Department of Finance to notify the Controller of the amount of debt service relating to expenditures for eligible mass transit guideway projects that may be paid from revenues restricted by Article XIX of the California Constitution. This bill contains other related provisions and other existing laws. Last Amended on 3/16/2011</p> | |

| Bill ID/Topic | Location | Summary | Position |
|---|---|--|----------|
| AB 147 Dickinson D Subdivisions. | ASSEMBLY L. GOV. 2/3/2011 - Referred to Com. on L. GOV. 4/6/2011 1:30 p.m. - State Capitol, Rm 447 ASSEMBLY LOCAL GOVERNMENT, SM YTH, Chair | The Subdivision Map Act authorizes a local agency to require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. This bill would authorize the fee to additionally be used for defraying the actual or estimated cost of other transportation facilities, such as transit, bicycle and pedestrian programs, as described. | |
| AB 286 Berryhill, Bill R Streets and highways. | ASSEMBLY PRINT 2/9/2011 - From printer. May be heard in committee March 11. | Existing law permits a city to lay out, acquire, and construct any section or portion of any street or highway within its jurisdiction as a freeway and to make any existing street or highway a freeway. Existing law permits a city to close and work on any street or highway within its jurisdiction for specified purposes, subject to approval of the Department of Transportation with regard to any action affecting a state highway. This bill would make a technical, nonsubstantive change to those provisions. | |
| AB 294 Portantino D Design-sequencing contracts. | ASSEMBLY APPR. 3/22/2011 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 13. Noes 0.) (March 21). Re-referred to Com. on APPR. | Until January 1, 2010, the Department of Transportation was authorized to conduct a pilot project to let design-sequencing contracts, as defined, for design and construction of not more than 12 transportation projects. These provisions are now repealed. This bill would reenact similar provisions, authorizing the department to let design-sequencing contracts for the design and construction of not more than 5 transportation projects, to be effective until January 1, 2015. The bill would require the department to compile data on the transportation projects pursuant to the design-sequencing contracts awarded under these provisions and to include that material in a report to the Legislature each year during which the projects are underway, as specified. | |
| AB 296 Skinner D Global warming: urban heat island effects pavement. | ASSEMBLY PRINT 2/10/2011 - From printer. May be heard in committee March 12. | The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to address global warming caused by the emission of greenhouse gases by reducing the emission of those gases to certain specified levels. This bill would state the intent of the Legislature to enact legislation that would regulate the reflectivity (albedo) of pavement to reduce the urban heat island effect. | |

| Bill ID/Topic | Location | Summary | Position |
|---|--|---|----------|
| <p>AB 320 Hill D</p> <p>Environmental quality: California Environmental Quality Act (CEQA): determination: dispute.</p> | <p>ASSEMBLY JUD. 3/22/2011 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 6. Noes 3.) (March 21). Re-referred to Com. on JUD.</p> <p>4/5/2011 9 a.m. - State Capitol, Room 4202 ASSEMBLY JUDICIARY, FEUER, Chair</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, which includes a local agency, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires a lead agency to file a notice of approval or a notice of determination containing specified information with the Office of Planning Research or the county clerk of each county in which the project is located, as appropriate. CEQA provides a procedure by which a party may attack, review, set aside, void, or annul the determination, finding, or decision of a public agency on specified grounds and requires that a petitioner or plaintiff name, as a real party in interest, a recipient of an approval that is the subject of an action or proceeding challenging the determination, finding, or decision of a public agency pursuant to CEQA. This bill would require that the named recipient be as identified by the public agency in its notice of determination or notice of exemption. The bill would require that a petition or complaint be subject to dismissal if a petitioner or plaintiff fails to serve any recipient of an approval within the statute of limitations period. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 333 Grove R</p> <p>California Global Warming Solutions Act of 2006: unemployment .</p> | <p>ASSEMBLY NAT. RES. 2/24/2011 - Referred to Com. on NAT. RES.</p> | <p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. This bill would require the state board to exempt from an emission reduction requirement adopted pursuant to the act an emissions source located within a county that on January 1, 2012, has an unemployment rate of 7% or greater, until that county's unemployment rate drops below 7% for 6 consecutive months.</p> | |
| <p>AB 348 Buchanan D</p> <p>Highways.</p> | <p>ASSEMBLY PRINT 2/11/2011 - From printer. May be heard in committee March 13.</p> | <p>Existing law requires the Department of Transportation to designate a state highway segment as a Safety Enhancement-Double Fine Zone if specified conditions are met, including that the governing board of the city or county in which the segment is located has by resolution indicated that it supports the designation. This bill would make technical, nonsubstantive changes to that provision.</p> | |
| <p>AB 365 Galgiani D</p> <p>State highways: route locations.</p> | <p>ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.</p> | <p>Existing law authorizes the California Transportation Commission to adopt a location for a state highway on a route established by law. Existing law also authorizes the commission to alter or change the location of a state highway if the alteration is in the best interest of the state. This bill would make nonsubstantive changes to these provisions.</p> | |

