



TECHNICAL ADVISORY COMMITTEE (TAC)

MEETING AGENDA

1:30 p.m., Wednesday, April 27, 2011

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City, CA 94585

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Janet Adams, Chair
II. APPROVAL OF AGENDA	
III. OPPORTUNITY FOR PUBLIC COMMENT	
IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF (1:30 – 1:35 p.m.)	
V. CONSENT CALENDAR <i>Recommendation: Approve the following consent items in one motion.</i> (1:35 – 1:40 p.m.)	
A. Minutes of the TAC Meeting of March 30, 2011 <i>Recommendation:</i> <i>Approve TAC Meeting Minutes of March 30, 2011.</i> Pg. 1	Johanna Masielat
B. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – May 2011 <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to approve the FY 2011-12 Solano TDA Matrix – May 2011 as shown in Attachment A.</i> Pg. 7	Elizabeth Richards

TAC MEMBERS

Charlie Knox	Janet Koster	George Hicks	Morrie Barr	Dan Kasperson	Rod Moresco	David Kleinschmidt	Paul Wiese
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

- C. Fiscal Year (FY) 2011-12 State Transit Assistance Funds (STAF) Projects** Elizabeth Richards
- Recommendation:
Forward a recommendation to the STA Board to approve the FY 2011-12 State Transit Assistance Funds (STAF) Project List as shown on Attachment D.
- Pg. 11**

VI. ACTION – FINANCIAL ITEMS

- A. Jepson Parkway Project Implementation Agreements** Janet Adams
- Recommendation:
Forward a recommendation to the STA Board to approve the following:
- 1. The Jepson Parkway Memorandum of Understanding between the STA, the County of Solano and the Cities of Fairfield and Vacaville; and*
 - 2. The Jepson Parkway Funding Agreement between the STA and the City Vacaville.*
- (1:40 – 1:45 p.m.)
- Pg. 13**

VII. ACTION NON-FINANCIAL ITEMS

- A. STA’s Draft Overall Work Plan (OWP) for Fiscal Years (FY) 2011-12 and FY 2012-13** Janet Adams
- Recommendation:
Forward a recommendation to the STA Board to approve the STA’s Overall Work Program for FY 2011-12 and 2012-13 as specified in Attachment A.
- (1:45 – 1:50 p.m.)
- Pg. 35**
- B. Fiscally Constrained Solano Regional Transportation Plan (RTP) Project List** Robert Macaulay
- Recommendation:
Review and adjust the fiscally constrained Solano RTP Project List, and forward a recommendation to the STA Board to adopt the fiscally constrained Solano RTP Project List as shown in Attachments A and B.
- (1:50 – 2:00 p.m.)
- Pg. 71**
- C. Legislative Update** Jayne Bauer
- Recommendation:
Forward a recommendation to the STA Board to support AB 54 (Beall) modifying Metropolitan Transportation Commission membership.
- (2:00 – 2:05 p.m.)
- Pg. 81**

VIII. INFORMATIONAL

- A. **2012 State Transportation Improvement Program (STIP)** Sam Shelton
Informational
(2:05 – 2:10 p.m.)
Pg. 113
- B. **Metropolitan Transportation Commission (MTC) Regional Toll Credit Policy** Jessica McCabe
Informational
(2:10 – 2:15 p.m.)
Pg. 119
- C. **Solano County Alternative Fuels and Infrastructure Plan** Robert Guerrero
Informational
(2:15 – 2:20 p.m.)
Pg. 125
- D. **Bike to Work Week May 9-13, 2011** Judy Leaks
Informational
(2:20 – 2:25 p.m.)
Pg. 127

NO DISCUSSION

- E. **Fiscal Year (FY) 2010-11 Abandoned Vehicle Abatement (AVA) Program Second Quarter Report** Susan Furtado
Informational
Pg. 131
- F. **Local Project Delivery Update** Jessica McCabe
Informational
Pg. 133
- G. **STA Funding Opportunities Report** Sara Woo
Informational
Pg. 145
- F. **STA Board Meeting Highlights of April 20, 2011** Johanna Masielat
Informational
Pg. 151
- G. **STA Board and Advisory Committee Meeting Schedule for Calendar Year 2011** Johanna Masielat
Informational
Pg. 157

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, May 25, 2011.**



TECHNICAL ADVISORY COMMITTEE
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 an update 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 and highlighted 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 19, 2011
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – May 2011

Background:

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

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

The new TDA and STAF FY 2011-12 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2011.

After several years of growth, Solano TDA revenue began to decline after FY 2006-07. At its peak in FY 2006-07, the TDA available countywide was \$15.9m and then modestly declined for two years. In FY2008-09 it made its first significant drop of nearly 5% to \$14.7m and in FY 2009-10 Solano TDA decreased by even a larger percentage (10.7%) to \$13.1m. For FY2011-12, the current projection is that TDA will remain flat and result in \$12.9 for Solano transit operators. The Solano FY 2011-12 TDA fund estimates by jurisdiction are shown on the attached TDA matrix.

Discussion:

The fund estimates include projected carryover from FY 2010-11. It should be noted that the carryover amounts appear to be significant for most Solano jurisdictions. These figures were calculated at the end of December 2010. Due to the timing of several jurisdictions' submittal of their FY 2010-11 TDA claims, the FY 2010-11 TDA funds were not shown as allocated and the carryovers are artificially high. The FY 2010-11 estimated obligations were added to the TDA matrix in the initial column after the estimates and reviewed with the Consortium in March. One adjustment being made with the May 2011 version of the TDA matrix is taking into account the recent approval by MTC affecting the Vallejo TDA disbursement for FY11. Although \$5.6million of TDA is being claimed in FY11, only \$2.9m will be disbursed. The difference (\$2.7m) reflects the amount of TDA that Vallejo has already received that will be transfer to the General Fund to repay advances to transit in previous years. This increases the TDA balance available for Vallejo transit as shown on the TDA matrix as compared to the initial matrix.

The STA Planning funds were approved by the STA Board in April and are shown on the TDA matrix at this time. Other shared-cost projects to be added include the Intercity Taxi program and the Intercity Transit Funding agreement.

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

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2011-12 Solano TDA Matrix – May 2011 as shown in Attachment A.

Attachments:

- A. Draft FY 2011-12 Solano TDA Matrix – May 2011 (This attachment has been provided to the TAC members under separate enclosure. To obtain a copy, please contact the STA at (707) 424-6075.)

FY2011-12 TDA Matrix - May Version

042011-May 2011				FY 2011-12																						
AGENCY	TDA Est from MTC (1)	Projected Carryover (1a)	Available for Allocation (1)	FY2010-11 Allocations after 12/31/10	Paratransit		Local Service					Intercity									STA Planning	Transit Capital: Dxn Intrmdl Stn (VV ECMAQ swap)	Transit Capital	Streets & Roads	Total	Balance
					ADA Subsidized Taxi Phase I	Paratransit	Benicia Breeze	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	FAST Rt 20	FAST Rt 30	FAST Rt 40	Vjo T Rt. 78	Vjo T Rt. 80	Vjo T Rt 85	FAST Rt. 90	FAST Intercity Subtotal						
	2/9/2011	2/9/2011	2/9/2011		(3)		(4)			(4)								(5)	(5)	(6)	(7)	(8)	(9)			
Benicia	828,586	794,857	1,623,443	757,339														\$ -	\$ -	\$ 14,827				\$ 772,166	851,277	
Dixon	519,379	220,977	740,356	56,239														\$ -	\$ -	\$ 9,313				\$ 65,552	674,804	
Fairfield	3,125,859	5,668,990	8,794,849	2,656,144														\$ -	\$ -	\$ 56,408				\$ 2,712,552	6,082,297	
Rio Vista	245,573	168,764	414,337	0														0	\$ -	\$ 4,357				\$ 4,357	409,980	
Suisun City	854,430	830,563	1,684,993	875,634														\$ -	\$ -	\$ 15,293				\$ 890,927	794,066	
Vacaville	2,870,669	586,665	3,457,334	750,000														\$ -	\$ -	\$ 51,114	\$ 325,000			\$ 1,126,114	2,331,220	
Vallejo	3,582,546	5,096,711	8,679,257	3,784,741														\$ -	\$ -	\$ 64,154				\$ 3,848,895	4,830,362	
Solano County	594,903	572,278	1,167,181	590,845														\$ -	\$ -	\$ 10,681				\$ 601,526	565,655	
Total	12,621,945	13,939,805	26,561,750	9,470,942																				\$ 10,022,089	16,539,661	

NOTES:

Background colors on Rt. Headings denote operator of intercity route
Background colors denote which jurisdiction is claiming funds

- (1) MTC Feb 9, 2011 estimate; Reso 3990
- (1a) MTC Feb 9, 2011 estimate; Reso 3990; carryover as of 12/31/10
- (3) Claimed by Vacaville; amounts as agreed to by local jurisdictions
- (4) Includes flex routes, paratransit, local subsidized taxi
- (5) Consistent with FY2011-12 Intercity Transit Funding Agreement and FY2009-10 Reconciliation
- (6) Claimed for STA from all agencies per formula
- (7) To be claimed by Dixon for Dixon Multimodal Stn ped/bike crossing; first of 3 yrs per agreement xxxx-xx.xx
- (8) Transit Capital purchases include bus purchases, maintenance facilities, etc.
- (9) TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met; FY11-12 final year.

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DATE: April 19, 2011
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2011-12 State Transit Assistance Funds (STAF) Projects

This report will be provided under separate cover.

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DATE: April 18, 2011
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Alan Glen, STA Project Manager
RE: Jepson Parkway Project Implementation Agreements

Background:

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA), the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The Concept Plan provided a comprehensive, innovative, and coordinated strategy for developing a multi-modal corridor; linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The 12-mile Jepson Parkway project is an I-80 Reliever Route that will improve intra-county mobility for Solano County residents. The project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to I-80. The plan proposes a continuous four-lane roadway from the State Route 12 / Walters Road intersection in Suisun City to the I-80 / Leisure Town Road interchange in Vacaville. The project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes. The Jepson Parkway project is divided into 10 segments for design and construction purposes. Five (5) construction projects within the Jepson Parkway project have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; improvements to Leisure Town Road bridges; the Walters Road Widening (Suisun City); and the I-80/Leisure Town Road Interchange (Vacaville).

The remaining segments of the Jepson Parkway Project are obtaining environmental clearance as one project. Since 2002, STA has been working to prepare alignment plans for the four Environmental Impact Report/Environmental Impact Statement (EIR/EIS) alternatives and to complete a range of environmental studies. The overall estimated construction cost of the remaining segments is \$185 million. In March 2009, the STA Board certified the EIR for the Project. Staff has continued to work with Caltrans, the National Environmental Policy Act (NEPA) lead, to obtain approval of the EIS.

There is \$36.2 million of Solano's State Transportation Improvement Program (STIP) funds programmed/allocated for this project as part of the regional commitment. \$2.4 million was allocated for Plans, Specifications & Estimate (PS&E) last year. \$3.8 million is programmed for Right-of-Way (R/W) funds in Fiscal Year (FY) 2010-11 (an allocation request for these funds has been made for this FY, but it remains unclear if these funds will actually be allocated). \$30 million in construction funding is programmed for FY 2014-15.

Earlier this year, the STA and the County entered into a funding agreement, whereas, the County will contribute \$1 million towards the Vanden Road project. These funds will get the design started as the project awaits allocation of state funds. In addition, there is a potential of using the remaining earmark funds, approximately \$800,000, that had been targeted to the Travis North Gate improvements for the design of the City of Fairfield Segment (s).

The City of Fairfield is considering the Train Station Specific Plan (TSSP), which affects the central portion of the Jepson Parkway Project area. It will be important to coordinate the projects. The coordination needs to consider, access points along Leisure Town and Vanden Roads, to maintain a Level of Service (LOS) C, utility relocations and future utility needs, facility type with regard to urban or rural design and financial contribution of improvements above the approved Jepson Parkway Project.

In addition, the City of Vacaville has plans to modify the Leisure Town/Vanden intersection; therefore, coordination with these plans is also vital with regard to timing, LOS and staging.

In coordination with the Jepson Parkway design activities, the STA intends to update the Jepson Parkway Concept Plan. This update will provide a link from the 2000 Concept Plan to the current conditions; discuss implementation requirements and roles/responsibilities for implementation. The Updated Concept Plan will also provide staging opportunities for the Class 1 bike facility, consider transit stops along the corridor, provide a landscape concept plan for the entire corridor, and provide the basis for a future corridor LOS operating agreement.

The STA has retained a Project Manager, Mr. Alan Glen, Quincy Engineering, to manage and coordinate the implementation of this project. He has been facilitating a Memorandum of Understanding (MOU) and Term Sheets with the local agencies involved in this project.

Discussion:

STA staff, in partnership with the Cities of Fairfield and Vacaville and the County of Solano, have been working toward the development of an implementation plan for this Project. The implementation plan will consist of a MOU that defines the roles and responsibilities of the Jepson Parkway Working Group and each agency in the delivery of the Jepson Parkway Corridor. It also establishes the Guiding Principals from which to select and prioritize project phases. From this, Term Sheets identify specific responsibilities of each party and the financial plan. These Terms Sheet then roll into Funding Agreements for which would be executed with each agency as needed. As the Segments of the Project proceed, amendments to the Funding Agreement would be executed. The details of these agreements are as follows:

Jepson Parkway Memorandum of Understanding (MOU) – The STA Project Manager has worked with the members of the Jepson Parkway Working Group to develop a draft MOU. The MOU defines the roles and responsibilities of the Jepson Parkway Working Group and each agency in the delivery of the Jepson Parkway Corridor. It also establishes the Guiding Principals from which to select and prioritize project phases. The MOU also codifies the commitment that the Cities have for development of the portion of the Parkway that would fall within future City limits after the anticipated annexations occur. The Final MOU has been sent to the Agencies for final legal review before execution (Attachment A). At the May STA Board meeting, this MOU will be presented for consideration of approval. Here are the key components of the MOU:

- **Identification of the Initial Construction Phase-** A cash flow analysis was completed utilizing the costs from the Jepson Parkway Technical Report completed in February 2009 and presented to the Jepson Parkway Working Group. Based upon that analysis, it is recommended that two projects be initiated as the next phases of the overall Jepson Parkway Corridor delivery as follows:
 - Fairfield Project- Segments 6 and 7, from the east side of the Cement Hill Road/ Peabody Road/ Vanden Road Intersection that would be completed as part of the Fairfield Vacaville Train Station Project to south side of the Vanden Road /Leisure Town Intersection. The total cost for design, R/W, construction, and environmental mitigation is estimated at \$31.8 million.
 - Vacaville Project- Segments 8 thru 11, from the south side of the Vanden Road/ Leisure Town Road Intersection (where the Fairfield project ends) to north of the Alamo Drive/ Leisure Town Road Intersection. The total cost for design, R/W, construction and environmental mitigation is estimated at \$23.4 million.
 - These projects will be funded on a 50/50 shared basis between each agency and STA. STA has a total of \$36.7 million (\$2.4 m for design, \$3.8 m for R/W, and \$30.5 m for construction) of STIP funding programmed for this project. The STA funding should be able to deliver a total of \$73.4 million toward this Corridor based upon the 50/50 sharing of project costs. The combined total cost is estimated at \$55.2 million for the segments identified above. It is believed that the costs utilized from the Technical Report may be as much as 20% high due to the current favorable bidding climate. The Cities anticipate much of the R/W being dedicated by proposed development that will contribute a portion of the required local funding. The remaining funds from each agency would be on a 5-year payback plan to the project. A portion of these reimbursements would be needed to fund the second of the identified projects. The remaining funds would be set-aside for the 3rd project phase, yet to be determined.

Term Sheets- The STA Project Manager has been meeting with the Public Works Director's for Fairfield and Vacaville to discuss the terms and conditions for each agency to complete their respective designs. This has led to agreement on the terms and that have been summarized on a Term Sheet for each agency. These Term Sheets will be utilized to draft the Funding Agreements. The County Term Sheet will be developed soon as it is integrated with the Fairfield Term Sheet since the City has committed to develop the portion of the Parkway that would remain in the County after the planned annexations occur. The City of Fairfield draft Term Sheet is included as Attachment B.

Funding Agreements- The City of Vacaville has expressed a current willingness to commit to a Funding Agreement for their initial project. Whereas, the City of Fairfield's agreement is on hold due to their pending environmental review of the Fairfield Train Station Specific Plan. STA Legal staff has finalized the Vacaville Funding Agreement and delivered it to the City for final Legal review before execution (Attachment C). The Vacaville Funding Agreement establishes the following:

- Initial costs anticipated to deliver project Segments 8 thru 11 (it should be noted that the design will also cover Segments 12 and 13 in case the bidding environmental continues favorable).
- Proposed initial funding responsibilities of each agency.
- Anticipated payback amount and schedule tied to Vacaville's Traffic Impact Fees collected from development.

- The roadway design elements will be handled by in-house City staff, the other design services that Vacaville does not have internal expertise will be contracted out.
- STA will be responsible for overall design oversight and R/W appraisals to ensure consistent values are placed on dedicated and acquired parcels.
- Project costs will be adjusted and agreed to by each agency at key milestones throughout the delivery phases.
- Design services cost reimbursement procedures.
- A Dispute Resolution Process.
- The delivery schedule.

Schedule- The schedule for these steps of the implementation is as follows:

- Agencies are in final review of the MOU and Vacaville's Funding Agreement.
- Anticipate Agency approval of MOU in early May 2011, Vacaville approval of Funding Agreement in early May 2011.
- STA Board to approve MOU at May 11th meeting.
- STA Board to approve Vacaville Funding Agreement at May 11th meeting.
- Design would commence on May 12th and design should be completed in late 2012 (design funds are approved and must be utilized by June 30, 2013)
- R/W Funds Authorization request has been submitted in April 2011 and should be available for expenditure by June 2011, funds must be utilized by June 30, 2013. (Pending actual availability of these state funds.)
- STA to issue a Request for Proposal (RFP) for R/W Services and Engineering Support in May 2011.
- R/W appraisals and acquisitions should begin in July 2011 and be completed by Spring 2013 (condemnations may extend this date).
- Construction funding is programmed in FY 2014-15, thus construction could commence in late Summer 2014.

Fiscal Impact:

Approval of the MOU doesn't have a direct financial impact on STA's budget; however, it is the master document that is intended to lead to Funding Agreements. The regional funds that would be committed to as part of a Funding Agreement are already dedicated to this Project.

Recommendation:

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

1. The Jepson Parkway Memorandum of Understanding between the STA, the County of Solano and the Cities of Fairfield and Vacaville; and
2. The Jepson Parkway Funding Agreement between the STA and the City Vacaville.