| Bill ID/Topic | Location | Summary | Position |
|--|--|--|----------|
| AB 381 Alejo D Department of Transportation. | ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17. | Existing law creates the Department of Transportation, within the Business, Transportation and Housing Agency, under the administration of the Director of Transportation, who is required to organize the department, as specified, with the approval of the Governor and the Secretary of the Business, Transportation and Housing Agency. This bill would make a nonsubstantive, grammatical change to that provision. | |
| AB 385 Harkey R High-speed rail | ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17. | Existing law creates the High-Speed Rail Authority, with various powers and duties relative to development and implementation of high-speed train service. This bill would state the intent of the Legislature to enact legislation relative to the implementation of high-speed rail. | |
| AB 516 V. Manuel Pérez D Safe routes to school. | ASSEMBLY TRANS. 3/21/2011 - Set, first hearing. Hearing cancelled at the request of author. (Refers to 3/11/2011 hearing) | Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law requires the department to rate proposals submitted by applicants using specified factors. One of the factors relates to consultation of and support for projects by school-based organizations, local traffic engineers, local elected officials, law enforcement agencies, school officials, and other relevant community stakeholders. This bill would delete that factor and instead substitute a factor relating to use of a specified public participation process, with involvement by the public, schools, parents, teachers, local agencies, the business community, key professionals, and others, which process identifies community priorities and ensures those priorities are reflected in the proposal, and secures support for the proposal by relevant community stakeholders. The bill would add another factor relating to benefit of a proposal to a disadvantaged community, as defined. | |
| AB 522 Bonilla D Vacation of public streets, highways, and public service easements. | ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18. | Existing law establishes the processes and procedures necessary for vacation of public streets, highways, and public service easements, and defines "vacation" for these purposes to mean the complete or partial abandonment or termination of the public right to use a public street, highway, or public service easement. Under these provisions, proof of publication of a required notice is made by affidavit. This bill would make a nonsubstantive change to these provisions. | |
| AB 535 Morrell R Regulations: 5-year review and report. | ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19. | The Administrative Procedure Act generally sets forth the requirements for the adoption, publication, review, and implementation of regulations by state agencies. This bill would additionally require a state agency to review and report on regulations that it adopts or amends on and after January 1, 2012, 5 years after adoption, as specified. The bill would require that the review and report include 10 specified factors, including a summary of the written criticisms of the regulation received by the agency within the immediately preceding 5 years and the estimated economic, small business, and consumer impact of the regulation. The bill would require the Office of Administrative Law to make the review and report available on the office's Internet Web site. | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 551 Campos D</p> <p>Public contracts: prevailing wage requirements: violations.</p> | <p>ASSEMBLY L.&E. 3/3/2011 - Referred to Coms. on L. & E. and JUD.</p> <p>4/13/2011 1:30 p.m. - State Capitol, Rm 447 ASSEMBLY LABOR & EMPLOYMENT, SWANSON, Chair</p> | <p>Existing law generally requires that not less than the general prevailing rate of per diem wages, as specified, be paid to workers employed on a public work, as defined. Existing law requires a contractor or subcontractor to submit, to the state or political subdivision on whose behalf a public work is being performed, a penalty of not more than \$50 per calendar day, and not less than \$10 per calendar day, as provided and determined by the Labor Commissioner, for violations of these prevailing wage provisions. This bill would increase that maximum penalty to \$100 for each calendar day and would increase the minimum penalty to no less than \$40 for each calendar day. The bill would also increase the penalty assessed to contractors and subcontractors with prior violations from \$20 to \$80, and from \$30 to \$120 for willful violations. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 567 Valadao R</p> <p>Transportation funds: capital improvement projects.</p> | <p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p> | <p>Existing law requires specified funds made available for transportation capital improvement projects to be programmed and expended for interregional and regional improvements, as specified. This bill would make nonsubstantive changes to these provisions.</p> | |
| <p>AB 570 Smyth R</p> <p>Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p> | <p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p> | <p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board, on or before January 1, 2011, to adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in emissions of greenhouse gases, in furtherance of achieving the statewide greenhouse gas emissions limit, with the regulations to become operative beginning January 1, 2012. This bill would make technical and nonsubstantive changes to the above requirements.</p> | |
| <p>AB 595 Norby R</p> <p>State highways: naming and designation by the Legislature.</p> | <p>ASSEMBLY TRANS. 3/3/2011 - Referred to Com. on TRANS.</p> | <p>Existing law provides that the Department of Transportation shall have full possession and control of the state highway system. Existing law, when the Legislature, by concurrent resolution, has designated names for certain districts and state highway bridges and requested the placement of name plaques, authorizes the department to expend reasonable sums on those plaques. This bill would revise the existing provisions to also apply to designation of other transportation facilities owned and operated by the department, and would authorize the department to expend reasonable sums on plaques or signs for designated districts, highways, highway bridges, or other facilities only upon receipt of nonstate funds sufficient to cover the cost.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 598 Grove R</p> <p>Environmental quality: env. impact report.</p> | <p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make technical, nonsubstantive changes.</p> | |
| <p>AB 605 Dickinson D</p> <p>Environmental quality: California Environmental Quality Act: transportation impacts.</p> | <p>ASSEMBLY NAT. RES. 3/3/2011 - Referred to Com. on NAT. RES.</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require the Office of Planning and Research, in consultation with specified entities, to prepare and adopt guidelines that would establish the percentage reduction in the projected trip generation and vehicle miles traveled for a project as compared to the average for trip generation and vehicle miles traveled for that project type that would assist a region in meeting the greenhouse gas emission reduction targets established by the State Air Resources Board for the automobile and light truck sector for that region, and develop a list of mitigation measures that a project may incorporate to reduce the project's projected trip generation and vehicle miles traveled. The bill would provide that a project meeting or exceeding the percentage reduction in trip generation and vehicle miles traveled or a project that incorporates the listed mitigation measures sufficient to allow the project to meet the percentage reduction would not need to consider the transportation-related impact of the project in environmental documents prepared pursuant to CEQA. Because a lead agency would be required to determine whether a project would meet the percentage reduction established by the guidelines, this bill would impose a state-mandated local program and other related provisions & existing laws.</p> | |
| <p>AB 650 Blumenfield D</p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p> | <p>ASSEMBLY TRANS. 3/7/2011 - Referred to Com. on TRANS.</p> | <p>Existing law establishes various boards and commissions within state government. Existing law establishes various transit districts and other local entities for development of regional public transit and makes various state revenues available for those purposes. Existing law declares that fostering, continuance, and development of public transportation systems are a matter of statewide concern. The Institute of Transportation Studies of the Univ. of Calif. (UC) studies all aspects of transportation, including technological advances to social & environmental consequences. The Public Transportation Account (PTA) is designated as a trust fund and funds in the account shall be available only for specified transportation planning and mass transportation purposes. This bill would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century. The bill would require the task force to be comprised of 12 specified members and would require the Senate Comm. on Rules & Speaker of the Assembly to jointly appoint members, including chair, by March 31, 2012. The bill would require the task force to prepare a written report containing specified findings/recommendations relating to the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by March 31, 2013, to the Governor, Legislature, Joint Leg. Budget Comm., Senate Comm. on Rules, Speaker of the Assembly, and transportation committees of the Legislature. The bill would require the task force to consult with appropriate state agencies and departments and require the Inst. of Transp. Studies of the UC to provide staffing to the task force. The bill would appropriate \$750,000 from the PTA to the DOT, to accomplish the purposes of these provisions.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 676 Torres D</p> <p>Transportation funds.</p> | <p>ASSEMBLY TRANS. 3/3/2011 - Referred to Com. on TRANS.</p> <p>4/4/2011 1:30 p.m. - State Capitol, Room 4202</p> <p>ASSEMBLY TRANSPORTATION, LOW ENTHAL, Chair</p> | <p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects. This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p> | |
| <p>AB 710 Skinner D</p> <p>Local planning: infill and transit-oriented development.</p> | <p>ASSEMBLY H. & C.D. 3/14/2011 - Referred to Coms. on H. & C.D. and L. GOV.</p> <p>4/6/2011 9 a.m. - State Capitol, Room 126</p> <p>ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, TORRES, Chair</p> | <p>The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions. This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 819 Wieckowski D</p> <p>Bicycles.</p> | <p>ASSEMBLY PRINT 2/18/2011 - From printer. May be heard in committee March 20.</p> | <p>Existing law provides that every person riding a bicycle upon a highway has all the rights applicable to the driver of a vehicle and is subject to specified provisions in the Vehicle Code, including the rules of the road and specified equipment requirements. Existing law also governs minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted. This bill would declare the intent of the Legislature to enact legislation relating to bicycle lanes and transportation, as specified.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 845 Ma D</p> <p>Transportation: bond funds.</p> | <p>ASSEMBLY TRANS. 3/10/2011 - Referred to Com. on TRANS.</p> | <p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes, including \$950 million to be allocated by the California Transportation Commission to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail transit systems in connection with or otherwise related to the high-speed train system. Of this amount, 80% is to be allocated to eligible commuter and urban rail recipients based on track miles, vehicle miles, and passenger trips pursuant to guidelines to be adopted by the commission. A dollar-for-dollar match is to be provided by a commuter and urban rail recipient for bond funds received. This bill would require the guidelines adopted by the commission to determine the funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the most current available data in the National Transit Database of the Federal Transit Administration. The bill would require the commission to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for the recipient and would require matching funds provided by the recipient to be from nonstate funds. The bill would define "nonstate matching funds" for purposes of these bond fund allocations to mean local, federal, and private funds, as well as state funds available to an eligible recipient that are not subject to allocation by the commission.</p> | |
| <p>AB 890 Olsen R</p> <p>Environment: CEQA exemption: roadway improvement.</p> | <p>ASSEMBLY NAT. RES. 3/14/2011 - Referred to Com. on NAT. RES.</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would additionally exempt a roadway improvement project or activity that is undertaken by a city, county, or city and county. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 892 Carter D</p> <p>Department of Transportation: environmental review process: federal pilot program.</p> | <p>ASSEMBLY TRANS. 3/14/2011 - Referred to Com. on TRANS. 4/4/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANS PORTATION, LOW ENTHAL, Chair</p> | <p>Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2012, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would delete this repeal date, thereby extending the operation of these provisions indefinitely.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 912 Gordon D</p> <p>Local government: organization.</p> | <p>ASSEMBLY L. GOV. 3/14/2011 - Referred to Com. on L. GOV.</p> | <p>The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 requires a local agency formation commission, where the commission is considering a change of organization that consists of a dissolution, disincorporation, incorporation, establishment of a subsidiary district, consolidation, or merger, to either order a change of organization subject to confirmation of the voters, as specified, or order the change of organization without an election if the change of organization meets certain requirements. This bill would authorize the commission, where the commission is considering a change of organization that consists of the dissolution of a district with zero sphere of influence, to immediately order the dissolution if the dissolution was initiated by the district board, or to, within 30 days following the approval of the application by the commission, hold at least one noticed public hearing on the proposal, and order the dissolution without an election, unless a majority protest exists, as specified.</p> | |
| <p>AB 957 Committee on Transportation</p> <p>Transportation omnibus bill.</p> | <p>ASSEMBLY TRANS. 3/10/2011 - Referred to Com. on TRANS. 4/4/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOW ENTHAL, Chair</p> | <p>Existing law authorizes the impoundment of a vehicle operating as a taxicab or other passenger vehicle for hire in violation of licensing requirements adopted by a local authority for a period of 30 days or less. Existing law requires an impoundment agency to release to the registered owner or his or her agency a vehicle so impounded prior to the expiration of the impoundment period under specified circumstances. This bill would additionally require the release of an impounded vehicle operating as a taxicab or other passenger vehicle for hire in violation of the licensing requirements if the vehicle is a rental car. Because a violation of this provision is a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 988 Grove R</p> <p>Prevailing wages.</p> | <p>ASSEMBLY L. & E. 3/10/2011 - Referred to Coms. on L. & E. and JUD. 4/13/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, SWANSON, Chair</p> | <p>Existing law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers' compensation for public works projects. Existing law further requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations as specified, be paid to workers employed on public works projects, and imposes misdemeanor penalties for certain violations of this requirement. This bill would revise the manner in which the director determines the rate of general prevailing wages, including deleting the requirement that he or she consider the applicable wage rates established by collective bargaining agreements and the rates that may have been predetermined for federal public works, and deleting the requirement that the director consider further data from labor organizations and employers or employer associations and concerns where the rates do not constitute the rates actually paid in the locality. The bill would also revise the methodology that the director is required to use in determining the general prevailing rate of per diem wages in the locality in which the public work is to be performed, including deleting certain requirement, and requiring the director to conduct a survey of the wages paid for work performed in each locality in which the public work is to be performed. This bill contains other related provisions and other existing laws.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 1097 Skinner D</p> <p>Transit projects: domestic content.</p> | <p>ASSEMBLY TRANS. 3/14/2011 - Referred to Com. on TRANS.</p> | <p>Existing law creates the Business, Transportation and Housing Agency with various departments of state government that report to the agency secretary. Existing law provides various sources of funding for transit projects. This bill would require the Secretary of Business, Transportation and Housing to adopt, by regulation, a policy that specifically authorizes providing a preference on a transit project receiving funding from the Federal Transit Administration to a bidder that uses, for the project, a higher percentage of domestic contents in the materials, supplies, and equipment than otherwise required by federal law. The bill would require the secretary to consult with affected local and regional transportation agencies in that regard.</p> | |
| <p>AB 1105 Gordon D</p> <p>High-occupancy toll lanes.</p> | <p>ASSEMBLY TRANS. 3/17/2011 - Referred to Com. on TRANS.</p> | <p>Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in Santa Clara County. This bill would provide that one or both of the corridors selected may be a corridor that extends into an adjacent county, subject to agreement of the congestion management agency or countywide agency responsible for preparation of the county transportation plan in that county. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 1126 Calderon, Charles D</p> <p>Sales and use taxes.</p> | <p>ASSEMBLY PRINT 2/20/2011 - From printer. May be heard in committee March 22.</p> | <p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The State Board of Equalization administers the collection of taxes as imposed under those laws. Existing law requires every seller, certain retailers, and every person storing, using, or otherwise consuming in this state tangible personal property purchased from a retailer to keep any records, receipts, invoices, and other pertinent papers in any form as the board may require. This bill would make various technical, nonsubstantive changes to this requirement.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 1134 Bonilla D</p> <p>Department of Transportation: project study reports.</p> | <p>ASSEMBLY TRANS. 3/22/2011 - Re-referred to Com. on TRANS.</p> | <p>Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991. This bill would instead authorize the department to prepare project study reports for any project on the state highway system. The bill would require project study reports to include specified project-related factors, including, among other things, cost estimates, schedule, and other information deemed necessary to form a sound basis for commitment of future state funding and project delivery. The bill would require an entity performing a project study report to reimburse the department for the cost of reviewing and approving a report for projects that are not in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or another voter-approved transportation program. The bill would authorize a local entity to request the department to prepare a project study report for a state highway project that is being proposed for inclusion in a future state transportation improvement program or for funding from a regional or local funding source and would authorize the local entity to prepare the report at its own expense if the department determines that it cannot complete the report. The bill would require open and continuous communication between the department, a local entity requesting a project study report, and the regional transportation planning agency or county transportation commission. The bill would require the department, in consultation with representatives of cities, counties, regional transportation planning agencies, and county congestion management agencies, to prepare draft revised guidelines for the preparation of project study reports, as specified, and would require the department to submit the draft revised guidelines to the California Transportation Commission by July 1, 2012. The bill would require the California Transportation Commission to adopt final guidelines by October 1, 2012, and would make the guidelines applicable to project study reports upon adoption of the guidelines. Last Amended on 3/21/2011</p> | |
| <p>AB 1229 Feuer D</p> <p>California Transportation Financing Authority Fund: subsidies: local agency revenue bonds.</p> | <p>ASSEMBLY TRANS. 3/21/2011 - Referred to Com. on TRANS.</p> | <p>The California Transportation Financing Authority Act sets forth the duties of the California Transportation Financing Authority in issuing certain transportation financing instruments, or approving their issuance by various local or regional agencies. The authority is authorized to expend moneys in the continuously appropriated California Transportation Financing Authority Fund to secure the issuance of bonds issued by the authority and cover various related costs, among other things. This bill would authorize the authority to direct the Treasurer to utilize unrestricted moneys in the fund to subsidize the payment of interest by those local or regional agencies on revenue bonds issued by those agencies pursuant to these provisions.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| AB 1242 Achadjian R Vehicles: toll highways. | ASSEMBLY PRINT 2/20/2011 - From printer. May be heard in committee March 22. | Existing law requires the Department of the California Highway Patrol to provide for the proper and adequate policing of all toll highways and all vehicular crossings to ensure enforcement of the Vehicle Code and of any other law relating to the use and operation of vehicles upon toll highways, highways or vehicular crossings, and of the rules and regulations of the Department of Transportation as they relate to those laws, and to cooperate with the Department of Transportation to the end that vehicular crossings are operated at all times in a manner as to carry traffic efficiently. This bill would make a technical, nonsubstantive change to these provisions. | |
| AB 1287 Buchanan D Local government: audits. | ASSEMBLY L. GOV. 3/21/2011 - Referred to Com. on L. GOV. | Existing law requires school districts to comply with General Accounting Office standards for financial and compliance audits, as specified, and prohibits an independent auditor from engaging in financial compliance audits unless, within 3 years of commencing the first of the audits, and every 3 years thereafter, the auditor completes a quality control review in accordance with General Accounting Office standards. This bill would require local agencies, defined to include cities, counties, a city and county, special districts, authorities, or public agencies, to comply with General Accounting Office standards for financial and compliance audits and would prohibit an independent auditor from engaging in financial compliance audits unless, within 3 years of commencing the first of the audits, and every 3 years thereafter, the auditor completes a quality control review in accordance with General Accounting Office standards. | |
| AB 1298 Blumenfield D High-occupancy vehicle lanes. | ASSEMBLY TRANS. 3/21/2011 - Referred to Com. on TRANS. | Existing law authorizes the Department of Transportation to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles and requires that, prior to constructing those lanes, the department conduct competent engineering estimates of the effect of those lanes on safety, congestion, and highway capacity. This bill would require the department to conduct those engineering estimates with respect to the effect on congestion mitigation and would make grammatical, nonsubstantive changes to those provisions. | |
| AB 1308 Miller R Highway Users Tax Account: appropriation of funds. | ASSEMBLY TRANS. 3/21/2011 - Referred to Com. on TRANS. | Article XIX of the California Constitution requires revenues from state excise taxes on motor vehicle fuels for use in motor vehicles upon public streets and highways, over and above the cost of collection and any refunds authorized by law, to be used for various street and highway purposes and for certain mass transit guideway purposes. Existing law requires state excise fuel tax revenues to be deposited in various accounts and to be allocated, in part, for various purposes, including the cost of collection and authorized refunds. Existing law requires the balance of these funds remaining after authorized deductions to be transferred to and deposited monthly in the Highway Users Tax Account in the Transportation Tax Fund. Existing law provides for formula apportionment of specified revenues in the Highway Users Tax Account to cities and counties for the transportation purposes authorized by Article XIX of the California Constitution, and requires other portions of those revenues to be transferred to and deposited in the State Highway Account in the State Transportation Fund. Existing law provides that the money in the Highway Users Tax Account is appropriated for the above-described transportation purposes, but also generally provides that the money in the State Highway Account may not be expended until appropriated by the Legislature. This bill, in any year in which the Budget Act has not been enacted by July 1, would provide that all moneys in the Highway Users Tax Account in the Transportation Tax Fund, except as specified, are continuously appropriated and may be encumbered for certain purposes until the Budget Act is enacted. The bill would thereby make an appropriation. The bill would authorize the Controller to make estimates in order to implement these provisions. | |

| Bill ID/Topic | Location | Summary | Position |
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| AB 1332 Donnelly R State Air Resources Board: abolishment. | ASSEMBLY NAT. RES. 3/21/2011 - Referred to Com. on NAT. RES. | Existing law establishes the State Air Resources Board as the state agency with primary jurisdiction over the regulation of air pollution, including greenhouse gas emissions. Existing law creates the state board within the California Environmental Protection Agency with prescribed membership. This bill would abolish the State Air Resources Board and transfer its authority, duties, powers, purposes, responsibilities, and jurisdiction to the California Environmental Protection Agency. | |
| AB 1335 Lara D Local government: officials: salary increases. | ASSEMBLY PRINT 2/22/2011 - From printer. May be heard in committee March 22. | Existing law makes certain findings and declarations relating to the prohibition against the availability of state surplus or state loan funds, in the 1978-79 fiscal year, to any local public agency that provides an increase in salary in that fiscal year to any elected or appointed official, and cost-of-living increase for other individuals. This bill would make technical, nonsubstantive changes to these findings and declarations. | |
| AB 1388 Wieckowski D Earnings withholding orders. | ASSEMBLY JUD. 3/15/2011 - Re-referred to Com. on JUD. 4/5/2011 9 a.m. - State Capitol, Room 4202 ASSEMBLY JUDICIARY, FEUER, Chair | Existing law requires an employer to withhold the amounts required by an earnings withholding order from all earnings of the employee payable for any pay period of the employee that ends during the withholding period. Under existing law, the portion of the judgment debtor's earnings that the judgment debtor proves is necessary for the support of the judgment debtor or the judgment debtor's family supported in whole or in part by the judgment debtor is exempt from the levy of an earnings withholding order. This exemption is not available if the debt was incurred for the common necessities of life furnished to the judgment debtor or the family of the judgment debtor. This bill would delete that restriction on the exemption from the levy of an earnings withholding order. Last Amended on 3/14/2011 | |
| AJR 5 Lowenthal, Bonnie D Transportation revenues. | ASSEMBLY THIRD READING 3/22/2011 - From committee: Be adopted. (Ayes 9. Noes 2.) (March 21). 3/23/2011 #17 ASSEMBLY ASSEMBLY THIRD READING FILE | This measure would request the President and the Congress of the United States to consider and enact legislation to conduct a study regarding the feasibility of the collection process for a transportation revenue source based on vehicle miles traveled, in order to facilitate the creation of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure. | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 125 Emmerson R</p> <p>Vehicles: toll highways or vehicular crossings: evading toll payments: penalties.</p> | <p>SENATE T. & H. 3/22/2011 - Set, first hearing. Hearing canceled at the request of author.</p> <p>4/5/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</p> | <p>Existing law makes it unlawful for a person to evade or attempt to evade the payment of tolls or other charges on a vehicular crossing or toll highway and imposes a civil penalty for violation of this law. This bill would authorize a law enforcement officer to impound, or cause to be impounded, a vehicle that is registered to a chronic evader of toll payments, as defined, until all outstanding tolls and all required penalties are paid to the issuing agency. Last Amended on 3/14/2011</p> | |
| <p>SB 126 Steinberg D</p> <p>California Transportation Commission: guidelines.</p> | <p>SENATE T. & H. 3/10/2011 - Set, first hearing. Hearing canceled at the request of author.</p> | <p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. This bill contains other existing laws.</p> | |
| <p>SB 211 Emmerson R</p> <p>California Global Warming Solutions Act of 2006: tire inflation regulation: enforcement.</p> | <p>SENATE T. & H. 3/14/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p> <p>3/29/2011 Upon adjournment of session SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</p> | <p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. A violation of a regulation adopted by the state board pursuant to the act is subject to specified civil and criminal penalties. Pursuant to the act, the state board adopted a regulation requiring automobile service providers, by September 1, 2010, among other things, to check and inflate vehicle tires to the recommended pressure rating when performing automobile maintenance or repair services. This bill would authorize a tire pressure gauge used to meet the requirements of this regulation to be accurate within a range of plus or minus 2 pounds per square inch of pressure (2 psi) . The bill would limit penalties for a violation of the requirements of the regulation to a civil penalty of not more than \$20 for the first offense and not more than \$50 for each subsequent offense. The bill would prohibit the imposition of a civil or criminal penalty upon a customer of an automobile service provider for a violation of the requirements of the regulation. Last Amended on 3/14/2011</p> | |