Attachments:

- A. Draft Jepson Parkway MOU
- B. City of Fairfield draft Jepson Parkway Term Sheet
- C. Draft Funding Agreement STA/City of Vacaville

**MEMORANDUM OF UNDERSTANDING
BY AND AMONG
THE SOLANO TRANSPORTATION AUTHORITY,
THE CITY OF FAIRFIELD,
THE CITY OF VACAVILLE AND
THE COUNTY OF SOLANO FOR THE IMPLEMENTATION OF
THE JEPSON PARKWAY PROJECT**

THIS MEMORANDUM OF UNDERSTANDING (“MOU”) is entered into as of this ____ day of _____, 2011, among the municipal corporations of the CITY OF FAIRFIELD (“FAIRFIELD”) and the CITY OF VACAVILLE (“VACAVILLE”), the COUNTY OF SOLANO (“COUNTY”), a political subdivision of the State of California, and the SOLANO TRANSPORTATION AUTHORITY (“STA”), a joint powers entity organized under Government Code section 6500 et seq. Unless specifically identified, the various public agencies may be commonly referred to individually as “Party” or collectively as “Parties”, while Fairfield, Vacaville and the County may be collectively referred to individually as “Agency” or collectively as “Agencies” as the context may require.

RECITALS

WHEREAS, STA was created in 1990 through a Joint Powers Agreement between the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano to serve as the Congestion Management Agency (CMA) for Solano; and

WHEREAS, STA, as the CMA for the Solano area, partners with various transportation and planning agencies, such as the Metropolitan Transportation Commission (MTC) and Caltrans District 4; and

WHEREAS, STA is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities; and

WHEREAS, STA has sponsored, and the Agencies have joined and participated in, various studies of the Jepson Parkway Corridor, a 12 mile long four lane multimodal arterial connecting State Route 12 in Suisun City and Interstate 80 in Vacaville; and

WHEREAS, the Jepson Parkway Concept Plan was approved by the STA Board in 2000 with a recommendation to pursue its development in order to provide improved local traffic circulation and safety in northern Solano County as well as to reduce current and future congestion in the region; and

WHEREAS, working in partnership, early segments of the project have been successfully funded and constructed in Suisun City (Walters Road), Fairfield and Solano County (Peabody Road – Vanden Road – Cement Hill Road intersection) and Vacaville (Leisure Town Road Interchange); and

WHEREAS, STA, in cooperation with the Agencies has developed an Environmental Impact Report and Environmental Impact Statement (EIR/EIS) for the balance of the Jepson Parkway Project which has adopted Alignment B, consisting of Walters Road including the Walters Road extension, Cement Hill Road, Vanden Road and Leisure Town Road as the Preferred Alternative; and

WHEREAS, the Jepson Parkway Project is anticipated to cost \$186.7 million including right of way acquisition, construction, and support costs; and

WHEREAS, the currently programmed STIP funds that have not yet been authorized for the Jepson Parkway Project are \$36.7 million, consisting of \$30.5 million for construction, \$3.8 million for right of way and \$2.4 million (funds were authorized in FY 2010/11) for PS&E development; and

WHEREAS, the Jepson Parkway Project will need to be constructed in phases based upon funds that have been identified to date and future potential funding sources; and

WHEREAS, the Parties acknowledge that the development of the Jepson Parkway project will require many years and much cooperation in the allocation of regional and local transportation funds; and

WHEREAS, the Parties acknowledge that other proposed projects in the corridor will require the utmost cooperation between the Parties to ensure the most cost effective, efficient delivery of the Jepson Parkway Project.

AGREEMENT

NOW, THEREFORE, the Parties agree as follows:

Part I

Jepson Parkway Working Group

The Jepson Parkway Working Group, comprised of public works and planning staff members from the Parties, is established in order to develop, evaluate and provide recommendations to the STA Board for the following items:

1. An updated Jepson Parkway Concept Plan including corridor design standards, aesthetic treatments, and vision.
2. Options for and a recommended construction phasing of the Jepson Parkway based upon the Guiding Principals shown below.
3. An overall funding plan for the construction of the Jepson Parkway including Agency/Authority “payback plan” guidance for the implementation of the individual segments.
4. A corridor operational and maintenance plan if needed, for activities beyond normal ongoing maintenance and operations of these facilities.

Part II

Guiding Principals

The following Principles will guide the development of the items included in Part I above:

- A. The Parties recognize that the Jepson Parkway is an interregional route that must be designed, maintained and operated effectively and in a coordinated manner to realize maximum regional and local benefit. Each Agency should consider the regional need of this route in its local land use planning to maximize efficient operations.
- B. The Parties recognize the importance of completing the Jepson Parkway and as such will work together to identify and support future funding opportunities.
- C. The Parties recognize the payback of the local and/or regional share as a paramount means of funding the next Jepson Parkway segment and thus agree to make any paybacks associated with the project a priority.
- D. STA will provide overall project management for the Jepson Parkway project to ensure consistency and operational coordination between segments and across jurisdictional boundaries.
- E. The Agencies will identify the required local funding contribution, arrange for the possible dedications of right of way needed for project construction (to the extent practical), support STA in the delivery of projects on the Jepson Parkway corridor, take a lead role in segment delivery if desired, issue encroachment permits as needed, and accept constructed facilities for maintenance and operations.
- F. The following will be considerations in determining funding priority for construction:
 - 1. Design and right of way acquisition can occur on a timely basis consistent with the availability of construction funds.
 - 2. Agencies involved in the segment have identified their 50% local share of segment funding and can commit (including executing a Funding Agreement with STA) to the segment “payback plan” identified in a separate Funding Agreement. Agency costs, including staff costs, incurred in the course of work on the segment, are considered to be eligible project costs, and as such may be included in the 50% local share of segment funding.
 - 3. The segment has no unresolved issues resulting from other ongoing projects that would cause delay in the delivery of the Jepson Parkway segment.
 - 4. The segment provides the best overall cost benefit (operational benefit compared to delivery cost) to the region of the remaining Jepson Parkway segments.
 - 5. The segment advances the multimodal utilization of the Jepson Parkway.
 - 6. The proposed segment can be funded with available funds including the local share requirement payback plan provisions. The involved Agencies may utilize dedicated right of way to offset the local share requirement based upon appraised values at the time of dedication.

G. Fairfield and Vacaville acknowledge that their City limits are proposed to be extended through annexation and agree to take responsibility for the costs associated with delivery of the segments within the future City limits. A short segment between the future City limits of Fairfield and Vacaville will remain within the unincorporated County. This remaining County segment would be delivered as part of one of the City projects, however the 50 percent local cost share associated with that portion of the project would be a County responsibility. [ag1]

Part III
General Terms and Conditions

A. Term of MOU.

This MOU shall remain in effect until modified in writing by the Parties or until the Jepson Parkway is completed in its entirety.

B. Indemnification.

Each Party shall indemnify, defend, protect, hold harmless, and release the other Parties, their elected bodies, officers, agents, and employees, from and against any and all claims, losses, proceedings, damages, causes of action, liability, costs, or expense (including attorneys' fees and witness costs) arising from or in connection with, or caused by any negligent act or omission or willful misconduct of such indemnifying Party. This indemnification obligation shall not be limited in any way by any limitation on the amount or type of damages or compensation payable to or for the indemnifying party under workers' compensation acts, disability benefit acts, or other employee benefit acts.

C. No Waiver.

The waiver by any Party of any breach or violation of any requirement of this MOU shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this MOU.

D. Notices.

All notices required or authorized by this MOU shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that a Party desires to give to the other Parties shall be addressed to the other Parties at the addresses set forth below. A Party may change its address by notifying the other Parties of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

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

CITY OF FAIRFIELD
George Hicks, Director of Public Works
City of Fairfield
1000 Webster Street
Fairfield, CA 94533

CITY OF VACAVILLE
Rod Moresco, Director of Public Works
City of Vacaville
650 Merchant Street
Vacaville, CA 95688

SOLANO COUNTY
Bill Emlen, Director of Resource Management
County of Solano
675 Texas Street, Suite 5500
Fairfield, CA 94533

E. Subcontracts.

Within the funds allocated by the Parties under this MOU, any member agency may be authorized by the STA Board to contract for any and all of the tasks necessary to undertake the projects or studies contemplated by this MOU. Agencies must follow federal procedures in selecting consultants. Where applicable and eligible, the STA will endeavor to apply its Board adopted Local Preference Policy.

F. Amendment/Modification.

Except as specifically provided, this MOU may be modified or amended only in writing and with the prior written consent of the Parties.

H. Severability.

If any provision or portion of this MOU is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this MOU.

I. Compliance with all Laws.

The Parties shall observe and comply with all applicable federal, state and local laws, ordinances, and codes including those of the Federal Highway Administration (FHWA).

J. Non-Discrimination Clause.

a. During the performance of this MOU, the Parties and their subcontractors shall not deny any benefits or privileges to any person on the basis of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. Each Party shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

b. The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated pursuant to it (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

K. Access to Records and Retention.

All Parties, acting through their duly authorized representative, as well as any federal or state grantor agency providing all or part of the funding associated with this MOU, the State Controller, the Comptroller General of the United States, and the duly authorized representatives of any of Parties, shall have access to any books, documents, papers and records of any Party

which are directly pertinent to the subject matter of this MOU for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the Parties shall maintain all required records for three years after final payment for any work associated with this MOU, or after all pending matters are closed, whichever is later.

L. Entirety of Agreement.

This MOU constitutes the entire agreement between the Parties relating to the subject matter of this MOU and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the Parties with respect to the subject matter of this MOU.

IN WITNESS WHEREOF, this MOU was executed by the PARTIES as of the date first above written.

SOLANO TRANSPORTATION AUTHORITY

By: _____
Daryl K. Halls, Executive Director

By: _____
Bernadette Curry, STA Legal Counsel

CITY OF FAIRFIELD

By: _____
Sean Quinn, City Manager

By: _____
George Stepanicich, City Attorney

CITY OF VACAVILLE

By: _____
Laura Kuhn, City Manager

By: _____
Gerald L. Hobrecht, City Attorney

SOLANO COUNTY

By: _____
Birgitta Corsello, County Administrator

By: _____
Lori Mazzella, Deputy County Counsel

**Jepson Parkway Project
City of Fairfield Term Sheet**

The following terms are to be included in the Funding Agreement for the design and construction of the Jepson Parkway Project Segments 6 and 7, from the east side of the Cement Hill Road/ Peabody Road/ Vanden Road intersection constructed as part of the Train Station project to the south side of the Vanden Road/ Leisure Town Road Intersection. It has been agreed to that Fairfield will include the segment north of the City's anticipated annexation and up to Vacaville's anticipated City annexation. The funding of this County segment will be covered by the County's contributions to the project along with STA's 50% match.

STA is responsible for:

- design oversight of entire corridor
- plan reviews
- updating Jepson Parkway Concept Plan in cooperation with Fairfield
- right of way engineering for needed parcels (except those to be dedicated)
- right of way appraisal for all parcels
- right of way acquisitions (fee takes and temporary construction easements not provided through dedication via City)
- assisting City with consultant selection and participate in the selection process
- payments of costs assigned to STA associated with the delivery of this project
- reviewing and approving City invoices
- processing reimbursements through Caltrans Local Assistance
- transferring City portion of reimbursement to City upon receipt from Caltrans
- determining the timing of construction and project limits based upon cash flow and bid prices (the project PS&E limits will be adjusted to a baseline project with additive alternates bid to maximize available funding)

FAIRFIELD is responsible for:

- roadway plans, specifications and estimates including drainage, noise walls, city utilities, signing, striping, signals and lighting,
- hiring consultants following federal procedures for roadway design including drainage, city utilities, signing striping; bridge design; landscaping design; topographic surveying; geotechnical recommendations for structures foundations, roadway structural sections; electrical design including signals and lighting; and construction contract administration-advertise, award and administer.
- utility coordination leading to needed relocations
- securing resource agency and local agency permits needed for construction
- securing environmental mitigation credits prior to construction (for both Phase 1 and 2 projects)
- payment of costs assigned to Fairfield based upon 50% City share to be paid back over 5 year period starting from initiation of construction (payments will commence on August 1st in the fiscal year following the start of construction and would follow each subsequent August 1st)
- payment of 100% of costs associated with betterments and future utility needs to be paid before the initiation of construction
- City or County permits

Both Agencies acknowledge:

- the design of this project will comply with all aspects of the updated Jepson Parkway Concept Plan
- costs will be updated at each major milestone and the payment plan adjusted accordingly
- each agency share may increase as a result of Contract Change Orders
- if payments are not received per the funding agreement, the City's "Cycle Funding" will be suspended and not resume till payments are current
- each party shall indemnify and hold the other party harmless
- agree to a Dispute Resolution process in the following order: STA Executive Director and Agency Director; STA Board Subcommittee; and the STA Board having final resolution authority

Anticipated Schedule:

- Draft Versions of MOU to City and STA for final review by April 8th.
- City and STA reviews completed by April 22nd.
- Brief Jepson Parkway Subcommittee of STA Board on May 2nd.
- MOU approved by City Council at May XX meeting.
- MOU, Funding Agreement for Vacaville approved by STA Board at May 11th meeting.
- Fairfield City Council adopts their CEQA Findings for the Train Station Specific Plan project in May or June 2011
- Funding Agreement will be finalized and executed by City Council and STA Board after Train Station Specific Plan is adopted.
- Fairfield Starts Design in September, design should be completed in early 2013
- Design Funds are approved and must be utilized by June 30, 2013
- R/W Funds Authorization request is being submitted in April 2011 and should be available for expenditure by June 2011, funds must be utilized by June 30, 2013
- STA to issue an RFP for R/W Services and Engineering Support in April 2011
- R/W appraisals and acquisitions should begin in July 2011 and be completed by Spring 2013 (condemnations may extend this date)
- Construction funding is programmed in 2014/15 FY, thus construction could commence in late summer 2014. However, this second phase project may be delayed one or two seasons due to cash flow.

Costs (Note these costs are based upon the Jepson Parkway Project Technical Report dated February 2009, the limits of design are as stated above, the limits of construction will be determined at construction award based upon the figures shown below or any a modification that both parties may agree to):

	Total Costs	STA Portion	Fairfield Portion	Solano County Portion (8% of Segment 7 is approximately \$1 million)
Design	\$2.2 million	\$2.2 million		
R/W	\$4.6 million		\$4.6 million	
Utility Relocations	\$1.0 million	1.0 million		
Environmental Mitigation	\$6.5 million**	<\$2.5 million>	\$6.5 million**	
Construction Capital	\$18.2 million	\$18.2 million		
Construction Management	\$1.8 million	\$1.8 million		
5 year payback (2015 to 2019)*		<\$3.8 million>	\$3.8 million (average \$0.76 mil/yr)	
Previous contribution from Solano County		<\$1.0 million>		\$1.0 million
Phase 2 Net Totals	\$31.8 million	\$15.9 million	\$12.4 million	\$1.0 million
Phase 1 Mitigation	\$2.5 million		\$2.5 million	

*5 year payback will be set at a minimum of 50% of Fairfield's Annual Traffic Impact Fees collected. Thus yearly amounts may vary; however entire payback balance shall be paid in full within 5 year period.

** This accounts for Phases 1 and 2 being delivered by Fairfield

Design Services Cost Reimbursement:

- STA agrees to reimburse Fairfield up to a maximum of \$2.0 million for providing design services based upon actual expenditures for services as identified in the STA approved scope and budgets for consultant contracts and Fairfield management budget.
- STA will also reserve another \$200,000 of budget authority as contingency to cover unforeseen scopes of work.
- These contingency funds will be managed by STA's Project Manager and will require written authorization by the STA Project Manager before out of scope work shall commence or additional reimbursement can be invoiced.
- Fairfield shall submit monthly consultant invoices showing hours worked in each task by person utilizing approved hourly rates. A project status report indicating work that was accomplished during the invoice period plus what is expected to be accomplished during the next month shall accompany each invoice.
- STA will review and approve each invoice before requesting reimbursement from Caltrans Local Assistance utilizing authorized STIP funds for design.
- Upon receipt of Caltrans reimbursement for STIP design funds, STA will process payment to Fairfield within 30 days.
- Both parties acknowledge that currently authorized STIP funds for design must be expended by June 30, 2013. A portion of the approved scope to "advertise for construction bids" may not be completed until beyond this period resulting in the need to fund this activity differently.

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FUNDING AGREEMENT
Between The
SOLANO TRANSPORTATION AUTHORITY
And
CITY OF VACAVILLE
FOR THE DESIGN AND CONSTRUCTION OF THE JEPSON PARKWAY PROJECT
SEGMENTS 8-13

This Funding Agreement ("Agreement") is made on _____ between the Solano Transportation Authority, a joint powers authority consisting of the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo, and the County of Solano, ("STA"), and the City of Vacaville, a municipal corporation, ("City"), each individually referred to as a party ("Party") and collectively as the parties (the "Parties").

RECITALS

WHEREAS, STA was created in 1990 through a Joint Powers Agreement between the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano to serve as the Congestion Management Agency (CMA) for Solano; and

WHEREAS, STA, as the CMA for the Solano area, partners with various transportation and planning agencies, such as the Metropolitan Transportation Commission (MTC) and Caltrans District 4; and

WHEREAS, STA is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities; and

WHEREAS, STA has sponsored various studies of the Jepson Parkway Corridor, a 12 mile long four lane multimodal arterial connecting State Route 12 in Suisun City and Interstate 80 in Vacaville; and

WHEREAS, the Jepson Parkway Concept Plan was approved by the STA Board in 2000 with a recommendation to pursue its development in order to provide improved local traffic circulation in northern Solano County as well as to reduce current and future congestion in the region; and

WHEREAS, the STA and the City have entered into a Memorandum of Understanding ("MOU") with the City of Fairfield and the County of Solano that will ensure collaboration amongst all four entities for the collective implementation of the Jepson Parkway Concept Plan; and

WHEREAS, working in partnership, early segments of the project have been successfully funded and constructed in Suisun City (Walters Road) and Vacaville (Leisure Town Road Interchange); and

WHEREAS, given the total cost to complete the remaining segments of project, the Jepson Parkway Project will be constructed in phases based upon funds that have been identified to date and future potential funding sources; and

WHEREAS, STA and the City desire to enter into this Funding Agreement to define the respective roles and responsibilities of the parties as well as facilitate the design and construction of those sections of the Jepson Parkway Project whose funding source has been secured.