| Bill ID/Topic | Location | Summary | Position |
|---|---|---|----------|
| <p><u>SB 241</u> <u>Cannella R</u></p> <p>Environment: California Environmental Quality Act (CEQA).</p> | <p>SENATE E.Q. 3/22/2011 - Set for hearing April 4.</p> <p>4/4/2011 1:30 p.m. - Room 112 SENATE ENVIRON MENTAL QUALITY, SIMITIA N, Chairman</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for the judicial review of a lead agency's decision to certify an EIR. The bill would enact the CEQA Litigation Protection Pilot Program of 2011 and would require the Business, Transportation and Housing Agency to select projects that meet specified requirements from specified regions for each calendar year between 2012 and 2016. The bill would exempt from judicial review, pursuant to CEQA, a lead agency's decision to certify the EIR of, or to adopt a mitigated negative declaration based on an initial study for, the selected projects, a lead agency's and responsible agency's approval of the selected project, and the Business, Transportation and Housing Agency's selection of the projects. The bill would require the Business, Transportation and Housing Agency, by December 31 of each year, to submit an annual report to the Governor and to the Legislature summarizing the designation of projects, and the job creation and investment attributable to the designated projects. This bill contains other related provisions.</p> | |
| <p><u>SB 316</u> <u>Emmerson R</u></p> <p>Meal periods: exemption: transportation industry.</p> | <p>SENATE L. & I.R. 2/24/2011 - Referred to Com. on L. & I.R.</p> | <p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period and, notwithstanding that provision, authorizes the Industrial Welfare Commission to adopt a working condition order permitting a meal period to commence after 6 hours of work if the order is consistent with the health and welfare of affected employees. This bill would add employees employed in the transportation industry, as defined, to the list of employees exempt from the above provisions. This bill contains other existing laws.</p> | |
| <p><u>SB 468</u> <u>Kehoe D</u></p> <p>Department of Transp: capacity- increasing state hwy projects: coastal zone.</p> | <p>SENATE T. & H. 3/15/2011 - Set for hearing April 5.</p> <p>4/5/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSP ORTATION AND HOUSING, DESAUL NIER, Chairman</p> | <p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects. This bill would impose additional requirements on the department with respect to proposed capacity-increasing state highway projects in the coastal zone. The bill would also make legislative findings and declarations.</p> | |

| Bill ID/Topic | Location | Summary | Position |
|---|---|---|----------|
| <p>SB 475 Wright D</p> <p>Infrastructure financing.</p> | <p>SENATE G. & F. 3/21/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on Gov. & F. 4/6/2011 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair</p> | <p>Existing law authorizes a governmental agency, as defined, to solicit proposals and enter into agreements with private entities for the design, construction, or reconstruction by, and lease to, private entities, for specified types of fee-producing infrastructure projects. Existing law permits these agreements to provide for infrastructure facilities owned by a governmental entity, but constructed by a private entity, to be leased to or owned by that private entity for a period of up to 35 years. This bill would authorize a local governmental agency to enter into an agreement with a private entity for financing for specified types of revenue-generating infrastructure projects. The bill would require an agreement entered into under these provisions to include adequate financial resources to perform the agreement, and would permit the agreements to lease or license to, or provide other permitted uses by, the private entity for a term of up to 50 years, after which time the project would revert to the governmental agency. Last Amended on 3/21/2011</p> | |
| <p>SB 522 Walters R</p> <p>Public employees' retirement: additional service credit.</p> | <p>SENATE P.E. & R. 3/22/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on P.E. & R.</p> | <p>Existing law authorizes certain members of the Public Employees' Retirement System, the State Teachers' Retirement System, and county, city, and district retirement systems that have adopted specified provisions, to make additional contributions to the retirement system and receive up to 5 years of additional retirement service credit for time that does not qualify for public service, as specified. The bill would repeal the provisions that authorize these additional contributions and service credit, and would make related technical changes. Last Amended on 3/22/2011</p> | |
| <p>SB 523 Walters R</p> <p>Public employees' retirement: elected local officials.</p> | <p>SENATE P.E. & R. 3/22/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on P.E. & R.</p> | <p>Existing law authorizes the creation of retirement systems for public employees by counties, cities, and districts. Existing law creates the Public Employees' Retirement System and the State Teachers' Retirement System, which provide a defined benefit to their members based on age at retirement, service credit, and final compensation. Existing law establishes the criteria for membership in the various public employee retirement systems and may exclude certain employment classifications from membership. The California Constitution provides for the division of the state into counties and requires that a county have an elected sheriff, elected district attorney, elected assessor, and elected governing body. Existing law provides for the incorporation of cities in various forms and requires that certain city offices be filled pursuant to elections, as prescribed. Existing law provides for the creation of districts, the governing bodies of which may be elected. This bill would prohibit a person who is publicly elected to a local office of any kind, on and after January 1, 2012, from becoming a member of a retirement system by virtue of that service or from acquiring any retirement right or benefit for serving in that elective local office. The bill would also apply these prohibitions to a person who is appointed to fill the term of a person so elected, but would not apply them to a person who obtained membership by virtue of holding an elective local office prior to January 1, 2012, for so long as he or she holds that office or is reelected to that office. Last Amended on 3/22/2011</p> | |

| Bill ID/Topic | Location | Summary | Position |
|---|---|---|----------|
| <p>SB 524 Walters R</p> <p>Public employees' retirement: retroactive benefits.</p> | <p>SENATE P.E. & R. 3/22/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on P.E. & R.</p> | <p>The Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions commonly referred to as the Educational Employment Relations Act, the Higher Education Employer-Employee Relations Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act each provide for the representation of state or local public employees by recognized employee organizations, and provide that the scope of this representation includes negotiations concerning wages, hours, and other terms and conditions of employment between the state or local public employer and representatives of those employee organizations. This bill would exclude matters relating to the retroactive effect of pension benefit increases from the scope of representation of public employees by recognized employee organizations, and would thereby prohibit these employee organizations from negotiating for a retroactive effect of pension benefit increases with public employers. This bill contains other related provisions and other existing laws. Last Amended on 3/22/2011</p> | |
| <p>SB 545 Anderson R</p> <p>Transportation</p> | <p>SENATE RLS. 3/3/2011 - Referred to Com. on RLS.</p> | <p>Existing law creates various transportation programs to develop and implement improvements to transportation systems. This bill would state the intent of the Legislature to enact legislation enabling the state to examine efficiency in administering solutions to California's transportation needs.</p> | |
| <p>SB 582 Emmerson R</p> <p>Commute benefit policies.</p> | <p>SENATE T. & H. 3/9/2011 - Set for hearing April 5.</p> <p>4/5/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</p> | <p>Existing law requires transportation planning agencies to undertake various transportation planning activities, including preparation of a regional transportation plan. Existing law requires transportation planning agencies that are designated under federal law as metropolitan planning organizations to include a sustainable communities strategy as part of the regional transportation plan for their region. Existing law creates air quality management districts with various responsibilities relative to reduction of air pollution. This bill, beginning on January 1, 2013, would authorize a metropolitan planning organization, in partnership with the local air quality management district, to adopt a commute benefit ordinance that requires covered employers operating within the common jurisdiction of the organization and district with 20 or more covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance.</p> | |
| <p>SB 624 Harman R</p> <p>Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p> | <p>SENATE RLS. 3/3/2011 - Referred to Com. on RLS.</p> | <p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board, on or before January 1, 2011, to adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in emissions of greenhouse gases, in furtherance of achieving the statewide greenhouse gas emissions limit, with the regulations to become operative beginning January 1, 2012. This bill would make technical, nonsubstantive changes to the above requirements.</p> | |

| Bill ID/Topic | Location | Summary | Position |
|--|---|--|----------|
| SB 659 Hernandez D Toll bridges. | SENATE RLS. 3/3/2011 - Referred to Com. on RLS. | Existing law authorizes the Transportation Commission to direct the Department of Transportation to build or acquire toll bridges and other transportation facilities related to toll bridges, as specified. This bill would make a nonsubstantive, grammatical change to those provisions. | |
| SB 683 Correa D Environment: California Environmental Quality Act: noncompliance allegations: public comment. | SENATE E.Q. 3/22/2011 - Set for hearing April 4. 4/4/2011 1:30 p.m. - Room 112 SENATE ENVIRON MENTAL QUALITY, SIMITIA N, Chairman | The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for a public review period for the public to review a draft EIR, proposed negative declaration, or proposed mitigated negative declaration. CEQA requires a lead agency to evaluate and respond to comments on a draft EIR, proposed negative declaration, or proposed mitigated negative declaration made during the public review period and authorizes a lead agency to evaluate and respond to comments made on a draft EIR when the comments are submitted after the public review period. CEQA requires an action or proceeding alleging noncompliance with its requirements to be based on grounds that were presented to the public agency orally or in writing by any person unless the person objected to the approval of the project orally or in writing, during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the issuance of the notice of determination. This bill instead would prohibit these actions or proceedings unless the oral or written presentation or objection occurs during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the filing, rather than issuance, of the notice of determination. | |
| SB 693 Dutton R Public contracts: local agencies. | SENATE T. & H. 3/10/2011 - Set for hearing April 12. 4/12/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPOR TATION AND HOUSING, DESAUL NIER, Chairman | Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design-build basis. Existing law authorizes the Department of Transportation and regional transportation agencies to enter into public-private partnerships for transportation projects under certain conditions. Existing law authorizes the department to delegate to any city or county any part of its powers and jurisdiction, except the power of approval, with respect to any portion of any state highway within the city or county, and to withdraw the delegation. This bill would specify that the delegation authority includes the authority to utilize private-public partnership agreements for transportation projects. The bill would also make findings and declarations related to local agency contracting. | |

| Bill ID/Topic | Location | Summary | Position |
|---|--|--|----------|
| SB 775 Walters R Bonds. | SENATE PRINT 2/20/2011 - From printer. May be acted upon on or after March 22. | The existing State General Obligation Bond Law contains procedures for use in authorizing the issuance and sale and providing for the repayment of state general obligation bonds. Existing law also requires prescribed accountability measures to be included in local bond measures. This bill would incorporate a requirement into the State General Obligation Bond Law that would require a committee created by a bond act to periodically prepare a report on, among other topics, the amount of bonds that the committee has issued in the past five years and the likelihood that the committee will issue any additional bonds in the future. This bill would require that this report is submitted to standing committees in the Legislature with responsibility for budget and fiscal affairs. This bill would specifically authorize house committees to recommend to the Legislature, based upon the contents of that report, that the amount of bonds authorized by the act should be reduced if they conclude either that it is unlikely that the bond committee will issue any additional bonds in the future or that the amount of bonds authorized by the act is excessive or unnecessary in relation to the purpose for which the bond act was passed. This bill contains other related provisions. | |
| SB 783 Dutton R Environment: CEQA. | SENATE RLS. 3/10/2011 - Referred to Com. on RLS. | The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make technical, nonsubstantive changes to the term "project" for the purposes of CEQA. This bill contains other existing laws. | |
| SB 785 Dutton R Environmental quality CEQA: compliance: environmental y mandated projects. | SENATE RLS. 3/10/2011 - Referred to Com. on RLS. | The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make a technical, nonsubstantive change in those provisions relating to the requirements imposed on a lead agency for the compliance project. This bill contains other existing laws. | |
| SB 832 Strickland R California Global Warming Solutions Act of 2006. | SENATE RLS. 3/10/2011 - Referred to Com. on RLS. | The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020. This bill would make a technical, nonsubstantive change to a provision of the California Global Warming Solutions Act of 2006. | |

| Bill ID/Topic | Location | Summary | Position |
|--|--|---|----------|
| SB 851 Anderson R Transportation. | SENATE RLS. 3/10/2011 - Referred to Com. on RLS. | Existing law provides the Department of Transportation with full possession and control of all state highways and authorizes the department to lay out and construct all state highways, as specified. This bill would state intent of the Legislature to enact legislation that would address the need for highway construction. | |
| SB 864 Fuller R Emissions of greenhouse gases: market- based compliance mechanisms. | SENATE RLS. 3/10/2011 - Referred to Com. on RLS. | The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating greenhouse gas emission sources. The act requires the state board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program. The act also requires the state board to adopt regulations to provide for a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. Existing law authorizes the state board to include market-based compliance mechanisms, as defined, to comply with the regulations. This bill would make technical, nonsubstantive changes to this authorization. | |
| SB 867 Padilla D Build California Bonds. | SENATE PRINT 2/19/2011 - From printer. May be acted upon on or after March 21. | Existing law creates the California Transportation Financing Authority with specified powers and duties relative to the issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds and toll revenues in order to increase the construction of new capacity or improvements for the state transportation system. This bill would, in addition, provide for the authority to issue Build California Bonds, the proceeds of which would be used for specified transportation capital improvements. Bondholders would be entitled to nonrefundable tax credits against their personal income tax or corporate tax liability. The bonds would not be a debt or liability of the state or a political subdivision of the state, except for the authority. The bill would provide for the authority to enter into financing agreements with participating local transportation authorities for the purpose of financing or refinancing transportation projects. Each series of bonds issued by the authority would be secured by a financing agreement between the authority and the local transportation authority. The bill would limit the principal amount of bonds to be issued by the authority under these provisions to \$5 billion over a 5-year period commencing January 1, 2012. The bill would enact other related provisions. | |



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

March 30, 2011

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

RE: STATE LEGISLATIVE UPDATE- MARCH

On March 16, the legislature took action on budget related items and made \$7.4 billion worth of cuts in addressing the \$26.6 billion FY 11-12 State Budget deficit. Among the items approved, was AB 105, the transportation trailer bill, which included language to reenact the gas tax swap in order to avoid potential conflicts with Proposition 26. AB 105 was approved with 69 votes in the Assembly and 39 votes in the Senate. Governor Brown signed the bill on March 24th. The state budget remains in a precarious position as the Governor is attempting to convince the legislature to allow the voters to consider \$12.5 billion in tax extensions this June. If the extensions are not placed on the ballot by the legislature or are rejected by the voters, the Governor has vowed to make additional cuts this Summer which may impact funding for transportation programs such as public transportation or the sale of bonds. Governor Brown has been pushing for a balanced approach which considers cuts and the extension of certain taxes to be considered by voters in June. The tax extensions include the following:

- **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. The Governor hopes to have the entire budget package on his desk before month's end.

Impact on Highways/Local Streets and Roads Funding

In March of 2010, the legislature approved the gas tax swap (elimination of the sales tax on gasoline, 17.3 cent increase on the excise tax on gasoline) in order to provide a replacement revenue source for Proposition 42 while acquiring General Fund relief by collecting revenue to pay down bond debt service. The passage of Proposition 26 however complicated matters because "the swap", despite being revenue neutral, was approved by a majority vote rather than the required 2/3 vote. The reenactment of the gas tax swap is critical in order to maintain \$2.5 billion worth of funding for the State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP) and local streets and roads funding (LSR). AB 105 does the following with respect to reenactment of the swap:

- Allows \$1.7 billion in weight fees to be used bond debt service payment. Proposition 22 prohibits the usage of excise tax revenues for General fund purposes. As a result, AB 105 provides General Fund relief through the usage of \$1.7 billion of truck weight fees (FY 10-11 and FY 11-12 amounts).
- Retains the 17.3 cents increase of excise tax revenues which serve as a replacement revenue source for Proposition 42 since gasoline is now exempted from the imposition of a sales tax. This retains the 35.3 state excise tax on each gallon on gasoline (in addition to the federal rate of 18.4 cents).
- Clarifies that local governments are not subject to the maintenance of effort requirement to match the state's commitment that was required under Proposition 42 when they are apportioned fuel excise tax revenues.

Impact on Transit

AB 105 provides the State Transit Assistance (STA) program with \$329.6 million for FY 11-12. Furthermore, the sales tax and excise tax rates on diesel were recalibrated in order to produce a STA program of \$350 million beginning in FY 12-13. The sales tax on diesel rate is also temporarily adjusted (FY 11-12 -6.62%, FY 12-13 6.92%, FY 13-14 6.69%) in order free up non-article XIX funds and the Public Transportation Account (PTA) balance to create capacity to provide revenue to other obligations of the PTA, such as the intercity rail program or possible bond debt service.

Impact on Transportation Bond Programs

In 2006, Propositions 1A and 1B were approved as General Obligation (G.O) bonds, meaning that the General Fund was the identified funding source that is responsible for paying down the bond debt service. The passage and subsequent reenactment of the gas tax swap, however, converts both propositions into revenue bond programs given that transportation revenue (weight fees) are used to retire the bond debt service. These programs have become the sole source of funding for jurisdictions for some highway and most transit capital projects. Therefore, the sale of bonds is critical. Otherwise, the state is collecting revenue and hindering its use to keep projects moving.

MEMORANDUM

March 29, 2011

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

During the Month of March we continued monitoring developments regarding funding of the federal government in fiscal year 2011, the fiscal year 2012 budget and developments regarding transportation policy and the reauthorization of surface transportation legislation. We also continued planning the STA trip to D.C. scheduled for April 13 and 14.

Continuing Resolution

During the week of March 14, prior to a one-week recess, Congress passed the sixth in a series of continuing resolutions (H. J. Res. 48), extending funding for federal programs through April 8. The latest CR cuts spending by another \$6 billion with a total cut in spending of \$10.5 billion below fiscal year 2010 appropriations. Many of the spending cuts targeted programs that the Obama Administration had recommended terminating in his fiscal year 2011 budget, including \$2.6 billion designated for fiscal year 2011 earmarks in the Agriculture, Commerce-Justice-Science, Financial Services and Interior appropriations bills.

Both Democrat and Republican Members of Congress have expressed frustration with the inability of their leadership to conclude negotiations on fiscal year 2011 appropriations. Democrats have expressed concern that the series of reductions taken in the middle of the fiscal year, which ends on September 30, have made it difficult for federal agencies to continue their missions. The House vote reflected the growing frustration of conservative Republicans with 54 Republican members voting against the bill compared with 6 voting against the previous CR, forcing the Republican Leadership to rely on Democratic support to pass the Resolution. Thirteen Senators (9 Republicans, 3 Democrats and one Independent) voted against the CR. The House and Senate have returned from recess this week and have only two weeks to vote on another fiscal year 2011 funding bill or face a government shutdown.

Along with spending levels, Congress must resolve whether to include certain riders proposed by House Republicans that would prevent the government from using federal funding to implement the healthcare reform bill, combat global warming and implement other Environmental Protection Agency regulations, implement financial services reform, or support the activities of Planned Parenthood. Spending reductions in the bill include rescissions and reductions to high speed rail, New Starts, TIGER, TIGGER, and Choice Neighborhoods grant programs. Funding

Solano Transportation Authority

March 29, 2011

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from the formula grant programs funded through the highway and transit trust funds would not be affected by the bill.

In addition to the debate over the current fiscal year spending bills, Congress must soon address the debt ceiling and fiscal year 2012 spending, beginning with a budget resolution. The U.S. Treasury has estimated that the federal deficit will exceed the statutory debt ceiling of \$14.3 trillion between April 15 and May 31. Congress will have to vote to increase the ceiling or jeopardize the full faith and credit of the United States. Conservatives in both parties have suggested that the debt ceiling should not be raised without a commitment to bring federal spending under control.

The House Republican Leadership is under pressure to propose a fiscal year 2012 budget in April that includes steep cuts in federal spending to fulfill promises made to the Conservative electorate that swept them into power in the November 2010 elections. House Speaker John Boehner (R-OH) has stated that the budget resolution will address entitlement programs, as well as additional reductions in federal programs. The House Republican Study Committee (RSC) has announced plans to offer an alternative to the budget that will include larger cuts. The RSC is expected to propose that the federal budget be balanced within 10 years by making significant reductions in entitlement and discretionary spending, terminating certain federal programs, prohibiting earmarks and implementing process reforms that make it easier to reduce spending.