AGREEMENT

NOW THEREFORE, in consideration of the mutual promises set forth in this Agreement, the STA and City agree as follows:

A. STA's Role and Responsibilities.

STA agrees to provide the following:

1. Design oversight of entire Jepson Parkway Corridor.
2. Review construction plans for quality assurance and compliance with Jepson Parkway Concept Plan.
3. Update the Jepson Parkway Concept Plan in accordance with the MOU.
4. Right of way engineering for those parcels acquired through negotiated purchase agreements.
5. Right of way appraisals for all parcels.
6. Right of way acquisitions either through fee takes and/or temporary construction easements for those parcels not provided through dedication via City.
7. Secure environmental mitigation credits prior to actual construction.
8. Assist City with consultant selection and participate in the selection process.
9. Payment of costs allocated to STA as its share of the Project.
10. Review and approve City invoices.
11. Process reimbursements through Caltrans Local Assistance.
12. Transfer City portion of Caltrans reimbursement to City upon receipt from Caltrans.
13. Determine the timing of construction and project limits based upon cash flow and bid prices (the project PS&E limits will be adjusted to a baseline project with additive alternates bid to maximize available funding).

B. City's Role and Responsibilities.

City agrees to provide the following:

1. Roadway plans, specifications and estimates including drainage, noise walls, city utilities, signing, striping, signals and lighting.
2. Right of way engineering for those parcels that will be dedicated.
3. Hire consultants in accordance with federal procedures for bridge design; landscaping design; topographic surveying; geotechnical recommendations for structures foundations, roadway structural sections; and a drainage/hydrology study.

4. Utility coordination leading to needed relocations.
5. Securing resource agency and local agency permits needed for construction.
6. Construction contract administration including the advertising and award of the contract.
7. Payment of costs assigned to City based upon 50% City share to be paid back over 5 year period starting from initiation of construction (payments will commence on August 1st in the fiscal year following the start of construction and would follow each subsequent August 1st).
8. Payment of 100% of costs associated with betterments and future utility needs which will be paid before the initiation of construction.

C. Mutual Responsibilities.

Both Parties agree as follows:

1. The design of this project will comply with all aspects of the updated Jepson Parkway Concept Plan.
2. Costs will be updated at each major milestone and the payment plan adjusted accordingly.
3. Each agency share may increase as a result of Contract Change Orders.
4. If payments are not received per the funding agreement, the City's "Cycle Funding" will be suspended and not resume till payments are current.

D. Cost Reimbursement:

The Parties agree that for the design services phase of the Project, the following will apply:

1. STA agrees to reimburse City up to a maximum of \$1.6 million for providing design services based upon actual expenditures for services as identified in the STA approved scope and budget.
2. It is acknowledged by both parties that the most recent indirect cost rate of 99.34 percent approved by Caltrans Audits in December 2010 is subject to annual adjustment. STA will reserve \$100,000 of additional budget authority to cover potential adjustments that may be required as subsequent audits are completed. City acknowledges in the event the rate is reduced in subsequent audits, the overpayment will be reconciled on the next invoice cycle.
3. STA will also reserve another \$100,000 of budget authority as contingency to cover unforeseen scopes of work.
4. These contingency funds will be managed by STA's Project Manager and will require written authorization by the STA before out of scope work shall commence or additional indirect reimbursement can be invoiced.
5. Work identified in the approved scope and budget, but no longer deemed necessary shall not be invoiced by City.
6. City shall submit monthly invoices showing hours worked in each task by person utilizing approved hourly rates. The hourly rates are based upon labor rates plus benefit costs plus indirect costs for each classification. A project status report indicating work that was accomplished during the invoice period plus what is expected to be accomplished during the next month shall accompany each invoice.

7. STA will review and approve each invoice before requesting reimbursement from Caltrans Local Assistance utilizing authorized STIP funds for design.
8. Upon receipt of Caltrans reimbursement for STIP design funds, STA will process payment to City within 30 days.
9. Both parties acknowledge that currently authorized STIP funds for design must be expended by June 30, 2013. A portion of the approved scope to “advertise for construction bids” may not be completed until beyond this period resulting in the need to fund this activity differently.

The Parties agree that to the extent additional requirements are associated with funding for the future phases, e.g., R/W Acquisition or Construction, this section may need to be modified and will work cooperatively to address such changes.

E. Term

This Agreement shall remain in effect through the filing of the Notice of Completion on the Project, unless it is terminated earlier as provided below.

F. Anticipated Schedule:

The parties agree that time is of the essence with regards to this Project. Due to project funding requirements, the parties agree to the following schedule:

1. Upon issuance of the Notice to Proceed by STA, which is anticipated to be on or about May 12, 2011, City begins design which is targeted for completion in late 2012.
2. Design Funds are approved and must be utilized by June 30, 2013.
3. R/W Funds Authorization is anticipated to be available for expenditure by June 2011 and must be utilized by June 30, 2013.
4. STA engage a consultant for R/W Services and Engineering Support in Spring 2011.
5. R/W appraisals and acquisitions should begin in July 2011 and be completed by Spring 2013 (condemnations may extend this date).
6. Construction funding is programmed in Fiscal Year 2014/15 which would allow construction to commence in late Summer 2014.

G. Termination:

The parties agree that this Agreement may be terminated due to project funding issues or sole other unforeseen event, as mutually agreed to by the parties. In the event of loss of funding, the parties agree to work collaboratively to redirect the project funds to other portions of the Jepson Parkway Project or other projects eligible for such funding.

H. Costs

Estimated costs, based on the Jepson Parkway Project Technical Report dated February 2009 and known limits of design costs as stated above, are set forth in the table below. Actual construction amounts will be determined at construction award based upon the figures shown below or any modification to which both parties may agree.

	Total Costs	STA Portion (FY)	Vacaville Portion (FY)
Design	\$1.8 million	\$1.8 million	
R/W	\$2.2 million		\$2.2 million
Utility Relocations	\$0.4 million		\$0.4 million
Environmental Mitigation	\$2.5 million	\$2.5 million	
Construction Capital	\$15 million	\$15 million	
Construction Management	\$1.5 million		\$1.5 million
5 year payback (2015 to 2019)*		<\$6.1 million>[bsc1][ag2]	\$6.1 million (average \$1.22 mil/yr)
Previous contribution from Vacaville via fund swap with STA		<\$1.5 million>[bsc3][ag4]	\$1.5 million
Net Totals	\$23.4 million	\$11.7 million	\$11.7 million

*5 year payback will be set at a minimum of 50% of Vacaville’s Annual Traffic Impact Fees collected. Thus yearly amounts may vary, however entire payback balance shall be paid in full within 5 year period.

I. Mutual Indemnification:

1. STA to indemnify City

STA agrees to defend and indemnify City, its agents, officers and employees (collectively referred to in this paragraph as ‘City’), from any claim, action or proceeding against City, arising solely out of the acts or omissions of STA in the performance of this Agreement. At its sole discretion, City may participate at its own expense in the defense of any claim, action or proceeding, but such participation shall not relieve STA of any obligation imposed by this Section. City shall notify STA promptly of any claim, action or proceeding and cooperate fully in the defense.

2. City to Indemnify STA

City agrees to defend and indemnify the STA, its agents, officers and employees (collectively referred to in this paragraph as ‘STA’) from any claim, action or proceeding against STA, arising solely out of the acts or omissions of City in the performance of this Agreement. At its sole discretion, STA may participate at its own expense in the defense of any such claim, action or proceeding, but such participation shall not relieve City of any obligation imposed by this Section. STA shall notify City promptly of any claim, action or proceeding and cooperate fully in the defense.

3. Each party to defend itself for concurrent claims

STA agrees to defend itself, and City agrees to defend itself, from any claim, action or proceeding arising out of the concurrent acts or omissions of STA and City. In such cases, STA and City agree to retain their own legal counsel, bear their own defense costs, and waive their right to seek reimbursement of such costs, except as provided in paragraph 5 below.

4. Joint Defense

Notwithstanding paragraph 3 above, in cases where STA and City agree in writing to a joint defense, STA and City may appoint joint defense counsel to defend the claim, action or proceeding arising out of the concurrent acts or omissions of City and STA. Joint defense counsel shall be selected by mutual agreement of STA and City. STA and City agree to share the costs of such joint defense and any agreed settlement in equal amounts, except as provided in paragraph 5 below. STA and City further agree that neither party may bind the other to a settlement agreement without the written consent of both STA and City.

5. Reimbursement and/or Reallocation

Where a trial verdict or arbitration award allocates or determines the comparative fault of the parties, STA and City may seek reimbursement and/or reallocation of defense costs, settlement payments, judgments and awards, consistent with such comparative fault.

J. Insurance

1. Each party agrees to maintain status as a legally self-insured public entity for general liability insurance and will maintain a self-insured retention of ten thousand dollars (\$10,000), and primary insurance of one hundred thousand dollars (\$100,000) per occurrence for all activities provided by its employees. Excess liability coverage with limits to twenty-five million dollars (\$25,000,000) may be provided. Each party's insurance will be considered primary for all claims arising out of acts of that party.

2. Each party will maintain Workers' Compensation for all its employees. Neither party's insurance shall be called upon to satisfy any claim for workers' compensation filed by an employee of the other party.

3. Each party will require all consultants, contractors, and subcontractors engaged to work on this Project to carry insurance in levels commensurate with the exposure of the respective work provided by the consultant, contractor or subcontractor.

K. Notice

All notices and other communications required or permitted to be given under this Agreement shall be in writing and shall be personally served or mailed, postage prepaid and addressed to the respective parties as follows:

TO PROJECT SPONSOR:
Daryl K. Halls, Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
Attn: Janet Adams, Director of Projects

TO CITY:
Laura Kuhn, City Manager

City of Vacaville
650 Merchant Street
Vacaville, CA 95688
(707) 449-5100
Attn: Rod Moresco, Director of Public Works

Notice shall be deemed effective on the date personally delivered or, if mailed, three (3) days following the date of deposit with the United States Postal Service.

L. Dispute Resolution

The parties agree that any disputes should be resolved at the lowest possible level. Accordingly, should a dispute arise between the STA and the City regarding any interpretation of this Agreement or with the Project, the parties agree that the STA Executive Director and City Manager shall initially meet and confer. Should these two fail to reach consensus, the dispute shall be referred to a STA Board Subcommittee comprised of three members of the STA Board. Should that Subcommittee fail to resolve the dispute, the issue will be presented to the full STA Board which shall have final resolution authority.

M. Assignability

Neither party to this Agreement shall assign or transfer any interest in this Agreement nor the performance of any duties or obligations hereunder, without the prior written consent of the other party, and any attempt by either party to so assign or transfer this Agreement or any rights, duties or obligations arising hereunder shall be void and of no effect.

N. Governing Law

The construction and interpretation of this Agreement and the rights and duties of the parties shall be governed by the laws of the State of California with venue residing in Solano County.

O. Force Majeure

Neither the STA nor the City shall be liable or deemed to be in default for any delay or failure in performance under this Agreement or for any interruption of services, directly or indirectly, from acts of god, civil or military authority, acts of public enemy, war, strikes, labor disputes, shortages of suitable parts, materials, labor or transportation, or any similar cause beyond the reasonable control of the STA or City.

P. Prior Agreements and Amendments

This Agreement represent the entire agreement of the parties with respect to the subject matter described in this Agreement, and no representation, warranties, inducements or oral agreements have been made by any of the parties except as expressly set forth in this Agreement. This Agreement may only be modified by a written amendment duly executed by the parties.

The parties have executed this Agreement on the day and year first written above.

"STA"
Solano Transportation Authority

Approved as to form:

By _____
Daryl K. Halls, STA Executive Director

By _____
STA Legal Counsel

"CITY"
City of Vacaville

Approved as to Form

By _____
Laura Kuhn, City Manager

By _____
City Attorney



DATE: April 19, 2011
TO: STA TAC
FROM: Daryl Halls, Executive Director
RE: STA's Draft Overall Work Plan (OWP) for Fiscal Years (FY) 2011-12
and FY 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 2010-11 and FY 2011-12 included 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 in the spring 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.

EVOLUTION OF OVERALL WORK PROGRAM

Over the past five years, the STA has dedicated a significant amount of time and resources 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).

STATUS OF CURRENT OVERALL WORK PROGRAM

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. This collaboration among multiple agencies in recent years has resulted in a productive year in FY 2010-11. Listed below is a summary of activities and milestones achieved this past year.

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# 7)
2. I-80 Corridor Management Plan completed and Operational Improvements and Ramp Metering implementation initiated (OWP #10)
3. The first ever Solano Rail Crossing Study completed (OWP #12 & #38)
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 #9)
9. SR 12 Jameson Canyon Bike/Ped Plan completed (OWP# 20 & #21)

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 construction of new Express (HOT) Lanes on I-80 (OWP #4)
4. SR 12 East Safety and Rehabilitation Projects from Suisun City to SR 113 completed by Caltrans (OWP #7c)
5. I-80 EB Cordelia Truck Scales design and right of way completed and project ready for construction pending State's ability to bond for project (OWP #8)
6. Solano Bikeway Phase 2/McGary Road (Fairfield) and State Park Road/I-780 Overcrossing (Benicia) Bike projects construction completed (OWP# 21)
7. Old Town Cordelia (County) 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 #30)
9. Vallejo Station Phase A under construction (OWP # 34a)
10. Vacaville Intermodal Station Phase 1 completed by City of Vacaville (OWP #34b1)
11. Vallejo Bus Transit Center (Vallejo) 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 #36)
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 five cities and County completed per STA's Solano Climate Change Strategy (OWP #35)

Discussion:

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 one 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 by STA in project development partnerships with Caltrans. Caltrans is delivering the SR 12 East Safety Project.

In addition, STA has two projects that it is continuing to advance through the project development process and is currently seeking funding for specific project phases, but the project may be impacted by any delay in the allocation of funds by the California Transportation Commission (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. The STA is work with both cities to make this happen in a timely manner. STA has also developed a funding plan to fund the B Street Undercrossing project.

- Jepson Parkway Project – Vanden Segment & Leisure Town Segment
- "B" Street Undercrossing Project (Dixon)

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 (Vallejo) – 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 – Phase 3
- Dixon Rail Station
- Transit Center at Curtola/Lemon Street – Phases 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)

On April 11th, STA received a letter from the City of Vallejo (dated April 5th) requesting the addition of a new task to be added to the OWP to conduct a ‘coordinated Land Use/Operational Improvement Study for I-80.’ A copy of the letter is attached (Attachment B). In addition, in follow up to the recently completed Rio Vista Bridge Study and in coordination with the SR 12 Major Investment Study (MIS) that is currently underway, staff is recommending adding an Economic Assessment of the SR 12 Corridor to the OWP. This economic assessment was requested by the City of Rio Vista as part of their comments on the Rio Vista Bridge Study and will provide important data for the STA to help guide the evaluation of various options being considered as part of the SR 12 MIS currently being led by the Metropolitan Transportation Commission (MTC).

Recommendation:

Forward a recommendation to the STA Board to approve the STA’s Overall Work Program for FY 2011-12 and 2012-13 as specified in Attachment A.

Attachments:

- A. STA’s Draft Overall Work Plan (Priority Projects) for FY 2011-12 and FY 2012-13
- B. Letter to Request Addition from the City of Vallejo dated April 5, 2011

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**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2011-12, & FY 2012-13
Last Updated: 4/22/2011 10:56 AM**

STA Lead:	Project# 1 - 27
STA Co-Lead:	Project# 28 - 36
STA Monitoring:	Project# 37 - 42

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead - Projects	1.	<p><u>I-80/680/SR 12 Interchange</u></p> <p>A. Interchange EIR/EIS ➤ Alt B and Alt C</p> <p>B. Breakout Logical Components</p> <p><u>Status:</u> Draft EIR/EIS circulation in August 2010. STA identified Locally Preferred Alternative that was included in Draft EIR/EIS. Phasing of construction packets has been completed. Project awarded Prop 1B CMIA Savings of \$24M by CTC in summer 2010. Construction on first construction packet by 2012.</p> <p><u>Milestones:</u> Draft EIR/EIS circulation - Completed.</p> <p><u>Estimated Completion Date (ECD):</u> Final Environmental Document Fall 2011</p>	STA	<p>\$9M TCRP \$50M RM2 \$50.7 M AB 1171 \$24 M CMIA</p> <p>Current Shortfall in funding \$1B</p>	X	X	\$9.6 M for EIR/EIS \$12 M Prelim Engineering \$1 B to 1.2 B (Capital Cost)	Projects Janet Adams
STA Lead - Projects	2.	<p><u>North Connector</u></p> <p>A. East Segment (STA) B. Central Segment (Fairfield) C. West Segment (STA)</p> <p><u>Status:</u> Construction for the East and Central Segment opened in fall 2010. STA to develop funding plan for West Segment with Fairfield and County. 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).</p> <p><u>Milestones:</u> Phase 1 Construction Completed Phase 2 (East Segment) Roadway Opened</p> <p><u>ECD:</u> East Segment – COMPLETED Central Segment - COMPLETED</p>	<p>STA (East and West Segments)</p> <p>City of Fairfield (Central Segment)</p>	<p>\$3M TCRP (environmental)</p> <p>\$21.3M RM2/STIP East Section</p> <p>\$20M City of Fairfield \$1M County of Solano Central Segment</p> <p>Current Shortfall in funding \$32M West Section</p>	X	X	\$32M West Segment (Capital Cost)	Projects Janet Adams



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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead - Projects	3.	<p><u>I-80 HOV Projects</u></p> <p>A. <u>Red Top to Air Base Parkway</u> –8.7 miles new HOV Lanes. COMPLETED (Fall 2009)</p> <p><u>Ramp Metering (HOV Lane Component)</u> PA/ED: 4/07 PS&E: 10/09 R/W: None Begin Construction: 2/2011</p> <p>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).</p> <p>Note: HOV Lanes to be implemented as part of Express Lanes OWP# 4</p>	STA	CMIA \$6M	X	X	CMIA \$6M	Projects Janet Adams



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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Projects	4.	<p><u>Express Lanes (HOT Lanes)</u></p> <p>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</p> <p><u>Status:</u> 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 with estimated 2 years to complete this phase of the Project.</p> <p><u>Milestones:</u> \$16.4M Allocation from Bridge Tolls. Consultants selected for first 2 priority segments.</p> <p>PA/ED – March 2013</p>	STA PA/ED Design	\$16.4 M Bridge Tolls	X	X	\$100 to \$150M (Red Top to I-505)	Projects Janet Adams
STA Lead – Projects	5.	<p><u>Redwood Parkway – Fairgrounds Drive Improvement Project</u></p> <p>STA, City and County began PA/ED 2010, Scoping Meeting held January 2011.</p> <p><u>Milestones:</u> The PA/ED for Redwood Pkwy – Fairgrounds Dr Improvement Project began 2010.</p>	STA PA/ED	Federal Earmark	X	X	\$65M	



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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Projects	6.	<u>Jepson Parkway Project</u> A. Vanden Rd. B. Leisure Town Rd. C. Walters Rd. Extension <u>Status:</u> FEIR March 2009 Board, FEIS scheduled to be completed by April 2011. STA working with Partners (County/Cities of Fairfield and Vacaville) to advance the Vanden Rd. to (Elmira) Leisure Town Segment. <u>Milestones:</u> \$2.4 M for PS&E allocated by CTC in 2010. <u>ECD:</u> PA/ED: 3/09 (EIR), 6/11 (EIS) PS&E: 12/12 R/W: 6/14 Beg Con: FY 2014-15	STA Partners: Vacaville Fairfield County Suisun City	STIP 2006 STIP Aug Fed Demo Local Current Shortfall in funding \$59 Regional \$98 Local	X	X	\$185 M	Projects Janet Adams



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STA Monitoring:	Project# 37 - 42

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Projects	7.	<p>State Route (SR) 12 East</p> <p>A. SR 12/Church Road PSR a. PSR completed, Summer 2010 b. Initiate PA/ED for SR 12/ Church Rd. with 2010 SHOPP/STIP</p> <p>B. Rio Vista Bridge Study a. Study completed Summer 2010</p> <p>C. \$46 M in rehabilitation improvements completed December 2010 (Suisun City to SR 113)</p> <p>D. Shoulder widening near Rio Vista segment to begin construction in 2013 pending resolution of right of way acquisition.</p> <p>E. SR 12/113 intersection improvements Priority for future SHOPP funds</p> <p>F. SR 12 Corridor Economic Study</p> <p><u>Milestones:</u> PSR for Church Road and the Bridge Study Report have been completed. Construction for the Rehabilitation Construction from Suisun City to SR 113 completed. STA Board requested the SR 12/Church Rd. improvements and the SR 12/113 interection improvements be included in the Caltrans SHOPP program.</p> <p>SR 12/Church Road PSR – COMPLETED <u>Rio Vista Bridge Study – COMPLETED</u> \$46 M in rehabilitation – COMPLETED</p> <p><u>EDC:</u> SR 12 near Rio Vista scheduled for construction 2012-13</p>	STA	STA PSR Funds	X	X	\$ 2.5 M – (Capital Cost)	Projects Janet Adams
			STA	Rio Vista – Fed Earmark				
			CT	SHOPP			\$ TBD – Capital Cost	
			CT	SHOPP			\$ 35 M – Capital Cost	
			CT	SHOPP				



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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead Projects	8.	<p><u>I-80 EB Cordelia Truck Scales</u> New EB Truck Scales with STA lead in partnership with CHP and Caltrans.</p> <p><u>Status:</u> The design is completed and R/W activities are on-going, but the project has rights to the properties and can proceed to construction. Construction planned to begin in 2011 pending funding allocation by the CTC.</p> <p><u>Milestones:</u> PS&E completed. Permits obtained. Right-of-Way Acquisition on-going.</p> <p><u>ECD:</u> PA/ED COMPLETED PS&E COMPLETED R/W ALL RIGHTS OBTAINED Begin Con 6/11 End Con 12/13</p>	STA • PA/ED • Design Caltrans • R/W • Con	\$49.8 M Bridge Tolls \$49.8 M TCIF	X	X	\$100.6 M	Projects Janet Adams
STA Lead Studies	9.	<p><u>Private Public Partnerships (P3)</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> Scoping and partnerships for the Study are being developed. Project Manager retained. STA has submitted competitive grant application to Caltrans for additional resources and expanded scope.</p>	STA	\$150k STAF	X	X	\$150,000	Projects Janet Adams



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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Studies	10.	<p><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).</p> <p><u>Status</u> The Study has been completed and set a foundation to initiate the discussions for Ramp Metering Implementation and other Operational Improvements implementation along the I-80 corridor.</p> <p><u>Milestones:</u> I-80 Corridor Management - COMPLETED</p> <p><u>ECD:</u> Operational Analysis – Fall 2011 Ramp Metering MOU – Jan 2012</p>	STA		X	X	N/A	Projects Janet Adams/ Sam Shelton
STA Lead – Studies	11.	<p><u>Regional Traffic Impact Fee (RTIF) Nexus Study</u></p> <ul style="list-style-type: none"> • Public Outreach • Technical Study • Options/Scenario <p><u>Status:</u> The traffic demand model land use and 2010 base year have been updated. The initial county wide project list has been developed by working groups.</p> <p><u>ECD:</u> December 2011</p>	STA	PPM	X	X	\$300,000	Projects Robert Macaulay



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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Studies	12.	<p><u>Comprehensive Transportation Plan (CTP) Update</u> ALL: Project cost consultant contract RFP released 3/11. Work completion est. 12/11.</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 plan update completed. Develop State of the System report. TLC Plan update consultant contract RFP released 3/11.</p> <p>Transit <u>Milestones:</u> Adopted Goals, State of the System report, Goal Gap Analysis, Transit Capital List updated. Senior and Disabled Transit Study update underway. Rail Crossing Inventory adopted 2/11.</p> <p>Safe Routes to Transit Consultant contract RFP released 3/11. Plan completion est. 12/11.</p>	STA	Combination of STIP/STP fund swap and TDA fund swap	X X X	X X X		Planning Robert Macaulay/ Robert Guerrero/ Sara Woo



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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
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 JPA and Transition Plan approved; SolTrans Board organized 4c: Interregional express bus route consolidation pending</p> <p><u>Status:</u> Implementation of Transition Plan underway. STA funding and coordinating transition team. Option 4c FY 2011-12 after transition process completed, evaluation will begin.</p> <p><u>ECD:</u> July-Dec. 2011 SolTrans agency formed and operating .</p>	STA/Vallejo/Benicia	STAF	X	X	\$400,000	Transit/SNCI 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> Vacaville CBTP Completed; E Fairfield RFP to be released by Fall 2011.</p> <p><u>ECD</u> Vacaville Study completed Fall 2010; East Fairfield study to be completed by June 2012</p>	STA/MTC	MTC/CBTP STAF	X	X	\$120,000	Transit/SNCI Liz Niedziela



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STA Lead – Programs	15.	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></p> <ol style="list-style-type: none"> 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Funding of Program 6. Update of Plan <p><u>Status:</u> Over \$2 million in SR2S funding obtained to date. Two-Year Work SR2S Plan approved. STA to continue to seek additional grant funds. 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. Staff to plan countywide SR2S event in Fall 2011.</p>	STA	STP Planning Gas Tax ECMAQ TFCA Yolo/Solano BAAQMD	X	X	Total cost \$32 M Engineering \$1 M/year Encouragement, Education and Enforcement (29 schools out of 100 schools in Plan)	Projects Sam Shelton Transit/SNCI Danelle Carey
STA Lead – Programs	16.	<p><u>Abandoned and Vehicle Abatement Program</u></p> <p><u>Status:</u> Ongoing – 1,195 vehicles abated in of the first 6 months of FY 2010-11.</p>	STA	DMV	X	X	09-10 \$254,180 county wide distribution	Projects/ Finance Susan Furtado
STA Lead – Programs	17.	<p><u>Congestion Management Program (CMP)</u></p> <p><u>Status:</u> Conduct 2011 CMP bi-annual update.</p> <p><u>Milestones:</u> Draft CMP 6/11; final CMP 9/11.</p>	STA	STP Planning	X			Planning Robert Macaulay



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STA Lead – Programs	18.	<u>Countywide Traffic Model and Geographic Information System</u> A. Develop 2040 network, land uses and projections B. Maintenance of Model, including formalizing Model TAC and creation of Land use subcommittee C. Develop in-house modeling capacity D. Develop in-house GIS expertise <u>Milestones:</u> New 2030 model created; new Model TAC and Model Land Use Committee created; on-call model consultant selected. <u>Status:</u> New model for 2040, consistent with SCS land uses, to be developed in FY 2011-12. ECD: Model update 6/12.	STA, NCTPA STA STA	Funded by T-PLUS T-Plus	X	X	\$200,000 \$24,000 \$25,000	Planning Robert Macaulay/ Robert Guerrero Projects Sam Shelton (GIS)



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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 1. Update Jepson Parkway TLC Plan</p> <p>B. County TLC Plan Update – Update and integrate Priority Development Areas implementation plan</p> <p><u>Status:</u> TLC Planning Grants prepared for award. TLC Plan update consultant contract RFP issued 3/11.</p>	STA	Regional TLC CMAQ STP Planning	X	X X		Planning Robert Guerrero
STA Lead – Programs	20.	<p><u>Implementation of Countywide Bicycle Plan Priority Projects</u></p> <p>A. Solano Bikeway Phase 2 McGary Road completed in 2010</p> <p>B. Jepson Parkway Bikeway (next phase) – Roadway design to include TLC components</p> <p>C. Benicia Bike Route: Rose Drive/I-780 OC – Constructed in 2010</p> <p>D. Vacaville-Dixon Bike Route Phase 2 – Ongoing as funding is available</p> <p>E. Jameson Canyon path/trail study; released; completion set for FY10-11</p> <p>F. North Connector TLC Elements; Plan adopted, elements incorporated into Suisun Parkway segment. Incorporate elements into future West Segment design.</p>	<p>City of Fairfield</p> <p>Vacaville; Fairfield; County, STA</p> <p>City of Benicia Solano County; STA</p> <p>Solano County; STA; Fairfield</p>	<p>TDA Article 3 TLC STIP CMAQ Regional Bike/Ped Program</p> <p>SR2S</p> <p>TDA Article 3; Bay Area Ridge Trail T-PLUS</p>	X X X	X	<p>\$2-3 M</p> <p>\$3.2 M</p> <p>\$543,000</p> <p>\$55,000</p>	Planning Sara Woo



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		<u>Status:</u> Suisun City gap closure (Central Bikeway Project); McGary Road and Rose Drive completed. Jameson Canyon path study completed. Draft update to Solano Bicycle Master Plan; completed. ECD: Ongoing	STA; NCTPA; Ridge Trail STA; Fairfield STA				\$85,000	
STA Lead – Programs	21.	<u>Countywide Pedestrian Plan and Implementation Plan</u> <ul style="list-style-type: none"> • Vacaville Creekwalk Extension • SR 12 Jameson Canyon Trail Study • Develop Ped Project Implementation Plan Update of Solano Pedestrian Master Plan; underway. EDC Fall 2010 <ul style="list-style-type: none"> • West B Street Ped Crossing <u>Status:</u> Vacaville Creekwalk ready for construction (NOTE – may be delayed); Jameson Canyon Trail Study completed. Ped Plan update release pending. Funding plan for West B Street Ped Crossing drafted <u>ECD:</u> Pedestrian Plan update scheduled for July 2011	STA Solano County Vacaville Fairfield Fairfield Dixon STA County County	State TEA Bay Trails TDA-ART3 Regional Bike/Ped Program RM 2 Safe Routes to Transit	X	X	\$3-\$5M (Capital Cost) \$1 million \$100,000 Bay and Delta Trail Planning Grants TDA – Art 3	Planning Sara Woo



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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 monitoring completed for BAAQMD; pending for YSAQMD. 3-part funding priority plan established.</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
STA Lead – Programs	23.	<p><u>STA Marketing/Public Information Program</u></p> <p>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</p> <p><u>Status:</u> New web site design and hosting completed 4/11. Published Annual Report, STATUS, SR 12 STATUS, Rio Vista Bridge flyers. 2010 Annual Awards held in Suisun City.</p>	STA	TFCA Gas Tax Sponsors	X	X		Planning Jayne Bauer



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STA Lead – Programs	24.	<p><u>Paratransit Coordinating Council and Senior and People with Disabilities Mobility programs</u></p> <p>A. Manage PCC Committee</p> <p>B. Follow up to Senior Summits focused on transportation</p> <p>C. Coordinate implementation of new Senior and People with Disabilities Transportation Advisory Committee</p> <p>D. Update Solano Senior and People with Disabilities Transportation Plan</p> <p><u>Status:</u> PCC Work Plan was updated and includes making recommendations for 5310 funding, TDA claim review, additional outreach, and other items. New Sr/Disabled Transportation brochure distributed.</p> <p><u>ECD:</u> Senior and People with Disabilities Study Update due to be completed June 2011.</p>	STA	TDA			\$100,000	Transit/SNCI Liz Niedziela
STA Lead – Programs	25.	<p><u>Intercity Transit Coordination</u></p> <p>A. Multi-year intercity funding agreement</p> <p>B. TDA Fund Coordination</p> <p>C. RM2 Transit Operating Fund Coordination</p> <p>D. Solano Express Intercity Transit Marketing</p> <p>E. Manage Intercity Transit Consortium</p> <p>F. Intercity Ridership Study Update</p> <p>G. Unmet Transit Needs Coordination & Phase-out plan</p> <p><u>Status:</u> Intercity Transit Funding agreement being updated for FY2011-12.</p> <p>Updated intercity transit funding agreements and cleared Unmet Transit Needs process. Rio Vista and County of Solano acted to remove themselves from the Unmet Transit Needs process and use all TDA</p>	A-F STA G:MTC/ STA	TDA				Transit/SNCI Elizabeth Richards/ Liz Niedziela



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		funds for transit. Worked with transit operators to update Intercity Transit Funding agreement. Intercity operating plan to be updated FY 2011-12.						
STA Lead – Programs	26.	<p><u>Lifeline Program Management</u></p> <p>A. Call for Projects B. Project Selection C. Monitor Projects</p> <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/SNCI Liz Niedziela
STA Lead – Programs	27.	<p><u>Solano Napa Commuter Information (SNCI) Program</u></p> <p>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</p> <p><u>Status:</u> Implement Spring Bike to Work campaign and continue to deliver overall services to Solano and Napa employers and the general public.</p> <p>Fourth Commute Challenge completed with increased employer and employee participation 620; 45 new vans were started to/from Solano/Napa counties and SNCI supported 171 vanpools; Staffed 46events in the first six months of FY11.</p>	STA	MTC/RRP TFCA ECMAQ	X X X X X X X	X X X X X X X	\$500,000	Transit/SNCI Judy Leaks



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STA Co-Lead	28.	<p><u>Regional Transportation Plan Update</u></p> <p>A. <u>RTP Call for Projects</u></p> <p>B. <u>Participate in RTP update</u></p> <p>C. <u>Participate in Regional Housing Needs Allocation</u></p> <p>Status: MTC has initiated RTP update; ABAG is preparing Sustainable Communities Strategy (SCS). Draft SCS land use plan scheduled Fall 2011. RTP Draft in 2012. Regional Housing Needs Assessment (RHNA) local participation approved 2/11; steering committee established.</p> <p><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 Update</p> <p><u>ECD:</u> Jan. 2012</p>	MTC/STA	STA Planning	X	X		Planning Robert Macaulay



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STA Co-Lead Projects	29.	<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> County lead working with STA, City of Suisun City, and Travis AFB for South Gate implementation. 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 planned improvements along Cannon Rd and North Gate Rd. County initiated Environmental Study.</p> <p>EDC (South Gate): PA/ED: 12/12 PS&E: 3/13 R/W: 12/13 Beg Con: 8/14</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
STA Co-Lead Projects	30.	<p><u>SR 12 West (Jameson Canyon)</u></p> <p>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> 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. Project ready for Construction.</p> <p><u>ECD:</u> Begin Con 2011 Delayed Due to State Budget Crisis</p>	Caltrans STA NCTPA	<p>\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark</p>			\$139 M	Projects Janet Adams NCTPA Caltrans



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STA Co-Lead Plans	31.	<p><u>SR 29 MIS</u></p> <p><u>Status:</u> NCTPA seeking Partnership Planning Grant and MTC support. Previous submittals have not received grant funding. Target for FY 2012-13</p>	NCTPA	Unfunded – seeking Partnership Planning Grant and MTC funds		X	\$650,000	Planning Robert Macaulay
STA Co-Lead Plans	32.	<p><u>SR 12 MIS</u></p> <p>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. Meetings of Corridor Advisory Committee (STA, Sac County, SJCOG elected officials). Initiate Economic Assessment of SR 12 Corridor in partnership with SolanoEDC.</p> <p><u>Status:</u> Complete MIS 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 and CAC.</p> <p><u>ECD:</u> Complete Economic Assessment of SR 12 in Oct. 2011. Draft MIS complete in 2012.</p>	STA SJCOG, SACOG, MTC, Caltrans	STP PPM, SJCOG and SACOG funds Caltrans HQ funds	X	X	\$950,000 (STA \$150,000)	Planning Robert Macaulay Daryl Halls



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STA Co-Lead Plans	33.	<p><u>Ten-Year Transit Capital Funding Plan</u></p> <p><u>Status:</u> 10-Year Transit Capital Plan and process for Major, Minor and fleet under development. Completing 2011 update and prioritize plan to maximize funding opportunities such as Prop 1b, Federal Economic Stimulus funds, earmarks, etc.</p>	STA	Prop 1B Transit Capital Federal Earmarks Fed ARRA	X	X		Transit/Rideshare Liz Niedziela
STA Co-Lead Programs	34.	<p><u>Regional Measure 2 (RM 2) Implementation (Capital)</u></p> <p>A. Vallejo Station (Phase A under construction) <u>Status:</u> The Transfer Center began construction and scheduled to be open May 2011</p> <p>B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal) <u>Status:</u> 1. Vacaville Transportation Ctr Phase 1 – COMPLETED 2. Curtola - began PA/ED. 3. Benicia Intermodal - completed PA/ED, has initiated PS&E and is expected to begin construction summer 2011.</p> <p>C. Rail Improvements 1. Capitol Corridor Track Improvements 2. Fairfield Vacaville Rail Station <u>Status:</u> 1. Capitol Corridor Track Improvements– Completed 2. Rail Station Phase 1- completed 65% PS&E. Scheduled to begin construction FY 2011-12.</p>	STA Fairfield Vallejo Vacaville Benicia CCJPA MTC	RM 2	X	X	\$28 M \$20 M \$25 M	Projects Janet Adams Jessica McCabe



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STA Co-Lead Programs	35.	<p><u>Solano Climate Action Program</u></p> <p>A. Conduct county-wide greenhouse gas emission inventory</p> <p>B. Develop STA-specific GHG emission inventory (Fall 2011)</p> <p>C. Develop and implement county-wide and agency-specific GHG reduction programs and projects, with 4Cs guidance</p> <p><u>Status:</u> AECOM under contract to conduct GHG inventory for county and five cities; 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	36.	<p><u>SolanoExpress Route Management</u></p> <p>A. Rt. 30/78/90 1. Performance &-Monitoring 2. Funding Agreement Update</p> <p>B. Countywide Intercity SolanoExpress Marketing & Capital Replacement</p> <p>C. Development of multi-year funding plan</p> <p><u>Status:</u> STA will work with FAST on proposed service changes for Rt. 30/90 and Vallejo Transit regarding Rt. 78. Rt. 30/90 agreement extension option approved with FAST.</p>	[ER]STA	TDA RM2 Lifeline	X	X		Transit/Rideshare Elizabeth Richards Liz Niedziela