The Senate also appears to be on a course to adopt a conservative budget plan. In March, a bipartisan coalition of 63 Senators sent a letter to the White House asking the President to join in a comprehensive debate on deficit reduction, including entitlement and tax reform. Senate Budget Committee Chairman Kent Conrad (D-ND) has stated that he will incorporate a long-term deficit-reduction plan in the Senate budget resolution, particularly if President Obama does not respond to calls for the White House to provide leadership in the debate.

The House Budget Committee is expected to finalize a resolution around April 15. After adoption of the resolution, the Appropriations Committees will receive allocations that will determine the level of fiscal year 2012 spending for each subcommittee, including transportation spending. The budget resolution should provide an indication of whether the House will propose that surface transportation spending will be held to the funds collected from gas tax revenue, or reduced to offset the deficit.

Infrastructure Finance Proposals

Legislation was introduced in the House and Senate to provide funding for infrastructure projects of regional and national significance in March.

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On March 17, Senators John Kerry (D-MA) and Kay Bailey Hutchison (R-TX) introduced *The Building and Upgrading Infrastructure for Long-Term Development Act*, S. 652. The bill would create a federally operated corporation that would extend credit to projects of national and regional significance. There are a few notable differences between the Kerry-Hutchison bill and the proposal for an infrastructure bank recommended in the President's budget. The Administration proposes to fund the bank at \$30 billion over 6 years to make grants and loans to support transportation projects. The fund proposed in the Kerry-Hutchison bill would receive \$10 billion in federal funding and support an estimated \$640 billion in investments. The fund would provide loans to support transportation, water, energy and broadband projects, but would not issue grants. The fund would select projects with backing of private investors and would be limited to supporting up to 50 percent of a project's total cost.

The proposal to create a bank or finance mechanism has met with resistance from House and Senate conservatives who are concerned that project failures could result in liability for US taxpayers. Concerns have also been expressed regarding project selection and the potential for the bank to divert highway funds away from rural states to more populated regions. Senate Environment and Public Works Chair Barbara Boxer (D-CA) has suggested that expanding the Transportation Infrastructure Finance and Innovation Act (TIFIA) program may be one of the best options to help fund infrastructure projects and that the legislation to expand an existing program may be easier than enacting authorizing legislation for a bank. The Administration has recommended \$450 million for TIFIA in the fiscal year 2012 budget request, which could support around \$4.5 billion in infrastructure projects, and would be a \$75 million increase over fiscal year 2010 spending.

Other Legislative Proposals

Several legislative proposals have been introduced that are likely to be considered in the context of the surface transportation reauthorization.

Rep. Laura Richardson (D-CA) introduced *The TIFIA Enhancement Act*, H.R. 1123, on March 16. The bill increases the authorized funding from \$122 million to \$375 million to support mega transportation projects. It would also raise the cap on federal finance from 33 percent of the total project cost to 49 percent.

Rep. Richardson also introduced legislation (*The Freight Focus Act*, H.R. 1122) to create a Goods Movement Trust Fund by raising the diesel tax. The tax collected would be used to fund projects along designated freight corridors to speed goods movement.

On March 10, Rep. Russ Carnahan (D-MO) introduced *The Smart Technologies for Communities Act* (H.R. 995), which would authorize \$1.2 billion over six years to support six pilot programs to serve as model deployment sites for large scale installation and operation of intelligent

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transportation systems (ITS). Under the pilot program, state, local government, MPOs and transit agencies would be required to submit a plan to deploy and provide for the long-term operation and maintenance of an ITS system, such as: real-time integrated traffic, transit, and multimodal transportation information; advanced traffic, freight, parking, and incident management systems; collision avoidance systems; advanced technologies to improve transit and commercial vehicle operations; synchronized, adaptive, and transit preferential traffic signals; advanced infrastructure condition assessment technologies; and other technologies to improve system operations. Among other criteria, the bill requires a plan for partnering with the private sector, public agencies including multimodal and multijurisdictional entities, research institutions, organizations representing transportation and technology leaders, and other transportation stakeholders.

On March 17, Sen. David Vitter (R-LA) introduced *The Fiscal Accountability and Transparency in Infrastructure Spending Act*, S. 615, which would require a life cycle cost analysis (LCCA) for transportation projects whenever the federal cost share exceeds \$5 million. The analysis would account for the direct and indirect costs incurred in initial construction, maintenance, and repair over a 50-year life-cycle. The analysis may favor use of more durable construction materials, such as concrete, which has a higher upfront cost, but is longer lasting than asphalt. The bill requires the implementation of a design guide that utilizes structural engineering inputs for regional differences, which is also intended to reduce maintenance cost. It also attempts to lower project cost by specifying the use of a competitive design and bidding process to ensure that the most cost-effective project designs are considered for final selection.

Sen. Amy Klobuchar (D-MN) introduced legislation (S. 625) to amend title 23 of the U.S. Code, to incorporate regional transportation planning organizations into statewide transportation planning. The bill would require states to establish and fund regional transportation planning organizations to enhance the planning, coordination, and implementation of statewide transportation plans and programs, with an emphasis on addressing the needs of suburban and rural areas of the State. Among its duties, the board would be required to: develop and maintain regional long-range multimodal transportation plans; develop a regional transportation improvement program for consideration by the State; and ensure that nonmetropolitan local officials are meaningfully involved in the statewide transportation planning process.

In addition to the transportation proposals, Sen. Richard Menendez (D-NJ) reintroduced *The Choice Communities Act*, S. 624, legislation that he sponsored in the 111th Congress to authorize the competitive grant program for local governments, public housing authorities and community development corporations, and other for-profit and nonprofit entities to implement transformational programs in eligible neighborhoods with a concentration of extreme poverty, severely distressed housing, and a potential for long-term viability. The bill would authorize \$350 million for the first year of the program.



DATE: March 18, 2011
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2011-12

Background

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

The TDA contribution is based on the Metropolitan Transportation Commission (MTC)'s annual TDA fund estimate for each local jurisdiction. STA annually claims these funds on behalf of the Member Agencies for transit operation and planning expenses.

The Members Contribution received from all the agencies in Solano County is calculated based on the gas tax revenues. Although based on gas tax revenues, each member agency provides a contribution to STA through any eligible fund source, including gas tax. The Member Agencies are invoiced for these contributions at the beginning of the fiscal year.

Both contributions are estimates; revisions are made as actual data is made available and adjustments are made in the subsequent fiscal year. These two revenue sources provide the core funding for STA's operations. These operations include administrative staff services and office space cost, and a percentage of strategic planning and project development not covered by other planning grants and project revenues.

Discussion:

Attachment A is the FY 2011-12 Local TDA Funds and Contributions from Member Agencies. The TDA contribution to STA for FY 2011-12 is reduced by 1.6% (\$5,680) from the prior year using the MTC's annual TDA funding estimates. STA's TDA claim for FY 2011-12 is calculated based on the adopted indexing policy (Attachment B) and on MTC's FY 2011-12 Fund Estimate (Attachment C).

The Members Contribution has a reduction of 10.5% (\$26,528). This calculation reflects an adjustment from the prior year estimates (Attachment B). The Members Contributions estimates for FY 2011-12 are based on actual Gas Tax Revenues received by each agency in Solano County for the calendar year 2010 (Attachment D).

Estimates for both local TDA Funds and Contribution from Member Agencies vary depending on the actual amounts on MTC's TDA Apportionment and Gas Tax Revenues received by the agencies. Adjustments to these estimates are reflected in the subsequent year.

Fiscal Impact

FY 2011-12 local TDA Funds is \$358,079 and the Members Contributions is \$226,147. In the aggregate, the total TDA and members contribution from the member agencies for the FY 2011-12 has been reduced by 5.2% (\$32,207).

Recommendation

Informational.

Attachments

- A. FY 2011-12 Local TDA Funds and Contributions from Member Agencies.
- B. Computations for TDA and Members Contributions for FY 2011-12.
- C. MTC FY 2011-12 Fund Estimate TDA Funds Solano County (February 23, 2011)
- D. Calendar Year 2010 Gas Tax Revenues for Solano County Agencies

**FY 2011-12 Local Transportation Development Act (TDA)
and
Member Agencies Contribution**

TDA Contributions

| AGENCY | FY 2011-12 TDA | FY 2010-11 Adjustment | FY 2011-12 Total TDA to STA | FY 2010-11 TDA to STA | % Change |
|---------------|---------------------------|----------------------------------|--|----------------------------------|---------------------|
| Benicia | 24,298 | (822) | 23,476 | 23,847 | -1.6% |
| Dixon | 15,262 | (516) | 14,746 | 14,982 | -1.6% |
| Fairfield | 92,442 | (3,134) | 89,308 | 90,994 | -1.9% |
| Rio Vista | 7,141 | (237) | 6,904 | 6,879 | 0.4% |
| Suisun City | 25,061 | (828) | 24,233 | 24,031 | 0.8% |
| Vacaville | 83,766 | (2,845) | 80,921 | 82,601 | -2.0% |
| Vallejo | 105,135 | (3,555) | 101,580 | 103,222 | -1.6% |
| Solano County | 17,505 | (593) | 16,912 | 17,203 | -1.7% |
| TOTAL | 370,610 | (12,530) | 358,079 | 363,759 | -1.6% |

Members Contributions

| AGENCY | FY 2011-12 Members Contribution | FY 2010-11 Adjustment | FY 2011-12 Total Members Contribution Claim | FY 2010-11 Members Contribution | % Change |
|---------------|--|----------------------------------|--|--|---------------------|
| Benicia | 15,978 | (1,151) | 14,827 | 16,565 | -10.5% |
| Dixon | 10,036 | (723) | 9,313 | 10,406 | -10.5% |
| Fairfield | 60,787 | (4,379) | 56,408 | 63,207 | -10.8% |
| Rio Vista | 4,696 | (339) | 4,357 | 4,778 | -8.8% |
| Suisun City | 16,480 | (1,187) | 15,293 | 16,692 | -8.4% |
| Vacaville | 55,082 | (3,968) | 51,114 | 57,376 | -10.9% |
| Vallejo | 69,134 | (4,980) | 64,154 | 71,700 | -10.5% |
| Solano County | 11,511 | (830) | 10,681 | 11,950 | -10.6% |
| TOTAL | 243,703 | (17,557) | 226,147 | 252,674 | -10.5% |

Total Contributions from Member Agencies

| AGENCY | TDA | Member Contribution | FY 2011-12 TOTAL | FY 2010-11 TOTAL | % Change |
|----------------------|----------------|--------------------------------|-----------------------------|-----------------------------|---------------------|
| Benicia | 23,476 | 14,827 | 38,302 | 40,412 | -5.2% |
| Dixon | 14,746 | 9,313 | 24,059 | 25,388 | -5.2% |
| Fairfield | 89,308 | 56,408 | 145,716 | 154,201 | -5.5% |
| Rio Vista | 6,904 | 4,357 | 11,260 | 11,657 | -3.4% |
| Suisun City | 24,233 | 15,293 | 39,526 | 40,723 | -2.9% |
| Vacaville | 80,921 | 51,114 | 132,035 | 139,977 | -5.7% |
| Vallejo | 101,580 | 64,154 | 165,734 | 174,922 | -5.3% |
| Solano County | 16,912 | 10,681 | 27,593 | 29,153 | -5.4% |
| TOTAL | 358,079 | 226,147 | 584,226 | 616,433 | -5.2% |

FY 2011-12 TDA and Members Contributions Indexing Policy

Local Transportation Development Act (TDA) Funds

TDA: Total TDA to County **\$13,880,128**
TDA: Total TDA to County **\$13,416,183**
Original TDA Claim: Estimate February-10
Final FY 2010-11 TDA Claim: Revised February-11
STA Operations (2.7%) **\$374,763**
STA Operations (2.7%) **\$362,237**

| | Agency TDA | Percent | FY 10-11 Claim | TDA Adjustment | Total TDA | Percent | Revised FY 2010-11 | FY 2010-11 Adjustment |
|---------------|----------------------|--------------|-------------------|--------------------|---------------------|--------------|-----------------------|--------------------------|
| Benicia | 856,129 | 0.066 | \$24,570 | (28,615) | \$827,514 | 0.066 | 23,749 | (822) |
| Dixon | 537,755 | 0.041 | 15,433 | (17,977) | 519,778 | 0.041 | 14,917 | (516) |
| Fairfield | 3,257,193 | 0.249 | 93,478 | (109,185) | 3,148,008 | 0.249 | 90,345 | (3,134) |
| Rio Vista | 251,603 | 0.019 | 7,221 | (8,255) | 243,348 | 0.019 | 6,984 | (237) |
| Suisun City | 883,029 | 0.068 | 25,342 | (28,835) | 854,194 | 0.068 | 24,514 | (828) |
| Vacaville | 2,951,487 | 0.226 | 84,705 | (99,113) | 2,852,374 | 0.226 | 81,860 | (2,845) |
| Vallejo | 3,704,430 | 0.284 | 106,313 | (123,856) | 3,580,574 | 0.284 | 102,759 | (3,555) |
| Solano County | 616,798 | 0.047 | 17,701 | (20,643) | 596,155 | 0.047 | 17,109 | (593) |
| | \$ 13,058,424 | 1.000 | \$374,763 | (\$436,479) | \$12,621,945 | 1.000 | \$ 362,237 | (12,530) |

| TDA | | | | | |
|-----------------------|---------------------|------------------------|--------------------------|----------------------------------|----------------|
| Total TDA to County | | \$13,726,282 | | | |
| STA Operations (2.7%) | | \$370,610 | | | |
| | | FY 2011-12 Estimate | FY 2010-11 Adjustment | Total TDA Funds FY 2011-12 | |
| Benicia | 828,586 | 0.066 | \$24,298 | (822) | 23,476 |
| Dixon | 519,379 | 0.041 | 15,262 | (516) | 14,746 |
| Fairfield | 3,125,859 | 0.249 | 92,442 | (3,134) | 89,308 |
| Rio Vista | 245,573 | 0.019 | 7,141 | (237) | 6,904 |
| Suisun City | 854,430 | 0.068 | 25,061 | (828) | 24,233 |
| Vacaville | 2,870,669 | 0.226 | 83,766 | (2,845) | 80,921 |
| Vallejo | 3,582,546 | 0.284 | 105,135 | (3,555) | 101,580 |
| Solano County | 594,903 | 0.047 | 17,505 | (593) | 16,912 |
| | \$12,621,945 | 1.000 | \$370,610 | (\$12,530) | 358,079 |

Members Contribution

Contribution: Total Gas Tax to County **\$12,440,742**
Contribution: Total Gas Tax to County **\$11,604,904**
FY 2010-11
STA Operations (2.1%) **\$261,256**
FY 2011-12
STA Operations (2.1%) **\$243,703**
Estimate based on Calendar Year 2009
Estimate based on Calendar Year 2010

| | | FY 10-11 Claim | | | FY 10-11 Adjustment |
|---------------|--------------|-------------------|---------------|--------------|------------------------|
| Benicia | 0.066 | \$17,128 | Benicia | 0.066 | \$15,978 |
| Dixon | 0.041 | 10,759 | Dixon | 0.041 | 10,036 |
| Fairfield | 0.249 | 65,166 | Fairfield | 0.249 | 60,787 |
| Rio Vista | 0.019 | 5,034 | Rio Vista | 0.019 | 4,696 |
| Suisun City | 0.068 | 17,666 | Suisun City | 0.068 | 16,480 |
| Vacaville | 0.226 | 59,049 | Vacaville | 0.226 | 55,082 |
| Vallejo | 0.284 | 74,113 | Vallejo | 0.284 | 69,134 |
| Solano County | <u>0.047</u> | <u>12,340</u> | Solano County | <u>0.047</u> | <u>11,511</u> |
| | 1.000 | \$261,256 | | 1.000 | \$243,703 |

| Total Gas Tax to County | | \$11,604,904 | | Total Members Contribution FY 2011-12 |
|-------------------------|--------------|--------------------------|-------------------|--|
| STA Operations (2.1%) | | \$243,703 | | |
| | | FY 2010-11 Adjustment | | |
| Benicia | 0.066 | \$15,978 | (\$1,151) | \$14,827 |
| Dixon | 0.041 | 10,036 | (723) | 9,313 |
| Fairfield | 0.249 | 60,787 | (4,379) | 56,408 |
| Rio Vista | 0.019 | 4,696 | (339) | 4,357 |
| Suisun City | 0.068 | 16,480 | (1,187) | 15,293 |
| Vacaville | 0.226 | 55,082 | (3,968) | 51,114 |
| Vallejo | 0.284 | 69,134 | (4,980) | 64,154 |
| Solano County | <u>0.047</u> | <u>11,511</u> | (830) | 10,681 |
| | 1.000 | \$243,703 | (\$17,557) | \$226,147 |

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

*Attachment A
Ref No. 3990
Page 9 of 16
February 23, 2011*

| FY 2010-11 TDA Revenue Estimate Adjustment | | FY 2011-12 TDA Estimate | |
|--|------------|--|------------|
| FY 2010-11 Generation Estimates Adjustment | | FY 2011-12 County Auditor's Generations Estimate | |
| 1. Original County Auditor Estimate (Feb, 10) | 13,880,128 | | 13,416,183 |
| 2. Revised County Auditor Estimate (Feb, 11) | 13,416,183 | (463,945) | |
| 3. Revenue Adjustment (Line 2-1) | | | |
| 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) | | 67,081 |
| 6. MTC Planning (3.0% of line 3) | (13,918) | | 402,485 |
| 7. Total Charges (Lines 4+5+6) | | (18,558) | 536,647 |
| 8. Adjusted Generations Less Charges (Line 3-7) | | (445,387) | 12,879,536 |
| FY 2010-11 TDA Adjustment By Article | | | |
| 9. Article 3 Adjustment (2.0% of line 8) | (8,908) | (436,479) | 257,591 |
| 10. Funds Remaining (Line 8-9) | | | |
| 11. Article 4.5 Adjustment (5.0% of line 10) | | | 12,621,945 |
| 12. Article 4 Adjustment (Line 10-11) | | (436,479) | 12,621,945 |

| Column | TDA APPORTIONMENT BY JURISDICTIONS | | | | | | J=H+I | | | |
|-----------------------------|---|---------------------|---|---|------------------------------|------------------------------|-------------------------------|-------------------------------|-----------------------------|--------------------------|
| | A | B | C | D | E | F | | G | H=Sum(C;G) | I |
| Apportionment Jurisdictions | 6/30/2010 Balance (w/o interest) ¹ | FY 2009-10 Interest | 6/30/2010 Balance (w/interest) ¹ | FY 2009-11 Outstanding Commitments ² | FY 2010-11 Transfers/Refunds | FY 2010-11 Original Estimate | FY 2010-11 Revenue Adjustment | 6/30/2011 Projected Carryover | FY 2011-12 Revenue Estimate | Available For Allocation |
| Article 3 | 427,945 | 9,323 | 437,268 | (642,350) | | 266,498 | (8,908) | 52,509 | 257,591 | 310,100 |
| Article 4.5 | 427,945 | 9,323 | 437,268 | (642,350) | | 266,498 | (8,908) | 52,509 | 257,591 | 310,100 |
| SUBTOTAL | | | | | | | | | | |
| Article 4/8 | | | | | | | | | | |
| Benicia | - | 3,939 | 3,939 | (36,597) | - | 856,130 | (28,615) | 794,857 | 828,586 | 1,623,443 |
| Dixon | - | 340 | 340 | (299,140) | - | 537,755 | (17,977) | 220,977 | 519,379 | 740,356 |
| Fairfield | 5,262,415 | 66,523 | 5,328,938 | (2,807,956) | - | 3,257,193 | (109,185) | 5,668,990 | 3,125,859 | 8,794,849 |
| Rio Vista | 138,742 | 3,374 | 142,116 | (216,700) | - | 251,603 | (8,255) | 168,764 | 245,573 | 414,337 |
| Suisun City | - | 401 | 401 | (24,031) | - | 883,029 | (28,835) | 830,563 | 854,430 | 1,684,993 |
| Vacaville | 2,850,482 | 41,674 | 2,892,156 | (5,157,865) | - | 2,951,487 | (99,113) | 586,665 | 2,870,669 | 3,457,334 |
| Vallejo | 1,652,843 | 10,473 | 1,663,316 | (147,179) | - | 3,704,430 | (123,856) | 5,096,711 | 3,582,546 | 8,679,257 |
| Solano County | - | 976 | 976 | (24,853) | - | 616,798 | (20,643) | 572,278 | 594,903 | 1,167,181 |
| SUBTOTAL³ | 9,904,482 | 127,699 | 10,032,181 | (8,714,321) | - | 13,058,424 | (436,479) | 13,939,805 | 12,621,945 | 26,561,750 |
| GRAND TOTAL | 10,332,427 | 137,023 | 10,469,450 | (9,356,671) | - | 13,324,923 | (445,387) | 13,992,315 | 12,932,045 | 26,871,850 |

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 Inercity Transit Funding Agreement.