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STA Monitoring Projects	37.	<u>I-80 SHOPP Rehabilitation Projects</u>	Caltrans	SHOPP	X	X	\$124 M	Projects Caltrans
		A. <u>In Vallejo – Tennessee Street to American Canyon</u> --COMPLETED B. <u>Near Vallejo – American Canyon to Green Valley Road</u> -- COMPLETED C. <u>Air Base to Leisure Town OC</u> – COMPLETED D. <u>SR 12 East to Air Base</u> – COMPLETED E. <u>Leisure Town OC to SR 113 South</u> Programmed in 2010 SHOPP for FY 2011-12 F. <u>SR 113 South to Yolo County Line</u> – COMPLETED					\$50 M	



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STA Monitoring Projects	38.	<u>Capitol Corridor Rail Stations/Service</u>		RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds	X	X	\$42 M FF/VV Station (Preliminary estimates for required track access and platform improvements.	Planning Robert Macaulay
		<u>Status:</u> Individual Station Status:	City of Fairfield					
		A. Fairfield/Vacaville Train Station: Fairfield/Vacaville station fully funded; design underway. Construction anticipated 2013.						
		B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. funding plan for downtown crossing improvements	City of Dixon		X	X		
		C. Solano Rail Crossing Inventory and Improvement Plan adopted 2/11.	STA					
D. Update Solano Passenger Rail Station Plan; identify ultimate number and locations of rail stations.	City of Benicia	STP Planning, Vaca TDA, CCJPA		X	\$66,050			
E. Conduct Napa/Solano Rail Feasibility Study:								
		<ul style="list-style-type: none"> • Identify right-of-way preservation needs • Implement action plan 	STA/ NCTPA			X		
		<u>ECD:</u> Updated Solano Passenger Rail Station Plan in 2012/13. Fairfield/Vacaville Station construction scheduled to begin in 2013.		MTC Rail Program		X		



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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. Bus Transfer Center under construction; Vallejo Station Phase II has begun</p>	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD	X	X	\$65M \$10.8M \$0.5M	Transit/SNCI Elizabeth Richards
STA Monitoring – Programs	40.	<p><u>Monitor Delivery of Local Projects/Allocation of Funds</u></p> <p>A. Monitor and manage local projects. B. Develop Pilot Solano Project Mapper and Management Webtools</p> <p><u>Status:</u> Monitoring of local projects is an on-going activity; STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. 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.</p> <p>ECD: Ongoing activity.</p>	STA	STIP-PPM	X	X	N/A	Projects Jessica McCabe Sam Shelton
STA Monitoring Project	41.	<p><u>Peabody Road</u></p> <p>Work with County to develop a funding strategy for improvements to the roadway in unincorporated County. Project proposed to be added to RTIF.</p>	County	Unfunded				Projects



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STA Monitoring Project	42.	<u>Land Use/Operational Study of I-80 Adjacent to City of Vallejo</u> Status: New Proposal	STA/Vallejo	Unfunded				Daryl Halls

Completed Work FY 2010-11:

- I-80/I-680/SR 12 Draft EIR/EIS - COMPLETED
- North Connector East and Central Segments -- COMPLETED
- Jepson Parkway FEIS – EXPECTED MAY 2011
- I-80 EB Cordelia Truck Scales PS&E and R/W COMPLETED
- Rio Vista Bridge Study – COMPLETED
- SR 12/Church Rd PSR - COMPLETED
- 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
- 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

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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

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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)



DATE: April 22, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Fiscally Constrained Solano Regional Transportation Plan (RTP) Project List

Background:

The Regional Transportation Plan (RTP) is the long-range transportation plan for the 9-county Bay Area. It is prepared every 4 years by the Metropolitan Transportation Commission (MTC). The RTP sets out a 25-year vision for the region's transportation system, establishes goals and milestones for achieving that vision, and lists projects that are designed to help meet those goals. The RTP is a financially constrained document; only projects that can be funded through reasonably-anticipated revenues can be included in the RTP. Projects that receive federal and/or state financing must be listed in the RTP. In addition, local projects that have no federal or state funds may still be listed in the RTP in order to undergo air quality conformity analysis as part of the RTP review. It is therefore beneficial to have a project included in the RTP.

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 updated 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.

The STA Board held a public hearing on the Solano RTP Project List on April 20, 2011. After considering input from various advisory committees held prior to the public hearing, as well as comments received at the hearing, the STA Board approved the Solano RTP Project List included as Attachment A.

Discussion:

The RTP, and the individual agency project lists, are fiscally constrained documents. This means that the total cost of projects cannot exceed the reasonably-expected funds to be available for the time covered by the RTP. 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 35 projects. Of these, 17 are either fully funded or will be funded entirely with local funds and will not require any discretionary funds from MTC. The remaining 18 projects include major investments such as the I-80/I-680/SR 12 Interchange, Jepson Parkway, expansion of the Curtola, Fairfield and Vacaville transit centers, construction of a new intermodal center in Benicia and improvements around the downtown Dixon rail depot. Based upon information received from the project sponsors, the total cost of these projects is \$4.9 billion. Two additional projects are shown as Vision projects. These are not included in the fiscally constrained RTP project list, but are important to the long-term transportation planning for Solano County, and could move forward if additional funds were available.

The RTP submittals also include Programmatic Categories (PC) 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 B. STA is not proposing to assign any funds to categories not included in the project list, including PC 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. MTC staff has stated their acceptance of these three categories. The total cost the Programmatic Categories is \$3 billion, half of which is in the identified Local Streets and Roads Operation and Maintenance category.

The total value of projects and programs exceeds the maximum available money by \$4.5 billion. Attachment A shows STA staff's recommended assignment of discretionary funds. As the Consortium and TAC make adjustments to the project funding amounts and priorities, totals must not exceed the "Total Available" line at the bottom. The Consortium and TAC will make a final funding recommendation to the STA Board, which will take action on the list at its May 11, 2011 meeting. After that date, the TAC members and STA will have less than 1 week to make financial adjustments to the projects that are already listed in the MTC database. At a subsequent meeting, once MTC has finalized the funding available to STA, the committees and Board will further refine the priority of projects.

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 influence STA and member agency spending options.

Recommendation:

Review and adjust the fiscally constrained Solano RTP Project List, and forward a recommendation to the STA Board to adopt the fiscally constrained Solano RTP Project List as shown in Attachments A and B.

Attachments:

- A. Fiscally Constrained Solano RTP Project List
- B. RTP Programmatic Categories

Fiscally Constrained Solano RTP Project List

RTP Project Number	Description	Total Cost	Committed Funds	Total Discretionary Funds
240313	Benicia Park and Ride Sites (W 14th/Military West and First/Military West)	\$3,000,000	\$3,000,000	\$0
22985	Benicia Industrial Park Transit Hub	\$1,250,000	\$1,250,000	\$0
22630	Improve Dixon facilities associated with the Dixon Rail Station: 1) Parkway Boulevard overcrossing, 2) B Street Ped Undercrossing, 3) West A Street Undercrossing	\$45,100,000	\$20,900,000	\$24,200,000
240248	I-80/West A Street Interchange Improvements - ramp and eventually bridge improvements to increase capacity	\$25,000,000	\$12,500,000	\$12,500,000
240178	I-80/Pedrick Road Interchange Improvements - ramp and eventually bridge improvements to increase capacity	\$25,000,000	\$12,500,000	\$12,500,000
21341	Construct Fairfield-Vacaville train station including passenger platform, overcrossing, undercrossing, park and ride lot and other station facilities, Phases 1 and 2	\$55,000,000	\$45,000,000	\$10,000,000
22795	Fairfield Transportation Center Expansion - construct additional parking structure to expand from 640 to 1,640 spaces.	\$25,000,000	\$8,500,000	\$16,500,000
230635	Construct new parking garage at the Vacaville Intermodal Station (Phase 2)	\$14,000,000	\$2,500,000	\$11,500,000
230708	Local roadway and interchange non-capacity improvements	\$30,000,000	\$15,000,000	\$15,000,000
240210	I-505/Vaca Valley Parkway Interim Improvements - widen the southbound offramp at Vaca Valley Parkway, widen Vaca Valley Parkway to provide protected left turn pockets, and signalize the southbound ramp intersection.	\$1,500,000	\$1,500,000	\$0
240211	I-505/Vaca Valley Parkway Interchange - reconstruct existing overcrossing from 2 to 4 lanes plus Class II bike lane; reconstruct ramps to modified cloverleaf design.	\$20,700,000	\$10,700,000	\$10,000,000
240212	I-80 California Drive Overcrossing in Vacaville - construct new overcrossing with no freeway connection	\$26,600,000	\$26,600,000	\$0
240213	I-80 Lagoon Valley Road interchange - reconstruct existing overcrossing from 2 to 4 lanes; rebuild ramps	\$9,600,000	\$9,600,000	\$0

RTP Project Number	Description	Total Cost	Committed Funds	Total Discretionary Funds
22794	Curtola Transit Center Expansion - construct parking structure at site of existing surface parking lot to support express bus and rideshare. Net increase of 880 spaces. Phases 1, 2, 3.	\$51,560,000	\$11,750,000	\$39,810,000
22629	Construct new Vallejo Baylink Ferry Terminal (includes additional parking and pedestrian access improvements) - Phase B	\$56,000,000	\$46,900,000	\$9,100,000
22632	American Canyon Road/Hiddenbrook Parkway Operational Improvements	\$10,700,000	\$10,700,000	\$0
230565	Construct the Vallejo Ferry Maintenance Building, Phases 1, 2 and 3	\$4,800,000	\$4,800,000	\$0
230590	Widen Railroad Avenue on Mare Island from 2 lanes to 4 lanes, from G Street to SR 37.	\$4,500,000	\$4,500,000	\$0
22986	Improve Broadway Avenue in the City of Vallejo, between Mini Drive and SR 37; install sidewalk, curb, gutter, ramps, bike lanes, and widen from 2 to 4 lanes.	\$4,900,000	\$4,900,000	\$0
230311	Widen and improve Peterson Road (south gate to Travis AFB) with the addition of a truck-stacking lane (includes drainage improvements)	\$2,600,000	\$2,600,000	\$0
240186	Acquire property and construct pedestrian and bicycle facilities in Cordelia Hills - Sky Valley area	\$2,800,000	\$2,800,000	\$0
240183	Construct two-lane bridge on Suisun Valley Road at Suisun Creek	\$3,500,000	\$3,500,000	\$0
94151	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road, including access improvements to the North Gate of Travis Air Force Base.	\$185,000,000	\$140,000,000	\$45,000,000
230627	SR 12 Jameson Canyon Improvements	\$139,000,000	\$139,000,000	\$0
230326	Improve I-80/I-680/Route 12 Interchange, including connecting I-680 northbound to Route 12 westbound (Jamieson Canyon), adding connectors and reconstructing local interchanges (Phase 1) and including west end of the North Connector and HOV direct connections	\$700,000,000	\$336,000,000	\$364,000,000
230327	I-80/I-680/SR-12 Interchange (Alt C Phase 1)	\$1,300,000,000		\$500,000,000
230322	Rebuild and relocate eastbound Cordelia Truck Scales Facility (includes a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)	\$100,900,000	\$100,900,000	\$0
230468	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Air Base Parkway (includes a new eastbound mixed-flow lane from Route 12 east to Air Base Parkway)	\$50,000,000	\$0	\$50,000,000
21809	Local capacity-increasing roadway and interchange projects and transit centers, including Peabody Road (Fairfield to Vacaville), Railroad Avenue (Suisun City) and McCormack/McClosky/Azevedo/Canright roads (County/Rio Vista) and other Solano Routes of Regional Significance	\$100,000,000	\$50,000,000	\$50,000,000

RTP Project Number	Description	Total Cost	Committed Funds	Total Discretionary Funds
230313	Redwood Parkway/Fairgrounds improvements	\$65,000,000	\$62,000,000	\$3,000,000
Solano 01	SR-12/Church Intersection - non-capacity improvements to realign existing roadways and add turn lanes; may also include park-and-ride lot. Half of funds from SHOPP	\$6,800,000	\$3,400,000	\$3,400,000
230325	Westbound I-80 Truck Scale Relocation and Reconstruction	\$140,000,000	\$0	\$140,000,000
230477	SR 12 Corridor Study Improvements	\$50,000,000		\$50,000,000
230575	Rio Vista Bridge Relocation	\$1,500,000,000		\$504,300,000
Solano 02	SR 113 Relocation (north of Midway Road to Roben/I-80)	\$155,000,000		\$155,000,000
	REGIONAL Express Lanes on I-80 (Al Zampa Bridge to Yolo Couty Line) & I-680 (Benicia Bridge to I-80), including direct connection lanes and the I-80/I-505 Interchange express connection	\$44,000,000	\$44,000,000	\$0
	REGIONAL Freeway Performance Initiative projects			\$0

RTP Project Number	Description	Total Cost	Committed Funds	Total Discretionary Funds
PROGRAMMATIC CATEGORIES				
1	Bicycle/Pedestrian Expansion	\$77,570,000	\$2,500,000	\$75,070,000
2	Bicycle/Pedestrian Enhancement	\$1,000,000		\$1,000,000
3	Bicycle/Pedestrian Rehabilitation	\$5,000,000	\$0	\$5,000,000
4	Lifeline Transportation	\$150,000,000	\$18,700,000	\$131,270,000
5	Transit Enhancements	\$1,000,000		\$1,000,000
6	Transit Management Systems	\$1,000,000		\$1,000,000
7	Transit Safety and Security Enhancements	\$1,000,000		\$1,000,000
8	Transit Guideway Rehabilitation	\$1,000,000		\$1,000,000
9	Transit Station Rehabilitation	\$3,000,000		\$3,000,000
10	Transit Vehicle Rehab/Replace/Retrofit	\$177,793,000	\$5,000,000	\$172,000,000
11	Transit O&M	\$750,000,000	\$465,000,000	\$282,890,000
13	Local Road Safety	\$25,000,000	\$12,500,000	\$12,500,000
14	Highway Safety	\$1,000,000		\$1,000,000
16	Non-Capacity State Highway Enhancement	\$1,000,000		\$1,000,000
18	Non-capacity Freeway Interchange Modifications	\$1,000,000		\$1,000,000
19	Freeway Performance Management	\$48,000,000	\$28,000,000	\$20,000,000
20	Non-Capacity Local Road Rehab	\$15,000,000	\$7,500,000	\$7,500,000
21	Non-Capacity Local Bridge Rehab	\$1,000,000		\$1,000,000
24	Local Streets & Roads O&M	\$1,640,000,000		\$450,000,000
27	Local Air Quality and Climate Strategies	\$25,000,000	\$60,000	\$24,900,000
28	Regional Planning and Outreach	\$12,500,000		\$12,500,000
29	Transportation Demand Management	\$25,000,000	\$250,000	\$24,760,000
30	Parking Management	\$10,000,000		\$10,000,000
101	Safe Routes to Schools	\$50,000,000	\$2,000,000	\$48,000,000
102	Safe Routes to Transit	\$25,000,000		\$25,000,000
103	Senior and Disabled Mobility	\$75,000,000	\$5,000,000	\$70,000,000

Total Available			\$3,600,000,000
Total Recommended	\$7,982,323,000	\$1,633,660,000	\$3,600,000,000
Available for Recommendation			\$0

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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: April 15, 2011
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On 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).

Assembly Bill (AB) 57 (Beall) makes several adjustments to the governing board of the Metropolitan Transportation Commission (MTC). Under current law, the mayor of San Francisco is able to appoint one voting member to the Commission. AB 57 adds two voting seats to the Commission to be appointed by the mayors of San Jose and Oakland from the membership of their respective city councils. The legislation also provides that no more than three voting members of the Commission may be residents of the same county. MTC has recommended this change in the voting membership of the Commission. The STA Executive Committee reviewed the bill and has recommended that the STA Board take a position of support for this bill. Several options to change MTC's Board in the past have been considered (i.e., population-based, transit district specific, etc.), and the option presented in AB 57 is the most advantageous for Solano County because it limits the number of reps from one county three. Staff recommends that the TAC forward a recommendation of support to the STA Board.

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 met 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 met with a range of key officials at federal departments and agencies (Attachment D) to discuss competitive grant opportunities, public private partnerships, and discretionary funding programs. The focus this year was to demonstrate local and regional support for STA's priority projects as they support Solano's I-80 system vision, and to hear from legislative and agency officials how best to leverage Solano's projects to be competitive for federal funding.

Recommendation:

Forward a recommendation to the STA Board to support AB 54 (Beall) modifying Metropolitan Transportation Commission membership.

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update - March (Shaw/Yoder/Antwih)
- C. Federal Legislative Update – March (Akin Gump)
- D. STA Meeting Schedule – Washington, DC, April 13-14, 2011

STA Matrix as of 4/18/2011

Bill ID/Topic	Location	Summary	Position
AB 57 Beall D Metropolitan Transportation Commission.	ASSEMBLY APPR. 4/7/2011 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 6). Re-referred to Com. on APPR.	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. Last Amended on 2/2/2011	
AB 105 Committee on Budget Transportation.	Chaptered by Secretary of State - Chapter 6, Statutes of 2011.	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	
AB 147 Dickinson D Subdivisions.	ASSEMBLY L. GOV 4/14/2011 - From committee: Do pass. (Ayes 6. Noes 2.) (April 13).	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. The Mitigation Fee Act authorizes a local agency to charge a variety of fees, dedications, reservations, or other exactions in connection with the approval of a development project, as defined. This bill would authorize a local ordinance to require payment of a fee subject to the Mitigation Fee Act, 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 transportation facilities, as defined. Last Amended on 4/4/2011	

Bill ID/Topic	Location	Summary	Position
<p>AB 294 Portantino D</p> <p>Design-sequencing contracts.</p>	<p>ASSEMBLY CONSENT CALENDAR 4/14/2011 - Read second time. Ordered to consent calendar.</p>	<p>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.</p>	
<p>AB 296 Skinner D</p> <p>Global warming: urban heat island effects pavement.</p>	<p>ASSEMBLY NAT. RES. 4/12/2011 - From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 8. Noes 5.) (April 11). Re-referred to Com. on NAT. RES.</p>	<p>Existing law requires the Department of Transportation to adopt a balanced, multimodal research and development program, including the research and development of new technologies. This bill would establish the Cool Pavements Research and Implementation Act and would require the department, in consultation with specified state agencies, to implement the act. The bill would require the department to adopt a strategy, through a public process, to implement the act and, by January 1, 2015, to adopt by regulation a Cool Pavements Handbook to detail testing protocols, standards, and best practices. This bill contains other related provisions and other existing laws. Last Amended on 3/31/2011</p>	
<p>AB 320 Hill D</p> <p>Environmental quality: California Environmental Quality Act (CEQA): determination: dispute.</p>	<p>ASSEMBLY APPR. 4/13/2011 - Re-referred to Com. on APPR.</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. Last Amended on 4/12/2011</p>	

Bill ID/Topic	Location	Summary	Position
AB 333 Grove R California Global Warming Solutions Act of 2006: unemployment	ASSEMBLY NAT. RES. 2/24/2011 - Referred to Com. on NAT. RES.	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.	
AB 348 Buchanan D Highways.	ASSEMBLY TRANS. 4/14/2011 - Re-referred to Com. on TRANS. 4/25/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOW ENTHAL, Chair	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, notwithstanding these requirements and until January 1, 2017, designate the segment of county highway known as Vasco Road, between the State Highway Route 580 junction in Alameda County and the Walnut Boulevard intersection in Contra Costa County, as a Safety Enhancement-Double Fine Zone upon the approval of the boards of supervisors of Alameda County and Contra Costa County. The bill would also impose specified duties on the local governing bodies regarding that double fine zone. Last Amended on 4/13/2011	
AB 365 Galgiani D State highways: route locations.	ASSEMBLY APPR. 4/14/2011 - Read second time and amended.	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects. This bill would enact similar penalties relative to the certification of businesses as small business enterprises by the authority and for other unlawful actions. This bill contains other existing laws. Last Amended on 4/14/2011	
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.	