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Solano Transportation Authority

Gas Tax to Solano County

January to December 2010

| <u>Allocation:</u> | <u>Jan-10</u> | <u>Feb-10</u> | <u>Mar-10</u> | <u>Apr-10</u> | <u>May-10</u> | <u>Jun-10</u> | <u>Jul-10</u> | <u>Aug-10</u> | <u>Sep-10</u> | <u>Oct-10</u> | <u>Nov-10</u> | <u>Dec-10</u> | <u>Total</u> |
|--------------------------------|-------------------|---------------------|-------------------|-------------------|---------------------|---------------------|-------------------|-------------------|-------------------|---------------------|---------------------|---------------------|----------------------|
| Solano County | 387,801.06 | 490,945.29 | 429,794.14 | 457,721.56 | 528,574.48 | 495,785.83 | 240,105.77 | 114,128.81 | 367,972.36 | 480,517.85 | 841,699.08 | 538,371.34 | 5,373,417.57 |
| City: | | | | | | | | | | | | | |
| Benicia | 31,281.80 | 39,512.47 | 34,613.62 | 33,146.29 | 42,415.50 | 39,507.95 | 22,399.25 | 9,118.11 | 33,024.99 | 37,348.55 | 66,468.18 | 43,246.63 | 432,083.34 |
| Dixon | 19,875.24 | 25,065.81 | 21,976.43 | 21,051.07 | 26,896.58 | 25,062.97 | 14,255.29 | 5,771.34 | 20,827.41 | 23,530.39 | 41,904.91 | 27,316.80 | 273,534.24 |
| Fairfield | 118,232.75 | 149,637.73 | 130,945.66 | 125,346.92 | 160,714.55 | 149,620.51 | 78,392.77 | 34,331.71 | 124,917.97 | 141,450.58 | 251,520.72 | 163,257.12 | 1,628,368.99 |
| Rio Vista | 9,475.35 | 11,894.13 | 10,454.49 | 10,023.28 | 12,747.26 | 11,892.80 | 6,882.32 | 2,784.18 | 9,940.49 | 11,196.99 | 19,980.98 | 13,098.69 | 130,370.96 |
| Suisun City | 32,250.92 | 40,739.89 | 35,687.31 | 34,173.92 | 43,734.02 | 40,735.23 | 23,001.19 | 9,398.87 | 34,048.27 | 38,507.78 | 68,528.84 | 44,583.00 | 445,389.24 |
| Vacaville | 107,362.63 | 135,870.50 | 118,902.78 | 113,820.51 | 145,925.49 | 135,854.86 | 70,689.65 | 31,303.53 | 113,881.52 | 128,947.80 | 229,295.70 | 148,843.73 | 1,480,698.70 |
| Vallejo | 134,427.53 | 170,148.78 | 148,887.68 | 142,519.45 | 182,747.98 | 170,129.20 | 88,481.51 | 39,037.45 | 142,068.40 | 160,879.65 | 286,057.96 | 175,655.27 | 1,841,040.86 |
| City SubTotal | 452,906.22 | 572,869.31 | 501,467.97 | 480,081.44 | 615,181.38 | 572,803.52 | 304,101.98 | 131,745.19 | 478,709.05 | 541,861.74 | 963,757.29 | 616,001.24 | 6,231,486.33 |
| Total County & City | 840,707.28 | 1,063,814.60 | 931,262.11 | 937,803.00 | 1,143,755.86 | 1,068,589.35 | 544,207.75 | 245,874.00 | 846,681.41 | 1,022,379.59 | 1,805,456.37 | 1,154,372.58 | 11,604,903.90 |
| FY 2009 | 885,084.16 | 1,087,587.00 | 944,501.56 | 1,015,076.89 | 1,141,328.39 | 1,009,959.26 | 918,719.52 | 1,282,997.42 | 1,124,042.71 | 900,771.48 | 1,085,024.26 | 1,045,649.84 | 12,440,742.49 |
| Variance | (44,376.88) | (23,772.40) | (13,239.45) | (77,273.89) | 2,427.47 | 58,630.09 | (374,511.77) | (1,037,123.42) | (277,361.30) | 121,608.11 | 720,432.11 | 108,722.74 | (835,838.59) |

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DATE: March 21, 2011
TO: STA Board
FROM: Jessica McCabe, Project Assistant
RE: Local Project Delivery Update

Background:

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

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

Discussion:

STA Board Recommendations and Improvement Programs

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

Programmed Funding Does Not Guarantee Project Funding

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

Staying on Top of Deadlines and Making Timely Choices

Attached is a list of projects with programmed funding, which connects project fund sources to delivery deadline polices (Attachment A). Those projects that have been highlighted are either experiencing delays or do not have a clear delivery schedule and/or funding strategy, and therefore are at risk of losing funding. Conversely, projects not highlighted are on schedule.

Projects that have Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds programmed in the TIP for FY 2010-11 are 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. STP and CMAQ funds are subject to an obligation/FTA transfer deadline of April 30th of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1st of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30th of the fiscal year programmed in the TIP.

Projects 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 June 23, 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.

Projects which have earmark funding with a remaining unobligated balance are also listed. As a reminder, Congress continues to be interested in rescinding unobligated federal funds, including earmarks, from prior years. It may not be a matter of if, but rather when Congress will rescind these remaining unobligated balances, and given this risk of funds being lost, project sponsors are reminded to stay on track with the timely delivery of these projects.

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. STA has also recently implemented projects delivery policies, which were adopted by the STA Board on March 9, 2011. The goal of the STA project delivery policies is 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.

Recommendation:

Informational.

Attachments:

- A. Programmed funding in Solano County, 3-21-11
- B. MTC Resolution 3606, "Milestones, Deadlines, and Consequences", pg 11, 07-23-08

Solano Transportation Authority (STA)

Project Delivery Update, 3-21-2011

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) | | | | | | | |
| | | | | | Environmental | Design | Right-of-Way | Construction | | | | |
| Benicia | SOL070045 | State Park Road Bridge Widening | CMAQ/ARRA | 2010 | | | | \$ 2,406 | \$ - | Complete | Closeout Project | |
| Benicia | SOL10031 | 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 (SR25) | 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 11/12 | |
| 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/SR25) | 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 (all phases) | 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/Earmark | 2012 | \$ 200 | \$ 5,800 | \$ 9,000 | \$ 64,128 | \$ - | CON | Invoice every 6 months | |
| 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 | |

| 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 | | | | |
| 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 | CTC Allocation by Apr 2011 | |
| 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 | | | |
| | | | | | \$773,685 | | | | | | | |

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

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

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

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

Discussion:

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

| | FUND SOURCE | AMOUNT AVAILABLE | APPLICATION DEADLINE |
|----|---|---|---------------------------------------|
| 1. | Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area) | Approximately \$20 million | Due On First-Come, First Served Basis |
| 2. | Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area) | Approximately \$10 million | Due On First-Come, First-Served Basis |
| 3. | Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)* | Up to \$5,000 rebate per light-duty vehicle | Due On First-Come, First-Served Basis |
| 4. | Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)* | Approximately \$10,000 to \$45,000 per qualified request | Due On First-Come, First-Served Basis |
| 5. | Program for Arterial System Synchronization* | Approximately \$1,250,000 | Due April 12, 2011 |

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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Attachment A

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

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

*New Funding Opportunity

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

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

*New Funding Opportunity

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

| Fund Source | Application/Program Contact Person** | Application Deadline/Eligibility | Amount Available | Program Description | Additional Information |
|---|---|--|---|--|--|
| Program for Arterial System Synchronization (PASS) | Vamsi Tabjulu MTC (510)817-5936 vtabjulu@mtc.ca.gov | April 12, 2011 Eligible Applicants: Cities and counties in the Bay Area | Approximately \$1,250,000 , with a maximum of \$10,000 per project | Provides funding for technical assistance to Bay Area jurisdictions with retiming traffic signal systems that include signals from multiple jurisdictions, interact with freeways and state highways, operate on corridors with established regional significance, provide transit priority, or have been developed in conjunction with other regional programs. | Eligible Projects: Technical assistance and financial support will be focused on traffic signal system projects that: 1) interact with freeways and state highways; 2) involve traffic signals from multiple jurisdictions; 3) operate on corridors with established regional significance; 4) provide priority for transit vehicles; 5) have been developed in conjunction with other regional programs http://www.mtc.ca.gov/services/arterial_operations/downloads/PASS_Guidelines_2010-11.pdf |

*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.

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DATE: April 6, 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 |
|--|-----------|------------------|-----------|
| April 20, 2011 | 4:00 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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