Bill ID/Topic	Location	Summary	Position
<p>AB 385 Harkey R</p> <p>High-speed rail</p>	<p>ASSEMBLY TRANS. 4/11/2011 - In committee: Set, first hearing. Hearing canceled at the request of author.</p> <p>5/2/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOW ENTHAL, Chair</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law requires the authority to approve and submit to the Director of Finance, a specified peer review group, the transportation policy committees and fiscal committees of the Legislature, a detailed funding plan for that corridor or a usable segment thereof of the high-speed train system. Existing law requires the funding plan to include certain information and meet specified requirements. This bill would require the authority to approve an investment grade analysis, to be prepared by the State Auditor, and to submit that investment grade analysis to those same entities. The bill would require that investment grade analysis to include certain information and meet specified requirements.</p> <p>Last Amended on 3/25/2011</p>	
<p>AB 516 V. Manuel Pérez D</p> <p>Safe routes to school.</p>	<p>ASSEMBLY APPR. 4/14/2011 - Re-referred to Com. on APPR.</p>	<p>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 low-income school, as defined , and would make other related changes . Last Amended on 4/13/2011</p>	
<p>AB 522 Bonilla D</p> <p>Vacation of public streets, highways, and public service easements.</p>	<p>ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.</p>	<p>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.</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 535 Morrell R</p> <p>Regulations: 5-year review and report.</p>	<p>ASSEMBLY B.,P. & C.P. 3/31/2011 - Referred to Com. on B., P. & C.P.</p> <p>5/3/2011 9 a.m. - State Capitol, Room 447 ASSEMBLY BUSINESS, PROFESSIONS AND CONSUMER PROTECTION, HAYASHI, Chair</p>	<p>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.</p>	
<p>AB 551 Campos D</p> <p>Public contracts: prevailing wage requirements: violations.</p>	<p>ASSEMBLY JUD. 4/14/2011 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 5. Noes 1.) (April 13). Re-referred to Com. on JUD.</p> <p>4/26/2011 9 a.m. - State Capitol, Room 4202 ASSEMBLY JUDICIARY, FEUER, 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>	

Bill ID/Topic	Location	Summary	Position
<p>AB 570 Smvth 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>	
<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>	

Bill ID/Topic	Location	Summary	Position
<p>AB 650 Blumenfield D</p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p>	<p>ASSEMBLY APPR. 4/12/2011 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (April 11). Re-referred to Com. on APPR.</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 public transit on a regional basis and makes various state revenues available to those entities for those purposes. Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. The Public Transportation Account is designated as a trust fund and funds in the account shall be available to the Department of Transportation 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 Committee on Rules and the Speaker of the Assembly to jointly appoint these members, including a chair, by March 31, 2012. The bill would require the task force to issue a written report that contains specified findings and recommendations relating to, among other things, 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, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force , for purposes of collecting information for the written report, to consult with appropriate state agencies and departments and would require the task force to contract with consultants for preparation of the report. The bill would require the department to provide administrative staffing to the task force The bill would appropriate \$750,000 from the Public Transportation Account to the department , as specified, to accomplish the purposes of these provisions. Last Amended on 3/31/2011</p>	
<p>AB 676 Torres D</p> <p>Transportation funds.</p>	<p>ASSEMBLY TRANS. 4/4/2011 - In committee: Set, first hearing. Hearing canceled at the request of author.</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. 4/15/2011 - From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended. 4/27/2011 9 a.m. - State Capitol, Room 126 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. Last Amended on 4/15/2011</p>	

Bill ID/Topic	Location	Summary	Position
AB 819 Wieckowski D Bicycles.	ASSEMBLY TRANS. 4/4/2011 - Re-referred to Com. on TRANS.	Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law defines 3 classes of bikeways for its purposes. This bill would include a class IV bikeway among the bikeways subject to the above provisions and would define a class IV bikeway to include a segregated bike lane which provides exclusive use of bicycles on streets, as specified. Last Amended on 3/31/2011	
AB 845 Ma D Transportation: bond funds.	ASSEMBLY TRANS. 4/11/2011 - In committee: Set, first hearing. Hearing canceled at the request of author. 5/2/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANS PORTATION, LOW ENTHAL, Chair	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.	
AB 890 Olsen R Environment: CEQA exemption: roadway improvement.	ASSEMBLY NAT. RES. 3/14/2011 - Referred to Com. on NAT. RES.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would additionally exempt a roadway improvement project or activity that is undertaken by a city, county, or city and county. Because a lead agency would be required to determine whether a project falls within the above exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 3/29/2011	

Bill ID/Topic	Location	Summary	Position
<p><u>AB 892</u> <u>Carter D</u></p> <p>Department of Transportation: environmental review process: federal pilot program.</p>	<p>ASSEMBLY TRANS. 4/7/2011 - Re-referred to Com. on TRANS.</p> <p>4/25/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, 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 and extend the operation of these provisions until January 1, 2019, or until the termination of a certain memorandum of understanding between the department and the Federal Highway Administration, as specified. Last Amended on 4/6/2011</p>	
<p><u>AB 912</u> <u>Gordon D</u></p> <p>Local government: organization.</p>	<p>ASSEMBLY L. GOV. 3/14/2011 - Referred to Com. on L. GOV.</p> <p>5/11/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, SM YTH, Chair</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><u>AB 957</u> Committee on Transportation</p> <p>Transportation omnibus bill.</p>	<p>ASSEMBLY TRANS. 4/14/2011 - Re-referred to Com. on TRANS.</p> <p>4/25/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOW ENTHAL, Chair</p>	<p>Existing law, the Sacramento Regional Transit District Act, creates the Sacramento Regional Transit District, with specified powers and duties relative to providing transit services in the Sacramento region. Existing law provides that the district is comprised of specified cities and unincorporated territories in the Counties of Sacramento and Yolo. Existing law sets forth provisions for transition from the Sacramento Transit Authority to the district and also sets forth provisions applicable to the establishment of the first board of the district. This bill would provide that the district includes the Cities of Citrus Heights, Elk Grove, Rancho Cordova, and West Sacramento. The bill would delete obsolete provisions relating to the transition from the authority to the district and establishment of the district's first board. This bill contains other related provisions and other existing laws. Last Amended on 4/13/2011</p>	

Bill ID/Topic	Location	Summary	Position
<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.</p> <p>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>	
<p>AB 1097 Skinner D</p> <p>Transit projects: domestic content.</p>	<p>ASSEMBLY TRANS. 4/11/2011 - Re-referred to Com. on TRANS. In committee: Set, first hearing. Hearing canceled at the request of author.</p> <p>4/25/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOW ENTHAL, Chair</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 specifically authorize a state or local agency receiving state funds for transit purposes to provide a bidding preference to a bidder if the bidder meets or exceeds Buy America requirements applicable to federally funded transit projects. Last Amended on 4/7/2011</p>	
<p>AB 1105 Gordon D</p> <p>High-occupancy toll lanes.</p>	<p>ASSEMBLY APPR. 4/14/2011 - Re-referred to Com. on APPR.</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 such a HOT lane established on State Highway Route 101 may extend into San Mateo County as far as the high-occupancy vehicle lane in that county existed as of January 1, 2011, subject to agreement of the City/County Association of Governments of San Mateo County . This bill contains other related provisions and other existing laws. Last Amended on 4/13/2011</p>	

Bill ID/Topic	Location	Summary	Position
<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>	
<p>AB 1134 Bonilla D</p> <p>Department of Transportation: project study reports.</p>	<p>ASSEMBLY APPR. 4/12/2011 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (April 11). Re-referred to Com. on APPR.</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>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1229 Feuer D</p> <p>California Transportation Financing Authority Fund: subsidies: local agency revenue bonds.</p>	<p>ASSEMBLY TRANS. 4/12/2011 - Re-referred to Com. on TRANS.</p> <p>4/25/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair</p>	<p>Existing law continuously appropriates the amounts specified in the annual Budget Act as having been deposited in the State Highway Account from federal transportation funds, and pledged by the California Transportation Commission, to the Treasurer for the purposes of issuing federal highway grant anticipation notes, commonly known as GARVEE bonds, to fund transportation projects selected by the commission. Existing law prohibits the Treasurer from authorizing the issuance of the notes if the annual repayment obligations of all outstanding notes in any fiscal year would exceed 15% of the total amount of federal transportation funds deposited in the account for any consecutive 12-month period within the preceding 24 months. This bill would increase the 15% limitation to 25%, thereby making an appropriation. This bill, with respect to the amount represented by the 25% limitation, would reserve 40% of that amount to fund projects proposed by transportation planning agencies. The notes for those projects would be secured by all federal transportation funds deposited in the State Highway Account, but would be repaid from specified federal funds designated for allocation to and expenditure by the transportation planning agencies. The bill would provide that a transportation planning agency may not commit more than 50% of its share of apportionments of the designated federal funds to annual debt service on the notes, as specified. The bill would require the commission to approve these project proposals upon receiving a communication from the Director of Transportation that the associated debt service for the transportation planning agency's region will not exceed the 50% limitation and a communication from the Treasurer that the total debt service on federal grant anticipation notes authorized will not exceed the overall 25% limitation.</p> <p>Last Amended on 4/11/2011</p>	
<p>AB 1287 Buchanan D</p> <p>Local government: audits.</p>	<p>ASSEMBLY L. GOV. 3/21/2011 - Referred to Com. on L. GOV.</p>	<p>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.</p>	
<p>AB 1298 Blumenfield D</p> <p>High-occupancy vehicle lanes.</p>	<p>ASSEMBLY TRANS. 4/11/2011 - Re-ref. to Com. on TRANS. 5/2/2011 1:30 p.m. - State Capitol, Rm 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair</p>	<p>Existing law authorizes the removal of a parked vehicle when that vehicle is parked or left standing upon a highway for 72 or more consecutive hours in violation of a local ordinance authorizing its removal. This bill would authorize a local jurisdiction, by ordinance, to establish a minimum distance that a vehicle is to be moved for the purpose of the above 72-hour parking restriction.</p> <p>Last Amended on 4/7/2011</p>	

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1308</u> <u>Miller R</u></p> <p>Highway Users Tax Account: appropriation of funds.</p>	<p>. ASSEMBLY APPR. 4/12/2011 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 12. Noes 0.) (April 11). Re-referred to Com. on APPR.</p>	<p>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.</p>	
<p><u>AB 1332</u> <u>Donnelly R</u></p> <p>State Air Resources Board: abolishment.</p>	<p>ASSEMBLY NAT. RES. 3/21/2011 - Referred to Com. on NAT. RES. 4/25/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, CHESBRO, Chair</p>	<p>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.</p>	
<p><u>AB 1335</u> <u>Lara D</u></p> <p>Local government: officials: salary increases.</p>	<p>ASSEMBLY PRINT 2/22/2011 - From printer. May be heard in committee March 22.</p>	<p>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.</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1388 Wieckowski D</p> <p>Earnings withholding orders.</p>	<p>ASSEMBLY JUD. 3/15/2011 - Re-referred to Com. on JUD.</p> <p>4/5/2011 9 a.m. - State Capitol, Room 4202 ASSEMBLY JUDICIARY, FEUER, Chair</p>	<p>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</p>	
<p>AJR 5 Lowenthal, Bonnie D</p> <p>Transportation revenues.</p>	<p>SENATE T. & H. 4/14/2011 - Re-referred to Com. on T. & H.</p>	<p>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. Last Amended on 3/29/2011</p>	
<p>SB 125 Emmerson R</p> <p>Vehicles: toll highways or vehicular crossings: evading toll payments: penalties.</p>	<p>SENATE T. & H. 3/31/2011 - Set for hearing April 26.</p> <p>4/26/2011 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 APPR. 4/14/2011 - Set for hearing May 2.</p> <p>5/2/2011 11 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, KEHOE, Chair</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>	

Bill ID/Topic	Location	Summary	Position
<p><u>SB 211</u> <u>Emmerson</u> R</p> <p>California Global Warming Solutions Act of 2006: tire inflation regulation: enforcement.</p>	<p>SENATE E.Q. 4/5/2011 - Set for hearing May 2.</p> <p>5/2/2011 1:30 p.m. - Room 112 SENATE ENVIRONMENTAL QUALITY, SIMITIAN, 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>	
<p><u>SB 241</u> <u>Cannella</u> R</p> <p>Environment: California Environmental Quality Act (CEQA).</p>	<p>SENATE E.Q. 4/14/2011 - Set for hearing May 2.</p> <p>5/2/2011 1:30 p.m. - Room 112 SENATE ENVIRONMENTAL QUALITY, SIMITIAN, 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</u> R</p> <p>Meal periods: exemption: transportation industry.</p>	<p>SENATE L. & I.R. 4/13/2011 - Set for hearing April 27.</p> <p>4/27/2011 9:30 a.m. - Rose Ann Vuich Hearing Room (2040) SENATE LABOR AND INDUSTRIAL RELATIONS,</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>	

Bill ID/Topic	Location	Summary	Position
<p>SB 468 Kehoe D</p> <p>Department of Transp: capacity-increasing state hwy projects: coastal zone.</p>	<p>SENATE T. & H. 4/14/2011 - Set for hearing May 3.</p> <p>5/3/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, 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 , including requiring the department to collaborate with local agencies, the California Coastal Commission, and countywide or regional transportation planning agencies to develop traffic congestion reduction goals. The bill would, for these projects, require the department to suspend a notice of determination relating to environmental impact , issued between January 1, 2011, and January 1, 2012, until it is determined that environmental documents for the projects satisfy the requirements of the bill . The bill would also make legislative findings and declarations. Last Amended on 3/29/2011</p>	
<p>SB 475 Wright D</p> <p>Infrastructure financing.</p>	<p>SENATE G. & F. 4/12/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on Gov. & F.</p> <p>4/27/2011 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 4/12/2011</p>	
<p>SB 522 Walters R</p> <p>Public employees' retirement: additional service credit.</p>	<p>SENATE P.E. & R. 4/12/2011 - Set for hearing May 2.</p> <p>5/2/2011 1 p.m. or upon adjournment of session SENATE PUBLIC EMPLOYMENT AND RETIREMENT, NEGRETE MCLEOD, Chair</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>	

Bill ID/Topic	Location	Summary	Position
<p>SB 523 Walters R</p> <p>Public employees' retirement: elected local officials.</p>	<p>. SENATE P.E. & R. 4/12/2011 - Set for hearing May 2.</p> <p>5/2/2011 1 p.m. or upon adjournment of session SENATE PUBLIC EMPLOYMENT AND RETIREMENT, NEG RETE MCLEOD, Chair</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>	
<p>SB 524 Walters R</p> <p>Public employees' retirement: retroactive benefits.</p>	<p>SENATE P.E. & R. 4/12/2011 - Set for hearing May 2.</p> <p>5/2/2011 1 p.m. or upon adjournment of session SENATE PUBLIC EMPLOYMENT AND RETIREMENT, NEG RETE MCLEOD, Chair</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>	

Bill ID/Topic	Location	Summary	Position
<p>SB 582 Emmerson R</p> <p>Commute benefit policies.</p>	<p>SENATE T. & H. 4/5/2011 - Set, first hearing. Hearing canceled at the request of author.</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 jointly with the local air quality management district to adopt a commute benefit ordinance that requires covered employers operating within the common area of the organization and district with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance. The bill would provide for the ordinance to be adopted by the county transportation commission rather than the metropolitan planning organization in those counties where the Southern California Association of Governments is the designated metropolitan planning organization. Last Amended on 3/29/2011</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>	
<p>SB 659 Hernandez D</p> <p>Toll bridges.</p>	<p>SENATE RLS. 3/3/2011 - Referred to Com. on RLS.</p>	<p>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.</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 683 Correa D</p> <p>Environment: California Environmental Quality Act: noncompliance allegations: public comment.</p>	<p>SENATE E.Q. 4/4/2011 - Set, first hearing. Hearing canceled at the request of author.</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 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.</p>	
<p>SB 693 Dutton R</p> <p>Public contracts: local agencies.</p>	<p>SENATE T. & H. 4/13/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p> <p>5/3/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</p>	<p>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. Last Amended on 4/13/2011</p>	

Bill ID/Topic	Location	Summary	Position
SB 775 Walters R Bonds.	SENATE G. & F. 4/12/2011 - Set for hearing May 4. 5/4/2011 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair	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: environmentally 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 T. & H. 4/12/2011 - Set for hearing April 26. 4/26/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPOR TATION AND HOUSING, DESAUL NIER, Chairman	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.	

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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

Page 2

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.

Solano Transportation Authority

March 29, 2011

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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

Solano Transportation Authority

March 29, 2011

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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.

Final Meeting Schedule
Solano Transportation Authority
Board of Directors
Washington, D.C.
April 13 and 14, 2011

Senator Dianne Feinstein's Legislative Aide, Daniel Witt

Congressman George Miller

Congressman John Garamendi

Congressman Dan Lungren's staff

Tyler Rushforth, Counsel
Senate Environment and Public Works Committee

Jim Kolb, Minority Staff Director
Subcommittee on Highways and Transit
House Transportation and Infrastructure Committee

Matt Welbes, Executive Director
Federal Transit Administration

Joel Szabat, Deputy Assistant Secretary for Transportation Policy
Department of Transportation

Maria Zimmerman, Deputy Director
Office of Sustainable Housing and Communities
US Department of Housing and Urban Development

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DATE: April 18, 2011
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: 2012 State Transportation Improvement Program (STIP)

Background:

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP cycle is programmed every two years and covers a five-year period. STA's 2010 STIP programmed projects are shown in Attachment A. Solano County averages about \$10M per year in population shares of STIP funds.

Discussion:

Attached is MTC's draft STIP development schedule (Attachment B). The California Transportation Commission (CTC) will release draft funding estimates for the 2012 STIP in June 2011.

Between August and October 2011, the STA TAC and Board will review current and potential STIP funded projects in Solano County, then make a project funding recommendation to MTC for incorporation into the Regional Transportation Improvement Program (RTIP). To add new projects to the STIP, project sponsors will need resolutions of local support among other project delivery and information forms. In December 2011, MTC will forward its recommended RTIP to the CTC, who will potentially approve the STA and MTC's recommendations as part of the 2012 STIP.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Current 2010 Solano County State Transportation Improvement Project (STIP) Project and Funding table
- B. MTC's 2012 STIP Overview and Schedule

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2010 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)

(\$1,000's)

Total County Share, June 30, 2009 (from 2009 Report)	82,952
Adjustment for 2007-08 and 2008-09 lapses	1,034
Less 2008-09 Allocations and closed projects	(744)
Less Projects Lapsed, July 1, 2009-June 30, 2010	(721)
2010 STIP Fund Estimate Formula Distribution	940
Total County Share, June 30, 2010 (includes TE)	83,461

Solano

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component				
								Prior	10-11	11-12	12-13	13-14	14-15	R/W	Const	E & P	PS&E
Highway Projects:																	
MTC		2152	Planning, programming, and monitoring			Aug-09	35	35	0	0	0	0	0	0	0	0	0
STA		2263	Planning, programming, and monitoring		Jul-09	Aug-09	589	589	0	0	0	0	0	0	0	589	0
Solano TA	loc	5301	Jepson Parkway			Jul-10	2,400	0	2,400	0	0	0	0	0	0	0	2,400
MTC		2152	Planning, programming, and monitoring	SB 184	Jul-10	Jul-10	35	0	35	0	0	0	0	0	0	35	0
STA		2263	Planning, programming, and monitoring	SB 184	Jul-10	Jul-10	589	0	589	0	0	0	0	0	0	589	0
Caltrans	12	367D	Jameson Cnyn Rd widen Seg 1 (RIP)(TCRP)(CMIA)(08S-57)				4,550	0	4,550	0	0	0	0	0	0	4,550	0
Caltrans	12	367I	Jameson Cnyn Rd widen Seg 2 (RIP)(TCRP)(CMIA)(08S-57)				2,450	0	2,450	0	0	0	0	0	0	2,450	0
Solano TA	loc	5301	Jepson Parkway				34,257	0	3,800	0	0	0	0	30,457	3,800	30,457	0
Caltrans	loc	5301L	Rt 80/680/12 Interchange (TCRP #25.3)(08S-29)				11,412	0	0	11,412	0	0	0	0	0	11,412	0
MTC		2152	Planning, programming, and monitoring				143	0	0	35	35	36	37	0	143	0	0
STA		2263	Planning, programming, and monitoring				841	0	0	229	229	192	191	0	841	0	0
			Subtotal, Highway Projects				57,301	624	13,824	11,676	264	228	30,685	3,800	51,101	0	2,400
Rail and Transit Projects:																	
Vallejo	ferry	2260B	Vallejo ferry terminal parking structure, seg 2 (08S-29)(TIF)		Sep-09	Oct-09	13,128	13,128	0	0	0	0	0	0	13,128	0	0
Vallejo	ferry	2261	Vallejo Baylink ferry maintenance facility				4,300	0	4,300	0	0	0	0	0	4,300	0	0
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield				4,000	0	0	4,000	0	0	0	0	4,000	0	0
			Subtotal, Rail & Transit Projects				21,428	13,128	4,300	4,000	0	0	0	0	21,428	0	0
Transportation Enhancement (TE) Projects:																	
Marin Co	te	2127Q	Marin, Sir Francis Drake Blvd bike lane				294	0	0	0	294	0	0	0	294	0	0
American Cyn	te	2130G	Napa Jct Elementary School ped improvements				183	0	0	183	0	0	0	0	183	0	0
Vacaville	te	5152E	Jepson Parkway Gateway enhancement (ext 5-10)	Mar-11			230	230	0	0	0	0	0	0	230	0	0
Vallejo	te	5152J	Downtown Vallejo Square pedestrian enhancements				412	0	412	0	0	0	0	0	412	0	0
Rohnert Park	te	5156J	Sonoma, Copeland Creek bike path reconstruction				176	0	0	176	0	0	0	0	176	0	0
Fairfield	te	6045K	Capitol Corridor rail station, Fairfield, TE elements				400	0	0	0	400	0	0	0	400	0	0
San Bruno	te	648E	San Mateo, San Bruno medians				630	0	630	0	0	0	0	0	630	0	0
MTC	res	5152A	TE reserve (MTC Share)				1,413	0	0	0	601	406	406	0	1,413	0	0
STA	res	5152K	TE reserve (County Share)				649	0	0	596	53	0	0	0	649	0	0
			Subtotal TE Projects				4,387	230	1,042	955	1,348	406	406	0	4,387	0	0
Total Programmed or Voted since July 1, 2009							83,116										
Balance of STIP County Share, Solano																	
Total County Share, June 30, 2010							83,461										
Total Now Programmed or Voted Since July 1, 2009							83,116										
Unprogrammed Share Balance							345										
Share Balance Advanced or Overdrawn							0										

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METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Programming and Delivery Working Group

DATE: April 18, 2011

FR: Kenneth Kao

RE: 2012 STIP Overview and Schedule

Every two years, MTC adopts the Regional Transportation Improvement Program (RTIP) and submits it to the California Transportation Commission for inclusion into the State Transportation Improvement Program (STIP). MTC relies on the Congestion Management Agencies to develop the project list for inclusion into the RTIP.

The 2012 STIP effort has begun. The CTC received an overview of the 2012 STIP Fund Estimate Development at its January meeting. CTC is scheduled to adopt the STIP Fund Estimate Assumptions at the June meeting. CTC is expected to adopt the 2012 STIP Fund Estimate in August. The timeline for adoption may shift; in previous years, the STIP Fund Estimate adoption was delayed due to the state budget not being adopted on time. However, based on current statute, MTC would have to adopt the final RTIP at its November meeting, for submittal to CTC in December 2011.

Based on this schedule, the CMAs release the call for projects process for the 2012 RTIP this summer. MTC plans on presenting draft policies and procedures in the summer for adoption shortly after the adoption of the STIP Fund Estimate. The draft schedule is attached.

Attachment

A – Draft 2012 RTIP Development Schedule, dated March 28, 2011

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**METROPOLITAN TRANSPORTATION COMMISSION
2012 Regional Transportation Improvement Program
Draft Development Schedule
March 28, 2011**

March 23, 2011	Caltrans presentation of draft STIP Fund Estimate Assumptions (CTC Meeting – San Diego)
May 11, 2011	CTC adoption of STIP Fund Estimate Assumptions (CTC Meeting – Los Angeles)
June 20, 2011	Partnership Technical Advisory Committee (PTAC) / Programming and Delivery Working Group (PDWG) discussion and review of initial issues and schedule for 2012 RTIP
June 22, 2011	Caltrans presentation of the draft STIP Fund Estimate and draft STIP Guidelines (CTC Meeting – Long Beach)
July 18, 2011	PTAC and PDWG review of proposed RTIP Policies and Procedures
August 10, 2011	CTC adopts STIP Fund Estimate and STIP Guidelines (CTC Meeting – Sacramento)
September 7, 2011	Transit Finance Working Group (TFWG) review of proposed RTIP Policies and Procedures
September 8, 2011	Local Streets and Roads Working Group (LS&RWG) review of proposed RTIP Policies and Procedures
September 14, 2011	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed RTIP Policies and Procedures
September 19, 2011	PTAC and PDWG scheduled review of final proposed RTIP Policies and Procedures
September 28, 2011	MTC Commission scheduled adoption of RTIP Policies and Procedures
October 14, 2011	CMAAs submit to MTC, RTIP projects summary listings and identification of projects requiring project-level performance measure analysis. Deadline to submit Routine Accommodations Checklist for new projects.
October 17, 2011	PTAC scheduled review of draft RTIP
October 24, 2011	Final Project Programming Request (PPR) forms due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Transportation Enhancement Application (approved by Caltrans), Resolution of Local Support, and Certification of Assurances due to MTC (Final Complete Applications due)
November 7, 2011	Draft RTIP scheduled to be available for public review
November 9, 2011	PAC scheduled review of RTIP and referral to Commission for approval
November 16, 2011	MTC Commission scheduled approval of 2012 RTIP
December 15, 2011	2012 RTIP due to CTC
February 2012	CTC 2012 STIP Hearing – Northern California (CTC Meeting - Sacramento)
February 2012	CTC 2012 STIP Hearing – Southern California (Los Angeles)
March 2012	CTC Staff Recommendations on 2012 STIP released
April 2012	CTC adopts 2012 STIP (CTC Meeting – Sacramento)

Shaded Area – Actions by Caltrans or CTC



DATE: April 18, 2011
TO: STA TAC
FROM: Jessica McCabe, Project Assistant
RE: Metropolitan Transportation Commission (MTC) Regional Toll Credit Policy

Background:

Federal statutes allow states to use certain toll revenue expenditures as a credit in lieu of the non-federal match of certain federal highway and transit programs, called “toll credits.” It is important to note that toll credits do not provide additional revenues, but rather allow the use of federal funds at a reimbursement rate of 100% without a required local match.

During the period from FY 1991-92 through FY 2005-06, California collected approximately \$18.2 billion in toll revenue receipts, of which \$7.1 billion was invested to build or improve public highway facilities. Based on federal statutes, the Federal Highway Administration (FHWA) approved approximately \$5.7 billion in toll credits from investments during this time period. Now approved, these toll credits do not lapse, and are available until used by the state.

Although five regions have generated toll revenues qualifying for toll credits in the state, Caltrans manages the toll credits on a state-wide level. MTC has received \$3.4 million (61%) in toll credits.

Discussion:

Current State Toll Credit Policy

Caltrans has established an interim toll credit policy through FY2011-12 that allows the use of toll credits in lieu of the required non-federal match anywhere in the state for selected federal programs. The use of toll credits for Surface Transportation Program (STP)/Congestion Mitigation and Air Quality (CMAQ) and Federal Transit Administration (FTA) Formula funds is at the discretion of the Regional Transportation Planning Agency/designated recipient. The policy will be evaluated prior to implementation of a final policy for FY 2012-13 and beyond.

Regional Policy

Considering that toll credits do not provide additional revenue and result in fewer projects delivered with the same amount of federal funding, MTC wants to be careful in using toll credits to avoid reductions in the overall funding available for transportation projects. That said, using toll credits can be beneficial for project implementation under certain circumstances.

MTC staff has proposed the following principles for using toll credits within the Bay Area on a case-by-case basis:

- **Maximize Efficient Use of Federal Funds:** Apply toll credits on large federalized projects to substitute for non-federal funding otherwise used as local match (e.g. county sales tax funds). This would allow the local funds to be used on other transportation projects and would focus federal funds on fewer, larger projects, while redirecting more flexible funding to other transportation projects that may have difficulty proceeding through the federal-aid process.

- **Facilitate Funding Exchanges:** Consider the use of toll credits if needed to facilitate the exchange of non-federal funds. Using toll credits maximizes the local dollars available for exchanges thereby expanding the ‘pool’ of non-federal funds with which to implement a broader range of regional transportation strategies, consistent with MTC’s existing exchange program.
- **Target Federal Funds to Specific Phase(s):** For some projects it is often advantageous to use non-federal funds for specific phases, such as preliminary engineering, and use federal funds for other phases such as construction. However, it is difficult to obtain federal approval to consider local funding spent on earlier phases as match to federal funds in later phases. Sponsors tend to over-match smaller projects as a result. It is proposed that toll credits may be used on a case-by-case basis for a specific phase, where non-federal funds have been expended in excess of the required non-federal match in the earlier phases. The overall project would still have non-federal funding exceeding the required match for the entire project, while facilitating project delivery by targeting federal funds to a specific phase.

The Toll Credit policy is proposed to be implemented by MTC through the policies and procedures developed for the specific federal programs (e.g. Cycle 2 STP/CMAQ) (Attachment A). This policy only applies to federal funds managed by MTC and may be reevaluated following issuance of Caltrans’ final toll credit policy in FY11-12. MTC will approve this policy by Resolution on April 27 (Attachment B).

Recommendation:

Informational.

Attachments:

- A. Regional Toll Credit Policy, dated April 18, 2011
- B. MTC Resolution No. 4008, dated April 14, 2011

Date: April 27, 2011
 W.I.: 1512
 Referred by: PAC
 Revised: ATTACHMENT A

Attachment A
 MTC Resolution No. 4008
 Page 1 of 2

Regional Toll Credit Policy

Background

Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of the Intermodal Surface Transportation Efficiency Act (ISTEA) under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of certain programs authorized by Title 23 (referred to as toll credits) and for transit programs authorized by Chapter 53 of Title 49 (referred to as transportation development Credits).

Toll credits do not provide additional revenues, but rather allow the use of federal funds at a reimbursement rate of 100% without a required non-federal match.

The Federal Highway Administration (FHWA) approved approximately \$5.7 billion in toll credits for use in California.

Toll credits are managed by Caltrans at the state level.

Current State Toll Credit Policy

Caltrans has established an interim toll credit policy covering the three-year demonstration period of FY 2009-10 through FY 2011-12. The policy will be evaluated prior to implementation of a final policy for FY 2012-13 and beyond. The use of toll credits for STP/CMAQ and FTA Formula FG funds is at the discretion of the RTPA/designated recipient.

Regional Principles

The use of Toll credits should be focused toward the objectives below:

- **Maximize Efficient Use of Federal Funds:** Apply toll credits on large federalized projects to substitute for non-federal funding otherwise used as local match (e.g. County sales tax funds). This would allow the local funds to be used on other transportation projects and would focus federal funds on fewer, larger projects, while redirecting more flexible funding to other transportation projects that may have difficulty proceeding through the federal-aid process.
- **Facilitate Funding Exchanges:** Consider the use of toll credits if needed to facilitate the exchange of non-federal funds. Using toll credits maximizes the local dollars available for exchanges thereby expanding the 'pool' of non-federal funds with which to implement a broader range of regional transportation strategies, consistent with MTC's existing exchange program.
- **Target Federal Funds to Specific Phase(s):** For some projects it is often advantageous to use non-federal funds for specific phases, such as preliminary engineering, and use federal

Date: April 27, 2011
W.I.: 1512
Referred by: PAC
Revised:

Attachment A
Resolution No. 4008
Page 2 of 2

funds for other phases such as construction. However, it is difficult to obtain federal approval to consider local funding spent on earlier phases as match to federal funds in later phases. Sponsors tend to over-match smaller projects as a result. It is proposed that toll credits may be used on a case-by-case basis for a specific phase, where non-federal funds have been expended in excess of the required non-federal match in the earlier phases. The overall project would still have non-federal funding exceeding the required match for the entire project, while facilitating project delivery by targeting federal funds to a specific phase.

Implementation

The Toll Credit policy is to be implemented by MTC through the policies and procedures developed for the specific federal program managed by MTC.

This policy only applies to federal funds managed by MTC (including FTA 5307, FTA 5309 FG, STP and CMAQ) and may be re-evaluated following issuance of Caltrans' final toll credit policy in FY 11-12.

Monitoring

Toll credits are to be entered into MTC's Fund Management System (FMS) for tracking and reporting purposes.

Date: April 27, 2011
W.I.: 1512
Referred by: PAC

Re: Regional Toll Credit Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4008

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency (RTPA) for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region (the region); and

WHEREAS, MTC, as the designated RTPA and MPO for the region, is responsible for programming and managing certain federal and state funding provided to the San Francisco Bay Area for transportation purposes; and

WHEREAS, Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of the Intermodal Surface Transportation Efficiency Act (ISTEA) under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of certain programs authorized by Title 23 (referred to as Toll Credits) and for transit programs authorized by Chapter 53 of Title 49 (referred to as Transportation Development Credits); and

WHEREAS, the Federal Highway Administration (FHWA) has granted approval to Caltrans to use Toll Credits; and

WHEREAS, the California Department of Transportation (Caltrans) has developed a policy on the use of Toll Credits, including the monitoring and reporting of toll credit usage; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, establishes the policy principles for the region's use of Toll Credits, now therefore be it

Regional Toll Credit Policy
MTC Resolution
Page 2

RESOLVED, that MTC approves the regional Toll Credit policy for the San Francisco Bay Area as set forth in Attachment 'A' to this resolution; and be it further

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on April 27, 2011



DATE: April 14, 2011
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Solano County Alternative Fuels and Infrastructure Plan

Background:

The 2006 California Global Warming Solutions Act- Assembly Bill 32 (AB 32) requires vehicle emission reductions to the 1990 levels by 2020. The regional transportation and planning agencies are working with the nine Bay Area counties to comply with AB 32.

The Solano Transportation Authority (STA) has strategies in place that provide transportation options that reduce vehicle emissions in Solano County. These include investments in Transit Oriented Development, bicycle and pedestrian facilities, transit, and vanpool and rideshare incentives. The STA is also the lead agency in programming clean air funds through the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program Manager Funds. In addition, the STA partners with the Yolo Solano Air Quality Management District (YSAQMD) in programming Clean Air grant funding. Both fund programs are focused on reducing motor vehicle air emissions through vehicle replacements, educational incentives, transit service and engine retrofits.

The STA has another opportunity to reduce harmful motor vehicle air emissions by coordinating with local agencies to develop a comprehensive countywide alternative fuels strategy. The strategy will encourage the use of alternative fuels for transit and city vehicle fleets as well as the public. An alternative fuel can be defined as any fuel used in place of gasoline or diesel fuel. The fuels and technologies that are either in use in Solano County or are being considered for use by the local air districts include: biodiesel, electricity, fuel cells, hybrid electric, liquefied and compressed natural gas (L/CNG), low sulfur (clean) diesel, propane (LPG), and methanol.

The idea of encouraging alternative fuel use is not new to Solano County given past efforts by individual agencies. The City of Vacaville is renowned for its electric vehicle incentive programs. Other cities converted some of their fleet vehicles and buses to compressed natural gas or electric hybrid vehicles. Between 2000-2005, the STA provided clean air funds to the cities and the County of Solano to create a network of electric charging stations throughout the county. Many of the stations still exist; however, use has declined as electric vehicle purchasing and leasing options became more restricted.

These past efforts to encourage alternative fuel uses were done relatively independent of each other. There are opportunities for a strategic alternative fuels implementation plan particularly for transit. The STA's Transit Fleet Plan highlights the need for more than half of the total bus fleet in Solano County to be replaced in the next eight years.

Discussion:

STA staff is looking at options for developing a Solano County Alternative Fuels and Infrastructure Plan. The Plan is proposed to be included in the Alternative Modes Element of the Comprehensive Transportation Plan. STA staff is seeking to convene an ad hoc committee comprised of transit staff, fleet managers, and public works staff to discuss how such a plan could benefit their agency. The committee will also be tasked to assist in refining a scope of work for the Plan's development to include their individual agency's needs. The Plan's preliminary scope of work includes:

- Defining Alternative Fuels for Solano County
- Report on California Air Resource Board (CARB) vehicle emission mandates and regulations (including monitoring requirements)
- Inventory of alternative fuel vehicles and existing infrastructure
- Opportunities for public and private partnership
- Vision for Solano County: Alternative Fuel Goals and Policies
- Implementation Strategies: 5 year; 10 year, 25 year capital improvement plan
- Report on available funding programs
- Alternative Fuels and Infrastructure Conference

The committee is expected to meet tentatively in May. STA TAC and Consortium members will be invited to participate.

Fiscal Impact:

None at this time. STA staff will develop a detailed budget, schedule and staffing plan based on the discussions with the proposed ad hoc committee. The YSAQMD and BAAQMD have expressed interest in a partnership with STA to assist in developing a plan for Solano County.

Recommendation:

Informational.



DATE: April 18, 2011
TO: STA TAC
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Bike to Work Week May 9-13, 2011

Background:

May 9-13, 2011 marks the seventeenth (17th) annual Bike to Work campaign in the Bay Area. Bike to Work (BTW) Day is Thursday, May 12th. The goal of this campaign is to promote bicycling as a commute option by encouraging individuals to pledge to bike to work (or school, or transit) at least one day during Bike to Work Week. Prizes, energizer stations, and participant rewards are just some of the methods of encouragement. Last year, an estimated 1,100 individuals participated in BTW in Solano and Napa Counties.

In addition the Energizer Stations on Bike to Work Day, there are two additional activities to recognize cyclists. First, the Team Bike Challenge is a competition where teams compete to see who can travel the most days by bicycling during the month of May. The team with the most points wins a grand prize. Secondly, the Bike Commuter of the Year Award honors a resident from each county who is committed to biking. This person epitomizes the health, environmental, social, and economic benefits of bicycling.

STA's Solano Napa Commuter Information (SNCI) staff is organizing the campaign in Solano and Napa counties. Staff has been participating in regional Bike to Work Technical Advisory Committee meetings and coordinating locally with the Solano County Bicycle Advisory Committee and the Napa County Bicycle Coalition.

Discussion:

To increase awareness about the BTW campaign, staff outreaches to employers, the bicycle community, and the general public. Regional materials and prizes are being incorporated and localized as needed.

A mailing of BTW campaign materials was sent mid-April to major employers and display racks in Napa and Solano Counties. This included posters and tips to promote BTW as well as an update of the "What's New in Solano & Napa County Biking," a publication that highlights new and proposed improvements to the bicycling infrastructure, like the McGary Road re-opening and the Benicia I-780 Bicycle and Pedestrian Overcrossing. BTW pledge forms are distributed by mail, events, and displays. Staff is currently updating the "Bike Commuting" info sheet that includes information about taking bikes on transit and lists park & Ride lots with bike lockers. This information will be included in each BTW Day tote bag and sent to those participants who pledge to bike to work. Posters are also being distributed throughout the community. SNCI's web pages (www.commuterinfo.net) were updated on the STA's website so that individuals may register on-line as well as learn where energizer stations will be located. Articles and advertisements for this event will be placed in several community publications.

Staff continued the sponsorship program by soliciting donations and prizes for our local drawing. Based on the level of support, sponsors could have their logos printed on coupon books, event posters, local print ads, tote bags and t-shirts. Sponsorship could be in any form, including products and services for our local prizes as well as financial contributions.

2011 Sponsors

Platinum Sponsor - \$1000	Napa Valley Adventure Tours
Gold Sponsors - \$500	Authorized Bicycle Shop Bicycle Works Fisk's Cyclery Napa River Velo Ray's Cycle The Hub
Silver Sponsors - \$300	Balzac Communications St. Helena Cyclery
Bronze Sponsor - \$100	Calistoga Bike Shop

Team Bike Challenge/Bike Commuter of the Year

The Team Bike Challenge is where teams compete to see who can travel by bicycle the most days during the month of May (which is National Bike Month). Participants in the Team Bike Challenge form teams consisting of 2 to 5 individuals. Six (6) teams registered last year, doubling the number of teams that participated the previous year. Our goal for 2011 is to increase the number of teams by 20% to 8 teams. Staff will encourage employers and the community to promote the Team Bike Challenge during follow-up calls and face-to-face meetings. The SNCI program requested nominations from Solano and Napa Counties for the Bicycle Commuter of the Year. There is a winner selected from each county. All winners are recognized throughout the Bay Area. Nominations were accepted through April 14th and 4 nominations for Solano County were received.

Energizer Stations

Each year SNCI hosts Energizer Stations on Bike to Work Day. These are usually a mix of traditional Energizer Stations operating from 7:00 am to 9:00 am to accommodate bicyclists on their way to work, and local bike shops that are open for business 10:00 am to closing. Bicyclists who stop by an Energizer Station will receive a tote bag (containing a BikeLinks map, Clif Bar, a "blinky light," and a coupon book for local bike shops) and refreshments that may include a bottle of water, fruit and a muffin. SNCI staff ensures that each Station is stocked to provide these items or will reimburse the "host" of the station up to \$75 for the purchase of refreshments.

Solano County Energizer Stations – May 12, 2011

City	Location
Benicia	City Hall
Benicia	Benicia Bridge Bike Path
Dixon	Fisk's Cyclery
Fairfield	Ray's Cycle
Fairfield	Solano County Government Center Plaza
Fairfield	Fairfield Linear Park Trail
Fairfield	Solano Community College
Rio Vista	Town Hall

Suisun City	Amtrak Station
Vacaville	Ray's Cycle
Vacaville	VacaValley Pkwy (2 spots)
Vacaville	Vacaville Transportation Center
Vallejo	Vallejo Ferry Terminal

This year three (3) new Energizer Stations will debut, the Benicia Bridge Bike Path, Solano Community College, and the newly constructed Vacaville Transportation Center.

Recommendation:

Informational.

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

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administration duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated. California Vehicle Code (VC) Section 22710(f) defines qualified abandoned vehicle abatement, as those vehicles marked as abandoned by an AVA Member Agency. AVA Program qualifying vehicles are registered vehicles with California License Plate.

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

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Suisun City, City of Vacaville, City of Vallejo, and the County of Solano. The City of Rio Vista has opted not to participate in this program.

Discussion:

In January 2011, the STA's Technical Advisory Committee (TAC) was presented with the First Quarter activity report for the FY 2010-11. For the Second Quarter, STA received the allocation from the State Controller's Office in the amount of \$81,364.44 and has deducted \$2,440.93 for administrative costs. The remaining AVA fund balance after the second quarter allocation disbursement to the member agencies is \$123,683.83. This amount includes the carryover funds from FY 2009-10 of \$91,808.27. This amount will be disbursed in the third quarter FY 2010-11 utilizing the funding formula.

Attachment A is a matrix summarizing the Second Quarter FY 2010-11 and is compared to the total FY 2009-10 numbers of abated vehicles, notices issued, and cost reimbursements submitted by the members of the Solano County's AVA Program:

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Second Quarter FY 2010-11 AVA Program Statistics

Second Quarter FY 2010-11 AVA Program Statistics

Member Agencies	FY 2010-11			FY 2009-10			FY 2010-11 Cost per Abatement	% of Abated Vehicles from Prior FY
	# of Vehicle Abated	# of Issued Notices	Amount Reimbursed	# of Vehicle Abated	# of Issued Notices	Amount Reimbursed		
City of Benicia	21	8	4,455.44	327	17	9,254.64	212.16	6%
City of Dixon	0	0	0.00	16	18	1,512.83	0.00	0%
City of Fairfield	201	0	16,496.72	359	0	36,106.20	82.07	56%
City of Rio Vista	0	0	0.00	0	0	0.00	0.00	0%
Solano County Unincorporated area	102	2	6,042.84	14	287	10,039.72	59.24	729%
City of Suisun City	80	251	18,059.61	149	1,296	32,526.98	225.75	54%
City of Vacaville	74	635	26,598.45	141	1,757	57,246.13	359.44	52%
City of Vallejo	717	665	66,630.44	2,151	10	107,494.24	92.93	33%
Total	1,195	1,561	\$138,283.50	3,157	3,385	\$254,180.74	\$115.72	38%



DATE: April 19, 2011
TO: STA TAC
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 policies (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) (Attachment B), 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.

STA's project delivery policies are also attached (Attachment C). 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
- C. STA Project Delivery Policies

Solano Transportation Authority (STA)

Project Delivery Update, 4-11-2011

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

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Shortfall	Status	Next Task and Deadlines
					Preliminary Engineering (PE)							
					Environmental	Design	Right-of-Way	Construction				
Benicia	SOL070045	State Park Road Bridge Widening	CMAQ/ARRA	2010				\$ 2,406	\$ -	Complete	Closeout Project	
Benicia	SOL010031	Benicia Intermodal Trans Stations (Military)	RM2	2011	\$ 92	\$ 224	\$ 170	\$ 2,514	\$ -	Concept	Request RM2 & start PE	
Benicia	SOL110008	Benicia Industrial Pk Multi-Modal Trans Study	RM2	Future	\$ 125	\$ -	\$ -	\$ -	\$ -	Concept	Request RM2 & start PE	
Benicia	REG090032	East 2nd Street Overlay	ARRA	2010	\$ -	\$ -	\$ -	\$ 197	\$ -	Complete	Closeout Project	
Benicia	N/A	Park Road Sidewalk	RM1 (Proposed)	2011	\$ -	\$ -	\$ -	\$ -	\$ 450	Concept	Complete concept plan	
Benicia	SOL110015	Columbus Parkway Overlay	STP (LS&R C1)	2011	\$ -	\$ -	\$ -	\$ 371	\$ -	PE	Submit E76 req by April 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	Submit E76 req by April 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	Submit E76 req by April 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	Submit E76 req by April 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	Submit E76 req by April 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	
Vallejo	VAR991007	Bridge No. 23C0258 West end of Mare Island Causeway	HBP	2013	\$ -	\$ 125	\$ 45	\$ 2,417	\$ -	PE	Obligation by June 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)					Status	Next Task and Deadlines
					Preliminary Engineering (PE)						
					Environmental	Design	Right-of-Way	Construction	Shortfall		
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	Submit E76 req by April 2011
Solano County	SOL090027	2011 Pavement Overlay Program	FAS	2011	\$ -	\$ -	\$ -	\$ 1,807	\$ -	PE	Submit E76 req by April 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
Solano County	SOL050006	Bridge No. 23C0077 Suisun Valley Rd over Suisun Creek	HBP	2013	\$ -	\$ 430	\$ -	\$ 100	\$ 3,450	PE	Obligated \$168, 530/Bal of \$8,530
Solano County	5923(070)	Bridge No. 23C0185 Robinson Rd	HBP	2011	\$ -	\$ 239	\$ 60	\$ 777	\$ -	CON	Obligation by June 2011
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	\$ 126,795	\$ 74,359	\$ 510,477	\$ 630,370		

* 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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Solano Transportation Authority Project Delivery Policy 02-28-2011

Overview of STA Project Delivery & Programming

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

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

Project Delivery Policy Summary

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

Project Delivery Policy Goal:

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

This project delivery policy accomplishes this goal in several ways:

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

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

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

Project funding alternatives include:

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

Programming Policies for New Projects: Schedule Review & Approval

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

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

Monitoring Policies: Ongoing Schedule & Development Review

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

STA Delivery Assistance: Strategy & Communication Services

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

Project Funding Alternative Development

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

1.1. Federal Aid Projects

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

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

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

1.2. State funded projects

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

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

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

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

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

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

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DATE: April 18, 2011
 TO: STA TAC
 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.	Safe Routes to School (SR2S) Program*	Approximately \$24.5 million	Due July 15, 2011
6.	Safe Routes to Transit (SR2T) Program*	Approximately \$4,000,000	Due mid-July

*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
Safe Routes to School (SR2S) Program*	Sylvia Fung Caltrans (510) 286-5226 Sylvia.fung@dot.ca.gov	Applications Due July 15, 2011 Eligible Applicants: Cities and Counties	Approximately \$24.25 million statewide	<p>The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students.</p> <p>The program achieves these goals by constructing facilities that enhance safety for pedestrians and bicyclists, primarily students in grades K-12 who walk or bicycle to school. By enhancing the safety of the pathways, trails, sidewalks, and crossings, the likelihood of attracting and encouraging other students to walk and bike increases.</p>	<p>Eligible Projects: Project implementation activities that are eligible for reimbursement include :</p> <ul style="list-style-type: none"> • Preliminary engineering: <ul style="list-style-type: none"> ○ Environmental clearance ○ Preparation of Plans, Specifications and Estimate (PS&E) • Right-of-way: <ul style="list-style-type: none"> ○ Engineering ○ Appraisals and acquisition ○ Utilities • Construction: <ul style="list-style-type: none"> ○ Construction costs ○ Construction engineering • Outreach and Public education/encouragement/enforcement <p>http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s_gaf.htm</p>

*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
Safe Routes to Transit (SR2T) Program*	Carli Paine TransForm (510) 740-3150x315 carli@transformca.org	Application availability anticipated June 2011; Anticipated deadline mid-July 2011 Eligible Applicants: Cities and counties in the Bay Area	Approximately \$4,000,000	The goal of the SR2T program is to increase the number of people who walk and bicycle to regional transit. Regional traffic relief improvements involving bicycling and walking are cost-effective and sustainable ways to increase transit ridership, yet many commuters cite safety and convenience as the main reason they chose to drive instead of walking or biking. SR2T projects will promote bicycling and walking to transit stations by making important bike/pedestrian feeder trips easier, faster, and safer. By improving the safety and convenience of bicycling and walking to regional transit, SR2T will give commuters the opportunity to leave their cars at home, thereby decreasing bridge corridor congestion, which is the primary goal of Regional Measure 2.	Eligible Projects: 1. Only pedestrian and bicycle projects are eligible; 2. All projects must improve bicycle and/or pedestrian access in close proximity to or within existing regional transit facilities; 3. Each project must have the potential to reduce congestion on a state-owned Bay Area bridge (i.e. all Bay Area bridges except the Golden Gate) by improving bicycle/pedestrian access to existing regional transit stops and stations; and, 4. Every project must result in a deliverable product http://www.transformca.org/files/sr2t_faqs_2009_0.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.



STA Board Meeting Highlights
4:00 p.m., April 20, 2011

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Summary Actions of the April 20, 2011 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of April 20, 2011. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD 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
John Vasquez (Alternate Board Member)	County of Solano

ACTION – FINANCIAL ITEMS

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

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.

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

ACTION – NON-FINANCIAL ITEMS

A. Solano Regional Transportation Plan (RTP) Projects List Public Hearing

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.

Chairman Price opened the Public Hearing at 5:11 p.m.

The Chair closed the Public Hearing at 5:12 p.m. and referred the matter to the Board for action.

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

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

Recommendation:

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

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

CONSENT CALENDAR

On a motion by Vice Chair Batchelor, and a second by Board Member Davis, the STA Board approved Consent Calendar Items A through N with the exception of Item D, STA's Office Lease Renewal which was pulled for discussion.

A. STA Board Meeting Minutes of March 9, 2011

Recommendation:

Approve STA Board Meeting Minutes of March 9, 2011.

B. Draft TAC Meeting Minutes of March 30, 2011

Recommendation:

Approve Draft TAC Meeting Minutes of March 30, 2011.

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

Recommendation:

Receive and file.

D. STA's Office Lease Renewal

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%.

E. Transit Fleet and Transit Capital Investment Plans

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.

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.

G. Proposition 1B Transit Capital Allocation

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.

H. Marketing Consultant Contract Amendment

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.

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

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.

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

Recommendation:

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

K. Completion of Construction Contract for the Gordon Water Line (Rockville Road Water Main) Relocation Project

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.

L. I-80 Eastbound Cordelia Truck Scales Relocation Project

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.

M. Utility Service Connections for I-80 Eastbound Cordelia Truck Scales Relocation Project

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.

N. Building Demolition Contracts for I-80 Eastbound Cordelia Truck Scales Relocation Project

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.

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

A. MTC Report:

None presented.

B. Caltrans Report:

None presented.

C. STA Reports:

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

INFORMATIONAL ITEMS

A. Status of Ramp Metering Implementation and Other Operational Improvements in Solano County

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

C. Status of Countywide Greenhouse Gas Emission Inventory

D. Legislative Update

- E. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2010-11**
- F. Local Project Delivery Update**
- G. Funding Opportunities Summary**
- H. STA Board Meeting Schedule for Calendar Year 2011**

BOARD MEMBER COMMENTS

ADJOURNMENT

The STA Board meeting was adjourned at 5:30 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, May 11, 2011, 6:00 p.m.**, Suisun City Hall Council Chambers.

Attested by:


Johanna Masiclat
Clerk of the Board

January 31, 2011
Date

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DATE: April 18, 2011
TO: STA TAC
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for 2011

Background:

Attached are the STA Board and Advisory Committee Meeting Schedule for 2011 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2011



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2011**

(Last Updated: February 2011)

SUMMARY:	
STA Board:	Meets 2 nd Wednesday of Every Month
Consortium/TAC:	Meets Last Wednesday of Every Month
BAC:	Meets 1 st Thursday of every <i>Odd</i> Month
PAC:	Meets 3 rd Thursday of every <i>Odd</i> Month
PCC:	Meets 3 rd Thursdays of every <i>Odd</i> Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., April 20 th	4:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 21	1:30 p.m.	RTIF Stakeholders Committee	Suisun City Hall	Confirmed
Wed., April 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., May 11	3:30 p.m.	RTIF Policy Committee	Suisun City Hall	Confirmed
Wed., May 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., May 17	9:30 a.m.	Senior & Disabled Advisory Committee	County Government Event Center	Confirmed
Thurs., May 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Comm. Ctr., VV	Confirmed
Thurs., May 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., May 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., June 2	1:30 p.m.	RTIF Working Group	STA Conference Room	Confirmed
Wed., June 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 16	1:30 p.m.	RTIF Stakeholders Committee	Suisun City Hall	Confirmed
Wed., June 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., July 13	3:30 p.m.	RTIF Policy Committee	Suisun City Hall	Confirmed
Wed., July 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Comm. Center	Confirmed
Thurs., July 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
July 27 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 10 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 7	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs. September 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	Benicia City Hall	Confirmed
Thurs., September 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., September 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., October 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 9	6:00 p.m.	STA's 14 th Annual Awards	TBD - Rio Vista	TBD
Thurs., November 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Thurs., November 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., November 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative