



SOLANO TRANSPORTATION AUTHORITY
BOARD MEETING AGENDA

Special Time/Date
5:30 p.m., Closed Session
6:00 p.m., Regular Meeting
Wednesday, May 11, 2011
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

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

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

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

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

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

ITEM

BOARD/STAFF PERSON

I. CLOSED SESSION:

A. PERSONNEL

Pursuant to CA Gov't Code § 549547 et seq.; Public Employee Performance Review – Executive Director; and

B. CONFERENCE WITH LABOR NEGOTIATORS

Pursuant to CA Gov't Code § 54054.6 et seq., STA Board Chairman – STA Executive Director

STA BOARD MEMBERS

Table listing STA Board Members: Harry Price (Chair, City of Fairfield), Jack Batchelor, Jr. (Vice-Chair, City of Dixon), Elizabeth Patterson (City of Benicia), Jan Vick (City of Rio Vista), Pete Sanchez (City of Suisun City), Steve Hardy (City of Vacaville), Osby Davis (City of Vallejo), and Jim Sperring (County of Solano).

STA BOARD ALTERNATES

Table listing STA Board Alternates: Rick Fuller, Chuck Timm, Mike Ioakimedes, Janith Norman, Mike Hudson, Ron Rowlett, Erin Hannigan, and John Vasquez.

- II CALL TO ORDER/PLEDGE OF ALLEGIANCE** Chair Price  
(6:00 – 6:05 p.m.)
- III. CONFIRM QUORUM/ STATEMENT OF CONFLICT** Chair Price  
*An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.*
- IV. APPROVAL OF AGENDA**
- V. OPPORTUNITY FOR PUBLIC COMMENT**  
(6:05 – 6:10 p.m.)
- VI. EXECUTIVE DIRECTOR'S REPORT – Pg. 1** Daryl K. Halls  
(6:10 – 6:15 p.m.)
- VII. COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA**  
(6:15 – 6:20 p.m.)
- A. Bike to Work Week May 9-13, 2011** Judy Leaks
  - B. Solano Senior and People with Disabilities Advisory Committee Update** Elizabeth Richards
  - C. Directors Report:**
    - 1. Planning** Jayne Bauer
    - 2. Projects** Janet Adams
    - 3. Transit/Rideshare** Elizabeth Richards
- VIII. CONSENT CALENDAR**  
*Recommendation:*  
*Approve the following consent items in one motion.*  
*(Note: Items under consent calendar may be removed for separate discussion.)*  
(6:20 - 6:25 p.m.)
- A. STA Board Meeting Minutes of April 20, 2011** Karen Koelling  
*Recommendation:*  
*Approve STA Board Meeting Minutes of April 20, 2011.*  
**Pg. 7**
  - B. Draft TAC Meeting Minutes of April 27, 2011** Johanna Masiclat  
*Recommendation:*  
*Approve Draft TAC Meeting Minutes of April 27, 2011.*  
**Pg. 15**
  - C. Fiscal Year (FY) 2010-11 Third Quarter Budget Report** Susan Furtado  
*Recommendation:*  
*Receive and file.*  
**Pg. 21**

- D. Termination of 401 (a) Define Contribution Benefit Plan with Nationwide Retirement Solution** Susan Furtado  
*Recommendation:*  
Approve the following:  
1. Resolution 2011-08 as shown in Attachment A; and  
2. Authorize the Executive Director to terminate the 401(a) Defined Contribution Plan with Nationwide Retirement Solutions effective June 30, 2011 and take all steps necessary to effectuate the termination.  
**Pg. 25**
- E. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – May 2011** Elizabeth Richards  
*Recommendation:*  
Approve the FY 2011-12 Solano TDA Matrix – May 2011 as shown in Attachment A.  
**Pg. 29**
- F. Fiscal Year (FY) 2011-12 State Transit Assistance Funds (STAF) Projects** Elizabeth Richards  
*Recommendation:*  
Approve the FY 2011-12 State Transit Assistance Funds (STAF) Project List as shown on Attachment D.  
**Pg. 33**
- G. Interim Executive Director for Solano County Transit JPA** Elizabeth Richards  
*Recommendation:*  
Contingent upon the approval by the SolTrans Board, authorize the Executive Director to execute a contract with Jim McElroy to serve as Interim Executive Director for SolTrans JPA in an amount not-to-exceed \$35,000 for staff services in accordance with the scope of work and term as shown in Attachment B.  
**Pg. 39**
- H. Allocation of Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Funds** Liz Niedziela  
*Recommendation:*  
Approve Resolution No. 2011-07 authorizing the filing of a claim with MTC for the allocation of \$358,080 TDA funds for FY 2011-12.  
**Pg. 45**
- I. Funding Agreement from MTC for Solano Napa Commuter Information (SNCI) Program for Regional Rideshare Services** Judy Leaks  
*Recommendation:*  
Authorize the Executive Director to execute the MTC funding agreement for Regional Ridesharing and Bicycling Program services for the SNCI program for the period of FY 2011-12.  
**Pg. 47**

**J. Contract Amendment for Transit and Funding Consultant - Nancy Whelan Consulting**

Elizabeth Richards

Recommendation:

*Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Technical Services until June 30, 2012 for an amount not-to-exceed \$60,000.*

**Pg. 55**

**IX. ACTION FINANCIAL ITEMS**

**A. Jepson Parkway Project Implementation Agreements**

Janet Adams

Recommendation:

*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.*

(6:25 – 6:35 p.m.)

**Pg. 57**

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

Sam Shelton

Recommendation:

*Approve the following:*

- 1. Award the STA's Safe Routes to School Public Safety Enforcement Grant of \$100,000 to both the City of Suisun City and the City of Fairfield, as proposed in their joint grant application in Attachment B.*
- 2. Authorize the STA Executive Director to enter into agreements not-to-exceed a total of \$100,000 with the City of Suisun City and the City of Fairfield for work described in Attachment B.*

(6:35 – 6:40 p.m.)

**Pg. 83**

**C. Economic Assessment of State Route (SR) 12 Corridor Options**

Daryl K. Halls

Recommendation:

*Approve the following:*

- 1. Amend the funding agreement between STA and the City of Rio Vista to include the SR 12 Economic Assessment; and*
- 2. Amend the contract with AECOM for an amount not-to-exceed \$150,000 to conduct the SR 12 Economic Assessment.*

(6:40 – 6:45 p.m.)

**Pg. 99**

## X. ACTION NON-FINANCIAL ITEMS

- A. Fiscally Constrained Solano Regional Transportation Plan (RTP) Project List** Robert Macaulay  
*Recommendation:*  
*Adopt the fiscally constrained Solano RTP Project List as shown in Attachment A.*  
(6:45 – 6:55 p.m.)  
**Pg. 127**
- B. STA’s Draft Overall Work Plan (OWP) for Fiscal Years (FY) 2011-12 and FY 2012-13** Daryl K. Halls  
*Recommendation:*  
*Approve the STA’s Overall Work Program for FY 2011-12 and 2012-13 as specified in Attachment A.*  
(6:55 – 7:00 p.m.)  
**Pg. 137**
- C. Legislative Update** Jayne Bauer  
*Recommendation:*  
*Approve a position of support AB 54 (Beall) modifying Metropolitan Transportation Commission membership.*  
(7:00 – 7:05 p.m.)  
**Pg. 173**

## XI. INFORMATIONAL

- A. Metropolitan Transportation Commission (MTC) Regional Toll Credit Policy** Jessica McCabe  
*Informational*  
(7:05 – 7:10 p.m.)  
**Pg. 205**
- B. Development of Solano County Alternative Fuels and Infrastructure Plan** Robert Guerrero  
*Informational*  
(7:10 – 7:15 p.m.)  
**Pg. 211**

## NO DISCUSSION

- C. 2012 State Transportation Improvement Program (STIP)** Sam Shelton  
*Informational*  
**Pg. 213**
- D. Fiscal Year (FY) 2011-12 STA/ Yolo Solano Air Quality Management District (YSAQMD) Clean Air Fund Application Committee** Robert Guerrero  
*Informational*  
**Pg. 219**

- E. **Bike to Work Week May 9-13, 2011** Judy Leaks  
*Informational*  
**Pg. 223**
- F. **Fiscal Year (FY) 2010-11 Abandoned Vehicle Abatement (AVA)  
Program Second Quarter Report** Susan Furtado  
*Informational*  
**Pg. 227**
- G. **Local Project Delivery Update** Jessica McCabe  
*Informational*  
**Pg. 229**
- H. **STA Funding Opportunities Report** Sara Woo  
*Informational*  
**Pg. 243**
- I. **STA Board Meeting Schedule for Calendar Year 2011** Johanna Masielat  
*Informational*  
**Pg. 249**

**XII. BOARD MEMBERS COMMENTS**

**XIII. ADJOURNMENT**

The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, June 8, 2011, Suisun City Hall Council Chambers.**

**MEMORANDUM**

DATE: May 3, 2011  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – May 2011

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

**STA Board Approval of Solano County Projects Submittal for MTC's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) \***

Attached with this agenda is the list of Solano County projects recommended to be submitted to the Metropolitan Transportation Commission (MTC) for inclusion in the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). These projects will be assessed by MTC for consistency with the ten criteria adopted in preparation for the RTP. As the RTP is developed, it is expected that a narrow list of fiscally constrained projects will need to be identified. STA staff is currently working the STA Technical Advisory Committee (TAC) to develop this more focused list and will return to the Board at a future meeting. STA staff will continue to work with MTC to monitor the development of the RTP.

**STA to Partner to Implement Jepson Parkway Project \***

For the past decade, STA has been working with the cities of Fairfield, Suisun City and Vacaville, and the County of Solano to plan for, fund, and to environmentally clear the twelve mile local corridor known as the Jepson Parkway. In 2009, the STA Board approved the Environmental Impact Report (EIR) for the project and the STA has been working with Caltrans to obtain approval for the Environmental Impact Study (EIS). During this same time period, the STA has dedicated an estimated \$36.2 million in Solano County's State Transportation Improvement Program (STIP) funds for this project. In anticipation of the project being environmentally cleared this summer, STA staff has been working with the cities of Fairfield and Vacaville, and the County of Solano to develop a Memorandum of Understanding (MOU) to facilitate the funding and delivery of the balance of the project. Concurrently, two contiguous project segments located adjacent to and north of the future Fairfield/Vacaville Train Station have been identified as the next priorities for funding and construction. STA and the City of Vacaville have developed a funding plan for one of the two segments that is ready for approval by both agencies so that design and right-of-way activities can begin based on a schedule resulting in construction starting 2014. The segment located in the City of Fairfield, immediately adjacent to the future train station, is contingent upon the City of Fairfield's approval of Train Station Specific Plan scheduled to occur in June of 2011. STA, the City of Fairfield and Solano County staff are anticipating a subsequent funding agreement for this segment of the project to be ready for approval by July 2011. This segment would also be slated to be on schedule to begin construction in 2014.

**Adoption of STA's Overall Work Plan (OWP) \***

Last month, staff presented the Board with a status of the STA's current two years Overall Work Program. Attached with this agenda is an updated Overall Work Program covering Fiscal Years 2011-12 and 2012-13. This updated OWP contains 42 items comprised of 12 plans, 16 projects and 14 programs. The OWP guides the activities of the STA Board and staff over the next two years.

**Award of Safe Routes to School Grants for Enforcement Activities \***

In February 2011, the STA Board authorized for the first time the release of \$100,000 in Safe Route to Schools funding for an Enforcement Public Safety Grant. This grant is seeking to fund Safe Routes to Schools enforcement activities that can be replicated throughout the County. The Fairfield and Suisun City Police Departments opted to submit a joint proposal which has been reviewed and recommended for funding by the STA's Safe Routes to School Advisory Committee.

**SolTrans Transition Plan \***

For the past nine months, the STA has been providing staff, consultant, legal and financial assistance to the new Solano County Transit Joint Powers Authority (SolTrans) to help facilitate the transition of the service from the cities of Benicia and Vallejo to the new JPA. The transition of transit funding and some of the initial functions and assets are scheduled to occur by July 1, 2011. As part of this effort, the City of Vallejo's transit staff has requested an Interim Executive Director be retained to assist their staff in the transition of the service. In addition, the SolTrans Transition Team, led by STA, would benefit from having an Interim Executive Director in place to assist with the establishment of the new agency so that the Transition Team can remain focused on the implementation of the Transition Plan. A highly qualified candidate has been identified and staff is recommending the STA enter into a contract with this individual to assist in the start up of the new JPA.

**Development of Alternative Fuels and Infrastructure Plan \***

One of the Board's adopted strategies for development of a Climate Action Plan for Solano County is the development of an Alternative Fuels and Infrastructure Plan. In the next few years, Solano County is scheduled to retire and replace a large percentage of both its intercity and local transit fleets. This provides the plan for the future and presents the opportunity to convert these vehicles to alternative fuels. In the past, the STA and some of the cities have invested in various alternative fuel vehicles and infrastructure, but previous efforts have been sporadic and on an individual basis. Staff is recommending the STA take the lead to develop a Countywide Alternative Fuels and Infrastructure Plan in partnership with our members agencies and both the Bay Area and Yolo Solano Air Quality Management Districts.

**Bike to Work Day and Week \***

The Bay Area's 17<sup>th</sup> Annual Bike to Work Week is scheduled for the week of May 9-13<sup>th</sup> with Bike to Work Day set for Thursday, May 12<sup>th</sup>. The STA's Solano Napa Commuter Information (SNCI) Program staff is coordinating 13 energizer stations throughout Solano County, with at least one located in each of the seven cities.

**SNCI Program Continues to Grow Solano's Vanpool Flotilla and Help Business Relocate to Solano**

This past month, SNCI's Danelle Carey was able to form two new vanpools originating from Dixon to Tracy and from Vallejo to Berkeley. The SNCI program currently manages 262 vanpools operating from or to Solano County. SNCI's Sorel Klein has been working with State Compensation Insurance Fund to relocate a number of their employees from San Francisco to the recently expanded Vacaville facility. SNCI recently completed an on-line employee survey and has scheduled two events at the facility to encourage the new employees to rideshare, form new vanpools or take transit to work.

Attachment:

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

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

SFCTA	San Francisco County Transportation Authority
SJCOG	San Joaquin Council of Governments
SHOPP	State Highway Operations & Protection Program
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SoHip	Solano Highway Improvement Plan
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR	State Route
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
STAF	State Transit Assistance Fund
STIP	State Transportation Improvement Program
STP	Federal Surface Transportation Program

**T**

TAC	Technical Advisory Committee
TAM	Transportation of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement Program
TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
TFCA	Transportation Funds for Clean Air Program
TIF	Transportation Investment Fund
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TMS	Transportation Management System
TOD	Transportation Operations Systems
TOS	Traffic Operation System
T-Plus	Transportation Planning and Land Use Solutions
TRAC	Trails Advisory Committee
TSM	Transportation System Management

**U, V, W, Y, & Z**

UZA	Urbanized Area
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**April 20, 2011 (Special Date)**

**I. CLOSED SESSION**

There were no matters to report.

**II. CALL TO ORDER**

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

**MEMBERS**

<b>PRESENT:</b>	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	County of Solano -
	(Board Alternate)	

**MEMBERS**

**ABSENT:** None.

**STAFF**

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

**ALSO**

**PRESENT:**

***In Alphabetical Order by Last Name:***

Dennis Allen	Tax Payers Association
Mona Batauta	City of Fairfield
Caleb Cavazos	Field Representative for John Garamendi
Josh Franco	Field Representative for John Garamendi
Richard Giddens	Tax Payers Association
George Gwynn	Tax Payers Association
Mike Hudson	City of Suisun City Councilmember and STA Board Alternate Member
Denis Jackson	MV Transportation
June Guidotti	Tax Payers Association
Dan Kasperon	City of Suisun City
Wayne Lewis	City of Fairfield
Alysa Majer	City of Suisun City
Rod Moresco	City of Vacaville
Ashley Nguyen	MTC
Grace Cho	MTC
Mike Roberts	City of Benicia
David Ryan	Patch.com
Belinda Smith	County of Solano
Jim Spering	County Supervisor (Arrived late and opted to have Alternate represent the County at the meeting.)
Paul Wiese	County of Solano

**III. CONFIRM QUORUM/STATEMENT OF CONFLICT**

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

**IV. APPROVAL OF AGENDA**

On a motion by Board Member Patterson, and a second by Board Member Batchelor, the STA Board approved the agenda.

**V. OPPORTUNITY FOR PUBLIC COMMENT**

June Guidotti commented on various issues regarding a recent City of Fairfield Council meeting. George Gwynn, Jr. and Richard Giddens commented on the STA's expenditures.

**VI. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- STA Board Public Hearing on Draft Solano County Projects Submittal for the Metropolitan Transportation Commission (MTC)'s Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)
- Caltrans Future Installation of Highway Operation Improvements and Ramp Metering in Solano County.
- Keeping Truck Scales Project on Target for 2011 Start of Construction
- Status of STA's Overall Work Plan (OWP)
- Proposed Funding Plan for Dixon's West B Street Undercrossing Project
- Addressing Transit Capital Priorities
- Award of TLC Planning Grant for Access Planning Adjacent to Transit Center
- Bike and Pedestrian Connections to Napa County Explored
- Extension of Office Lease to Provide Savings

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

- A. MTC Report:**  
None presented.
- B. Caltrans Report:**  
None presented.
- C. STA Reports:**
  - **Federal Lobbying Trip to Washington D.C. presented by Jayne Bauer**

**VIII. 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%.  
  
**Public Comment:**  
George Gwynn commented on staff downsizing to eliminate the need for more office space.  
  
**Board Comments:**  
At this time, Board Member Sanchez asked staff about continuing to explore options for future office space. Daryl Halls confirmed that these efforts were still underway and that staff would report back to the full Board on any progress.
- 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. 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 (FAST) as a local match for the intercity bus replacements.

**G. 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.

**H. 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.

**I. 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.

**J. 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.

**K. 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.

**L. 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.

**M. 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.

**N. Solano County Transit (SolTrans) Advisory Committee Member Appointments**

Recommendation:

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

**IX. ACTION – FINANCIAL ITEMS**

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

Robert Guerrero reviewed the purpose for 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.

**Public Comments:**

None presented.

**Board Comments:**

Vice Chair Batchelor commented on the public safety benefits of the project.

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.

**X. ACTION NON-FINANCIAL ITEMS**

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

Ashley Nguyen, MTC, provided an overview on the planning process and timeline of the Plan Bay Area.

Robert Macaulay presented the Solano RTP Call for Projects. He outlined additions and changes recently submitted by member agencies to the project list.

**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.**

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.

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**

Sara Woo presented and requested a formal adoption of the SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

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.

**XI. INFORMATIONAL – NO DISCUSSION**

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

Sam Shelton provided an overview of the process and the schedule for public information on this topic. He cited that staff estimates that the Solano Highways Partnership (SoHip) will review and recommend approval of a ramp metering study by early 2012 with the goal to enter into MOUs with local agencies and Caltrans at the same time. He added that the SoHip Committee will also review and help develop public information material to inform the public about ramp metering and other operational improvements.

**B. Status of STA's Overall Work Plan (OWP) for Fiscal Year (FY) 2010-11 and Development of OWP for FY 2011-12 and 2012-13**

Daryl Halls stated that this item will be brought for approval at the next STA Board meeting in May.

**NO DISCUSSION**

**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**

**XII. BOARD MEMBER COMMENTS**

**XIII. ADJOURNMENT**

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

Attested by:

  
\_\_\_\_\_  
Johanna Masielat  
Clerk of the Board

May 11, 2011  
Date

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**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the meeting of**  
**April 27, 2011**

**I. CALL TO ORDER**

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:05 p.m. in the Solano Transportation Authority's Conference Room 1.

**Present:**

<b>TAC Members Present:</b>	Mike Roberts	City of Benicia
	Janet Koster	City of Dixon
	Wayne Lewis	City of Fairfield
	Morrie Barr	City of Rio Vista
	Lee Evans	City of Suisun City
	Rod Moresco	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Paul Wiese	County of Solano

**STA Staff Present:**

*(In Alphabetical Order by Last Name)*

Janet Adams	STA
Jayne Bauer	STA
Robert Guerrero	STA
Judy Leaks	STA/SNCI
Robert Macaulay	STA
Johanna Masiclat	STA
Jessica McCabe	STA
Sam Shelton	STA
Sara Woo	STA

**Others Present:**

*(In Alphabetical Order by Last Name)*

Shawn Cunningham	City of Vacaville
Alan Glen	Quincy Engineering
Jeff Knowles	City of Vacaville
Robert Liu	County of Solano

**II. APPROVAL OF THE AGENDA**

On a motion by Wayne Lewis, and a second by Paul Wiese, 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:** Jessica McCabe provided information on the 2011 Budget Impacts/HR1473-Rescissions and MTC's STP-CMAQ Obligation Status Report for FY 2010-11 (dated April 27, 2011).

**Other:** None presented.

#### V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by David Kleinschmidt, the STA TAC approved Consent Calendar Items A through E.

**A. Minutes of the TAC Meeting of March 30, 2011**

Recommendation:

Approve TAC Meeting Minutes of March 30, 2011.

**B. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – May 2011**

Recommendation:

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

**C. Fiscal Year (FY) 2011-12 State Transit Assistance Funds (STAF) Projects**

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.

#### VI. ACTION FINANCIAL ITEMS

**A. Jepson Parkway Project Implementation Agreements**

Janet Adams introduced STA's project manager for the Jepson Parkway Project, Alan Glen with Quincy Engineering. Mr. Glen reviewed the development of an implementation plan that 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. He discussed the City of Vacaville's current willingness to commit to a funding agreement for their initial project. He also mentioned STA is working with the City of Fairfield and the County of Solano on a term sheet that will become a funding agreement at a future date.

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.

On a motion by Wayne Lewis, and a second by Rod Moresco, the STA TAC unanimously approved the recommendation subject to minor adjustments to the documents during final review process.

## **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 summarized the STA's Overall Work Plan for the forthcoming two Fiscal Years (FY 2011-12 and FY 2012-13). She outlined the project delivery and near construction projects based on the budget for FY 2010-11 and FY 2011-12. She also identified transit centers that the STA has programmed federal, state or regional funds for as well as planning studies that are currently underway and funded in the currently proposed budget.

#### 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.

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

### **B. Fiscally Constrained Solano Regional Transportation Plan (RTP) Project List**

Robert Macaulay reviewed the individual agency project lists that are fiscally constrained and the RTP programmatic categories. He noted STA staff's recommended assignment of discretionary funds. He cited that a final funding recommendation will be forwarded to the STA Board and action will be taken at its May 11, 2011 meeting.

Based on input, the STA TAC requested minor edits to the project list.

#### 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.

On a motion by Janet Koster, and a second by Mike Roberts, the STA TAC unanimously approved the recommendation to include minor edits to the project list.

### **C. Legislative Update**

Jayne Bauer reviewed the Assembly Bill (AB) 57 (Beall) which adds two voting seats to the Metropolitan Transportation Commission (MTC) to be appointed by the mayors of San Jose and Oakland from the membership of their respective city councils. She cited that the STA Executive Committee reviewed the bill and has recommended that the STA Board take a position of support for this bill. She also recapped the STA Board members' recent federal lobbying trip to Washington D.C. and stated that the STA project funding will come through federal agencies and not from Congressional earmarks.

At an earlier meeting, the STA SolanoExpress Transit Consortium reviewed the item and made a recommendation that the STA Board monitor AB 57. The members of the Consortium expressed concern that the emphasis on urban areas may result in the potential loss of dollars for Solano County transit operations.

The STA Technical Advisory Committee (TAC) reviewed the item and agreed to take no position on AB 57, and to send no recommendation to the STA Board. The members of the TAC expressed concern that the addition of 2 members of MTC may have a negative impact on Solano County, and felt they did not have enough information about the issue to make a recommendation at this time.

After discussion, the STA TAC amended the recommendation to read as follows:

Recommendation:

***Forward a recommendation to the STA Board to support AB 74 (Beall) modifying Metropolitan Transportation Commission membership. Take no position on AB 57. (Beall)***

On a motion by Morrie Barr and a second by David Kleinschmidt, the STA TAC approved the recommendation as amended shown above in ***bold italics***.

## VIII. INFORMATIONAL

### A. **2012 State Transportation Improvement Program (STIP)**

Sam Shelton reviewed MTC's draft STIP development schedule. He noted that the California Transportation Commission (CTC) will release draft funding estimates for the 2012 STIP in June 2011. He added that between August and October 2011, the STA TAC and Board will review current and potential STIP funded projects in Solano County and then make a project funding recommendation to MTC for incorporation into the Regional Transportation Improvement Program (RTIP).

### B. **Metropolitan Transportation Commission (MTC) Regional Toll Credit Policy**

Jessica McCabe reviewed the current State and proposed Regional Toll Credit Policy.

After discussion by the TAC, it was requested STA pursue with MTC a policy that allows projects to use the Toll Credit as the non-federal match funds.

### C. **Solano County Alternative Fuels and Infrastructure Plan**

Robert Guerrero reviewed options in developing a Solano County Alternative Fuels and Infrastructure Plan. He indicated that the Plan is proposed to be included in the Alternative Modes Element of the Comprehensive Transportation Plan (CTP). Staf is also seeking to convene an adhoc committee comprised of transit staff, fleet managers, and public works staff to discuss how the plan could benefit their agency and to refine a scope of work for the Plan's development to include their agency's needs. The committee is expected to meet tentatively in May.

### D. **Bike to Work Week May 9-13, 2011**

Judy Leaks provided an update on Bike to Work activities.

## **NO DISCUSSION**

**D. Fiscal Year (FY) 2010-11 Abandoned Vehicle Abatement (AVA) Program  
Second Quarter Report**

**E. Local Project Delivery Update**

**F. STA Funding Opportunities Report**

**G. STA Board Meeting Highlights of April 20, 2011**

**H. 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, May 25, 2011.**

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DATE: May 2, 2011  
TO: STA Board  
FROM: Susan Furtado, Accounting & Administrative Services Manager  
RE: Fiscal Year (FY) 2010-11 Third Quarter Budget Report

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**Background:**

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

**Discussion:**

The Third Quarter Budget Report (Attachment A) shows the revenue and expenditure activity for the Third Quarter of FY 2010-11. STA's total program administration and operation expenditure for the Third Quarter is at 44% with total revenues at 46% of the FY 2010-11 budget projections.

**Revenues:**

Revenues received during the Third Quarter of the fiscal year primarily consist of quarterly or annual advances. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the Third Quarter were billed and received after the quarter ending March 31, 2011. As of March 31, 2011, the total revenue billed and received is \$17.62 million (46%). The revenue budget highlights are as follows:

1. The Transportation Development Act (TDA) fund swap from the City of Vacaville was received from the Metropolitan Transportation Commission (MTC) in the amount of \$675,000. The remaining balance of \$75,000 is anticipated to be received before the end of the fiscal year.
2. The State Transit Assistance Fund (STAF) allocation for FY 2010-11 for the total amount of \$695,200 is not yet received due to the delay in the allocation process. This funding is anticipated to be received in the subsequent quarter.
3. The Regional Measure (RM) 2 funds in the amount of \$12.59 million were received for the various RM 2 funded projects: I-80 East Bound Truck Scales Relocation, I-80/I-680/State Route (SR) 12 Interchange, North Connector, and the I-80 Express Lanes project.

**Expenditures:**

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

1. STA's Management and Operations is within the Third Quarter budget projection at 64% of budget.
2. Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) is at 49% of budget.
3. Project Development is at 43% of budget.
4. Strategic Planning is at 36% of budget.

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

The total revenue of \$17,615,491 and expenditure of \$17,007,741 for the Third Quarter is consistent with the projected FY 2010-11 budgets.

**Fiscal Impact**

The Third Quarter Budget for FY 2010-11 is within budget projections for the Revenue received of \$17.62 million (46%) and Expenditures of \$17.0 million (44%).

**Recommendation**

Review and file.

Attachments:

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

REVENUES			
Description	FY 10-11 Budget	Actual Received YTD	%
<b>STA Fund</b>			
Members Contribution (Reserve Accounts)	108,000	108,000	100%
Interest		11,364	0%
Members Contribution/Gas Tax	127,387	127,387	100%
Transportation Dev. Act (TDA) Art. 4/8	363,757	363,759	100%
Transportation Dev. Act (TDA) Art. 3	44,200	20,532	46%
State Transit Assistance Fund (STAF)	695,200	-	0%
Surface Transportation Program (STP)	856,968	297,499	35%
State Transportation Improvement Program (STIP)/Planning, Programming and Monitoring (PPM)	502,966	68,333	14%
MTC STP Block Grant	190,000	17,641	9%
Federal Earmark	22,165	12,892	58%
Regional Measure (RM) 2- North Connector Design	10,608	11,557	109%
RM 2 - I-80 Express Lanes	17,755	-	0%
RM 2 - I-80 HOV Lanes	4,562	-	0%
RM 2 - I-80 Interchange Project	37,280	34,337	92%
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	27,215	18,458	68%
Transportation for Clean Air (TFCA)	236,410	178,148	75%
TFCA-Napa	10,000	-	0%
TFCA Regional Grant	190,155	128,304	67%
Yolo/Solano Air Quality Management District (YSAQMD)	137,409	46,050	34%
Congestion Mitigation & Air Quality (CMAQ)	340,000	-	0%
Eastern Congestion Mitigation & Air Quality (ECMAQ)	229,498	124,329	54%
Regional Rideshare Program (RRP)	240,000	134,472	56%
Community Based Transit Study (CBTP)	92,662	32,636	35%
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	5,263	53%
City of Vacaville TDA/STIP swap	725,000	652,500	90%
CA State Coastal Conservancy	29,956	18,061	60%
Local Funds - Cities/County	108,600	83,986	77%
Sponsors	18,000	7,329	41%
<b>Subtotal</b>	<b>\$ 5,375,753</b>	<b>\$ 2,502,837</b>	<b>47%</b>
<b>TFCA Programs</b>			
Transportation for Clean Air (TFCA)	362,082	153,173	42%
Interest		1,089	0%
<b>Subtotal</b>	<b>\$ 362,082</b>	<b>\$ 154,262</b>	<b>43%</b>
<b>Abandoned Vehicle Abatement</b>			
Department of Motor Vehicle (DMV)	320,000	170,159	53%
Interest		1,093	0%
<b>Subtotal</b>	<b>\$ 320,000</b>	<b>\$ 171,252</b>	<b>54%</b>
<b>I-80 East Bound (EB) Truck Scales Relocation</b>			
RM 2 Funds	3,347,571	1,867,481	56%
Interest		1,382	0%
<b>Subtotal</b>	<b>\$ 3,347,571</b>	<b>\$ 1,868,863</b>	<b>56%</b>
<b>Jepson Parkway Project</b>			
State Transportation Improvement Program (STIP)	500,000	-	0%
Federal Earmark	391,257	29,988	8%
County of Solano	214,000	-	0%
Interest		6,313	0%
<b>Subtotal</b>	<b>\$ 1,105,257</b>	<b>\$ 36,301</b>	<b>3%</b>
<b>SR 12/Jameson Canyon Project</b>			
State Transportation Improvement Program (STIP)	700,000	992,937	142%
Interest		2,630	0%
<b>Subtotal</b>	<b>\$ 700,000</b>	<b>\$ 995,567</b>	<b>142%</b>
<b>I-80/I-680/SR 12 Interchange EIR/EIS</b>			
RM 2 Funds	5,537,956	4,174,982	75%
Interest		1,538	0%
<b>Subtotal</b>	<b>\$ 5,537,956</b>	<b>\$ 4,176,520</b>	<b>75%</b>
<b>North Connector East (Chadbourne Rd/Right of Way)</b>			
RM 2 - Preliminary Engineering	18,930,731	6,065,296	32%
Count of Solano	-	-	0%
City of Fairfield	1,389,233	785,580	57%
Interest		9,271	0%
<b>Subtotal</b>	<b>\$ 20,319,964</b>	<b>\$ 6,860,147</b>	<b>34%</b>
<b>I-80 Express Lanes</b>			
RM 2 Funds	550,000	415,327	76%
Interest		248	0%
<b>Subtotal</b>	<b>\$ 550,000</b>	<b>\$ 415,575</b>	<b>76%</b>
<b>I-80 High Occupancy (HOV) Lane/Ramp Metering</b>			
RM 2 - PA/ED Design	109,502	-	0%
Interest		58	0%
<b>Subtotal</b>	<b>\$ 109,502</b>	<b>\$ 58</b>	<b>0%</b>
<b>I-80 HOV/Vallejo Fairgrounds</b>			
Federal Earmark	720,687	332,002	46%
Local Match Funds - STA	25,000	22,316	89%
Local Funds - Solano County/City of Vallejo	173,942	66,400	38%
<b>Subtotal</b>	<b>\$ 919,629</b>	<b>\$ 420,718</b>	<b>46%</b>
<b>Rio Vista Bridge Realignment</b>			
Federal Earmark	35,874	10,629	30%
City of Rio Vista	8,968	2,657	30%
Interest		105	0%
<b>Subtotal</b>	<b>\$ 44,842</b>	<b>\$ 13,391</b>	<b>30%</b>
<b>TOTAL REVENUES</b>	<b>\$ 38,692,556</b>	<b>\$ 17,615,491</b>	<b>46%</b>

EXPENDITURES			
Description	FY 10-11 Budget	Actual Spent YTD	%
<b>Operations</b>			
Opreation Management/Administration	1,474,191	1,027,342	70%
STA Board of Directors	44,000	29,129	66%
Expenditure Plan	50,000	14,535	29%
Contribution to STA Reserve	108,000	-	0%
<b>Total Operations</b>	<b>\$ 1,676,191</b>	<b>\$ 1,071,006</b>	<b>64%</b>
<b>Transit and Rideshare/Solano Napa Commuter Info (SNCI)</b>			
Transit/SNCI Administration	451,373	341,766	76%
Employer/Van Pool Outreach	10,000	3,672	37%
SNCI General Marketing	40,000	9,452	24%
Commute Challenge	27,000	26,466	98%
Bike to Work Campaign	20,000	-	0%
Bike Links Maps	15,000	-	0%
Incentives	15,000	5,211	35%
Emergency Ride Home (ERH) Program	5,000	213	4%
Solano Express	47,281	12,391	26%
Transit Management Administration	223,548	169,903	76%
Community Based Transportation Plan (CBTP)	92,662	22,994	25%
Lifeline Program	16,000	518	3%
Paratransit Coordinating/PCC	45,000	28,422	63%
Solano Senior & Disabled Transit Plan Update	110,000	81,137	74%
Transit Consolidation Implementation Phase 3	90,000	38,060	42%
I-80/I-680/I-780/SR12 Transit Corridor Study Update	150,000	-	0%
Rideshare Services - Napa	10,000	-	0%
Soltrans Transition & Marketing	170,000	13,995	8%
<b>Total Transit &amp; Rideshare/SNCI</b>	<b>\$ 1,537,864</b>	<b>\$ 754,200</b>	<b>49%</b>
<b>Project Development</b>			
Project Management/Administration	84,698	67,595	80%
Safe Route to School Program	766,045	58,339	8%
Management Assistant for Projects (MAPS)	50,000	-	0%
Regional Transportation Impact Fee (RTIF) Feasibility Study/AB 1600	50,000	38,224	76%
Public Private Partnership (P3) Feasibility Study	150,000	-	0%
Jepson Parkway	1,105,257	38,335	3%
SR 12 Jameson Canyon Project	700,000	824,123	118%
I-80/I-680/SR 12 Interchange PA/ED	5,537,956	3,850,435	70%
North Connector - East	20,319,964	7,276,858	36%
I-80 HOV Lane/Ramp Metering	109,502	2,239	2%
I-80 East Bound (EB) Truck Scales Relocation	3,347,571	1,550,876	46%
I-80 Express Lanes	550,000	393,552	72%
I-80 HOV Lanes/Vallejo Fairgrounds	919,629	415,803	45%
SR 12 Bridge Realignment Study	44,842	13,296	30%
DMV Abandoned Vehicle Abatement	320,000	138,284	43%
<b>Total Project Development</b>	<b>\$ 34,055,464</b>	<b>\$ 14,667,959</b>	<b>43%</b>
<b>Strategic Planning</b>			
Planning Management/Administration	163,769	133,337	81%
Events	15,000	7,495	50%
Model Maintenance	24,000	4,531	19%
Solano County TLC Program	301,182	70,838	24%
Jepson Parkway TLC Plan Update	50,000	7,855	16%
SR 12 MIS/Corridor Study	170,040	25,181	15%
Comprehensive Transportation Plan (CTP)/EIR	217,108	75,935	35%
Safe Route to Transit	20,000	-	0%
SR 12 Jameson Canyon Ridge Trail Study	29,956	-	0%
Climate Change Strategy	69,900	29,330	42%
TFCA Programs	362,082	160,074	44%
<b>Total Strategic Planning</b>	<b>\$ 1,423,037</b>	<b>\$ 514,576</b>	<b>36%</b>
<b>TOTAL EXPENDITURES</b>	<b>\$ 38,692,556</b>	<b>\$ 17,007,741</b>	<b>44%</b>

## 2011 Budget and Fiscal Reporting Calendar

### STA Board Meeting Schedule:

<b>MAY</b>	FY 2010-11 Third Quarter Budget Report FY 2010-11 Abandoned Vehicle Abatement (AVA) 2nd Quarter Program Activity Report
<b>JUNE</b>	FY 2010-11 Final Budget Revision FY 2010-11 AVA 3rd Quarter Program Activity Report
<b>JULY</b>	FY 2011-12 Budget Revision and FY 2012-13 Proposed Budget Adoption FY 2011-12 Indirect Cost Rate Application FY 2010-11 AVA 4th Quarter Program Activity Report Five (5) Years Estimated STA Operating Budget
<b>SEPTEMBER</b>	FY 2010-11 AVA Annual Report
<b>DECEMBER</b>	FY 2010-11 Fourth Quarter Budget Report FY 2010-11 Annual Audit STA Employee 2012 Benefit Summary Update



DATE: May 2, 2011  
TO: STA Board  
FROM: Susan Furtado, Accounting & Administrative Services Manager  
RE: Termination of 401 (a) Defined Contribution Benefit Plan with Nationwide Retirement Solution

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**Background:**

In January 2011, the Solano Transportation Authority (STA) Board was presented the Proposed Modification to the STA Retirement Benefits Plan. The STA Board's goals for evaluating STA's retirement benefits were: (1) consideration of investment strategies; (2) the retention of quality employees; (3) strive to maintain staff continuity; and (4) control financial costs.

In February 2011, the STA Board approved the replacement of the STA's 401 (a) Defined Contribution Benefit Plan ("401(a)") contribution of 6.2% with the Public Agency Retirement System (PARS). By utilizing the current 401 (a) contributions paid by STA for the retirement modification with PARS, the STA Board's goals and directives of a retirement option changes for a cost neutral was not only attained, but will also provide future annual cost savings to the agency. Resolution 2011-08 (Attachment A) outlines the details of the termination.

**Discussion:**

In order for STA to complete the transition from the 401 (a) Plan to the Public Agency Retirement Services (PARS), the STA Board needs to authorize the termination of the STA's participation in the 401 (a) Defined Contribution Plan with the Nationwide Retirement Solutions. STA staff is recommending that this transition takes place effective June 30, 2011.

**Fiscal Impact:**

STA's transition from the 401 (a) Defined Contribution Plan to PARS will have an annual retirement benefit savings for FY 2011-12 of approximately \$50,000.

**Recommendation:**

Approve the following:

1. Resolution 2011-08 as shown in Attachment A; and
2. Authorize the Executive Director to terminate the 401(a) Defined Contribution Plan with Nationwide Retirement Solutions effective June 30, 2011 and take all steps necessary to effectuate the termination.

**Attachment:**

- A. Resolution 2011-08

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**RESOLUTION NO. 2011-08****A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY (STA)  
TERMINATION OF THE 401 (a) DEFINED CONTRIBUTION PLAN WITH  
NATIONWIDE RETIREMENT SOLUTIONS**

**WHEREAS**, the STA Board of Directors has approved the retirement modification and replacement of the retirement plan, and established goals for evaluating its retirement programs which are:

1. Consideration of investment strategies;
2. Retention of quality employee;
3. Maintaining staff continuity; and
4. Controlling financial costs; and

**WHEREAS**, it is determined to be in the best interest of the STA employees to transition from a 401 (a) Defined Contribution Plan to a Retirement Supplemental Program; and

**WHEREAS**, the STA is eligible to be a member of the Public Agency Retirement System (PARS) Trust, which has made available a Retirement Plan supplementing CalPERS and qualifying under the applicable sections of the Internal Revenue Code and the California Government Code; and

**WHEREAS**, the Retirement Supplemental Plan available through PARS Trust achieves the stated goals.

**NOW THEREFORE, BE IT RESOLVED THAT:**

1. The Board of Directors hereby terminates the *Solano Transportation Authority Money Purchase Plan*, as part of the STA Retirement Program, effective June 30, 2011, since the plan no longer meets the objectives of STA;
2. That the STA Participants' Accounts in the terminated plan shall be 100% vested and distributed in accordance with the STA Participants wishes;
3. The Board of Directors authorizes Daryl K. Halls, STA Executive Director, to execute all documents and to perform all acts as may be necessary and proper for the termination of the plan.

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Harry Price, Chair  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11<sup>th</sup> day of May 2011 by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
Johanna Masiclat  
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by the said Authority at the regular meeting thereof held this day of May 11, 2011.

\_\_\_\_\_  
Daryl K. Halls, Executive Director  
Solano Transportation Authority



DATE: April 29, 2011  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix –  
May 2011

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**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. After several years of growth, Solano TDA revenue began to decline after FY 2006-07. At its peak in FY 2006-07, the TDA available countywide was \$15.9 million and then modestly declined for two years. In FY 2008-09 it made its first significant drop of nearly 5% to \$14.7 million and in FY 2009-10 Solano TDA decreased by even a larger percentage (10.7%) to \$13.1 million. For FY 2011-12, the current projection is that TDA will remain flat and result in \$12.9 million for Solano transit operators. The Solano FY 2011-12 TDA fund estimates by jurisdiction are shown on the attached TDA matrix (Attachment A).

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

**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 STA Consortium in March 2011. 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 \$5.6 million of TDA is being claimed in FY 2010-11, only \$2.9 million will be disbursed. The difference (\$2.7 million) reflects the amount of TDA that Vallejo has already received which will be transferred 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 2011 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 advises against claiming 100% of the TDA fund to avoid fiscal difficulties if the actual revenues are lower than the projections.

The Consortium and TAC recommended approval of this item at their April 29<sup>th</sup> meetings.

**Fiscal Impact:**

The STA is a recipient of TDA funds from each jurisdiction for the purpose of countywide transit planning. With the approval of the May TDA matrix, it provides the guidance needed by MTC to process the STA's TDA claim as authorized through a resolution in a separate Board item on the May agenda.

**Recommendation:**

Approve the FY 2011-12 Solano TDA Matrix – May 2011 as shown in Attachment A.

Attachment:

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



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DATE: April 29, 2011  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Fiscal Year (FY) 2011-12 State Transit Assistance Funds (STAF) Initial Projects

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**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 be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

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

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

The FY 2011-12 STAF revenue projections were approved by the Metropolitan Transportation Commission (MTC) on February 23rd.

**Discussion:**

Given the instability of STAF, in FY 2010-11 all Solano STAF was not programmed. In March 2011, the Consortium was shown the projects that were approved in FY 2010-11 which are shown on Attachment C for population-based STAF and Attachment D for Regional Paratransit STAF. The FY 2010-11 allocations are now secure. However, the FY 2011-12 STAF has not changed with the State budget process since the fund estimate was released, but the funds are not secured until the State budget is approved.

At this time, staff is recommending approval of an initial list of projects to be funded by the FY 2010-11 STAF. These are listed on Attachments C and D and discussed below.

### Population-Based STAF (Attachment C)

The STA uses STAF to conduct countywide transit planning, marketing, coordination, and administration of activities. These have been typical activities funded by STAF funds and were presented previously. In addition, a new proposed project is the County of Solano William J. Carroll Building bus stop/pedestrian plaza. Construction of this new office building in Vacaville will begin in 2011 with an estimated completion date of mid-2012. Located along a major arterial (Monte Vista Ave.), it will house social services that will serve not only Vacaville residents, but also Dixon, Rio Vista and the unincorporated areas. Along with a parking lot, the site design incorporates a bus turnout with an adjacent pedestrian plaza connecting the bus turnout to the building entrance to minimize pedestrian/vehicle conflicts on-site. This area would include seating, lighting, and other amenities to accommodate and encourage transit usage. The County has requested \$100,000 for this element of the overall project. STAF has been identified as a source of funds that would be available during the near-term construction period. This project would likely score well for Lifeline/Prop 1B funding and the County has been encouraged to apply for that funding in the next funding cycle. However, due to the timing of the office project moving forward sooner than the Lifeline funds can be secured, STAF is recommended at this time. County of Solano TDA funds will also be considered for this project.

### Regional Paratransit STAF (Attachment D)

As presented previously, these funds have been typically used in part for the STA to manage the Paratransit Coordinating Council (PCC). A balance of \$311,924 is available from the FY 2010-11 Regional Paratransit funds after the PCC is funded. Staff proposes this balance be made available to projects that support mobility for Seniors and People with Disabilities. This would include the Intercity Taxi (ITX) program which was identified in FY 2010-11 as a priority project but without a specific funding request. In addition, an update of the Solano Transportation Plan for Seniors and People with Disabilities is nearing completion and will be identifying priority projects. Funding is recommended to be reserved for this broader purpose with the acknowledgement that the ITX program has already been identified as a specific priority. The Solano Senior and People with Disabilities Transportation Advisory Committee will be meeting on May 17, 2011 and providing input on the specific projects to be funded.

The Consortium and TAC recommended approval of this item at their April 27<sup>th</sup> meetings.

### **Fiscal Impact:**

This initial project list to be funded with State Transit Assistance funds includes several activities performed by the Solano Transportation Authority. Approval of this list provides the guidance MTC needs to allocate STAF to the STA.

### **Recommendation:**

Approve the FY 2011-12 Project List as shown in Attachments C and D.

#### Attachments:

- A. FY 2011-12 STAF Solano revenue-based fund estimate (MTC Reso 3990, 2/23/11)
- B. FY 2011-12 STAF Solano population-based fund estimate (MTC Reso. 3990, 2/23/11)
- C. Population-based STAF FY 2010-11 approved projects and initial FY 2011-12 proposed projects
- D. Regional Paratransit STAF FY 2010-11 approved projects and initial FY 2011-12 proposed projects

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

*Attachment A  
Res No. 3990  
Page 11 of 16  
February 23, 2011*

Apportnment Jurisdictions	A		B		C		F		G=(E+F)	
	6/30/2010	FY 2009-11	FY 2010-11	FY 2011-12	6/30/2011	Revenue Estimate <sup>4</sup>	FY 2011-12	Total	Available For Allocation	
FY 2010-11 Initial Estimate	0	105,599,967						5,338,308		
FY 2010-11 Actual Revenue <sup>3</sup>		105,599,967						87,017,854		
FY 2010-11 Total Revenue Adjustment								92,356,161		
<i>Column</i>										
	Balance <sup>1,3</sup>	Outstanding Commitments <sup>2</sup>	FY 2010-11 Actual Revenue <sup>3</sup>	Projected Carryover	Revenue Estimate <sup>4</sup>	FY 2011-12	Total	Available For Allocation		
Alameda CMA - Corresponding to ACE	1,386,611	(1,379,809)		6,802	196,055		202,857			
Benicia	11,665	-		11,665	9,607		21,272			
Caltrain	7,668,991	(7,487,234)		181,757	4,222,450		4,404,206			
CCCTA	552,899	(552,684)		215	455,420		455,635			
Dixon	5,870	-		5,870	4,624		10,494			
ECCTA	211,635	(211,622)		13	174,296		174,309			
Fairfield	802,483	-		802,483	109,693		912,176			
GGBHID	4,484,202	(4,482,448)		1,754	3,693,658		3,695,412			
Healdsburg	6,918	(3,811)		3,107	2,247		5,354			
LAVTA	201,806	(201,728)		78	166,226		166,304			
NCPTA	43,466	(41,140)		2,326	35,803		38,129			
SanTrans	4,193,199	(3,390,227)		802,972	3,453,709		4,256,681			
Santa Rosa	152,587	-		152,587	125,683		278,270			
Sonoma County Transit	152,824	(111,345)		41,479	125,865		167,344			
Union City	20,830	(20,822)		8	17,157		17,165			
Vallejo	609,616	-		609,616	464,040		1,073,656			
VTA	14,541,705	(14,536,002)		5,703	11,978,119		11,983,822			
VTA - Corresponding to ACE	341,851	(341,650)		201	273,045		273,246			
WestCAT	250,223	(250,125)		98	206,108		206,206			
Petaluma	42	-		42	-		42			
Rio Vista	3,758	(3,755)		3	3,094		3,097			
<b>SUBTOTAL</b>	<b>35,643,181</b>	<b>(33,014,402)</b>		<b>2,628,779</b>	<b>25,716,899</b>		<b>28,345,678</b>			
AC Transit	9,930,533	(9,894,290)		45,243	8,151,746		8,196,989			
BART	28,224,283	(26,703,601)		1,520,682	23,248,148		24,768,830			
SFMTA	37,488,271	(36,344,667)		1,143,604	29,901,060		31,044,664			
<b>SUBTOTAL</b>	<b>75,652,087</b>	<b>(72,942,558)</b>		<b>2,709,529</b>	<b>61,300,954</b>		<b>64,010,483</b>			
<b>GRAND TOTAL</b>	<b>111,295,268</b>	<b>(105,956,960)</b>		<b>5,338,308</b>	<b>87,017,854</b>		<b>92,356,161</b>			

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

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

*Attachment A  
Res No. 3990  
Page 12 of 16  
February 23, 2011*

FY 2010-11 Original Revenue Estimates FY 2010-11 Actual Base Revenue FY 2010-11 Revenue Adjustment <i>Column</i>	0		FY 2010-11 Projected Carryover		FY 2011-12 Initial Estimate		FY 2011-12 Total Funds		I=Sum(G;H) Total
	A	B	D	F=Sum(A;E)	G	H	J	K	
	6/30/2010	FY 2009-11 Outstanding Commitments <sup>2</sup>	FY 2010-11 Actual Revenue <sup>3</sup>	6/30/2011 Projected Carryover	FY 2011-12 Revenue Estimate <sup>4</sup>	FY 2011-12 Revenue Estimate <sup>4</sup>	FY 2011-12 Revenue Estimate <sup>4</sup>	FY 2011-12 Revenue Estimate <sup>4</sup>	Available For Allocation
<b>Appointment Jurisdictions</b>	<b>Balance<sup>1,3</sup></b>								
<b>Northern Counties/Small Operators</b>									
Marin	1,139,279	(1,157,652)		1,627	949,961	949,961	949,961	949,961	951,588
Napa	836,362	(928,191)		8,171	506,295	506,295	506,295	506,295	514,464
Solano <sup>4</sup>	3,262,792	(30,976)		3,241,816	1,559,282	1,559,282	1,559,282	1,559,282	4,801,098
Sonoma	2,792,986	(1,775,639)		1,017,347	1,797,812	1,797,812	1,797,812	1,797,812	2,815,139
CCCTA	2,994,140	(2,987,971)		6,169	1,846,771	1,846,771	1,846,771	1,846,771	1,852,940
ECCTA	1,761,970	(1,758,485)		3,485	1,081,606	1,081,606	1,081,606	1,081,606	1,085,091
LAVTA	1,229,111	(1,236,944)		2,170	750,523	750,523	750,523	750,523	752,693
Union City	329,480	(328,611)		869	273,570	273,570	273,570	273,570	274,439
WestCAT	422,084	(421,216)		868	255,822	255,822	255,822	255,822	256,690
Vallejo <sup>4</sup>	105,093	-		105,093	105,093	105,093	105,093	105,093	105,093
<b>SUBTOTAL</b>	<b>14,893,297</b>	<b>(10,505,682)</b>		<b>4,387,615</b>	<b>9,021,639</b>	<b>9,021,639</b>	<b>9,021,639</b>	<b>9,021,639</b>	<b>13,409,254</b>
<b>Regional Paratransit</b>									
Alameda	1,668,409	(1,765,720)		102,689	1,154,363	1,154,363	1,154,363	1,154,363	1,257,052
Contra Costa	974,296	(972,294)		2,002	596,548	596,548	596,548	596,548	598,550
Marin	161,639	(161,394)		245	133,275	133,275	133,275	133,275	133,520
Napa	142,148	(141,415)		733	87,034	87,034	87,034	87,034	87,607
San Francisco	1,106,298	(1,103,827)		2,471	911,400	911,400	911,400	911,400	913,871
San Mateo	612,562	(611,118)		1,444	504,645	504,645	504,645	504,645	506,089
Santa Clara	1,822,065	(1,817,775)		4,290	1,045,570	1,045,570	1,045,570	1,045,570	1,049,860
Solano	496,924	-		496,924	248,274	248,274	248,274	248,274	248,519
Sonoma	381,016	(233,483)		147,563	276,034	276,034	276,034	276,034	423,597
<b>SUBTOTAL</b>	<b>7,565,387</b>	<b>(6,807,026)</b>		<b>758,361</b>	<b>4,957,343</b>	<b>4,957,343</b>	<b>4,957,343</b>	<b>4,957,343</b>	<b>5,715,504</b>
<b>Lifeline</b>									
Alameda	3,503,762	(513,000)		2,990,762	2,544,730	2,544,730	2,544,730	2,544,730	5,555,492
Contra Costa	2,121,360	(664,402)		1,456,958	1,160,917	1,160,917	1,160,917	1,160,917	2,617,875
Marin	307,955	(306,195)		1,760	250,758	250,758	250,758	250,758	252,518
Napa	264,694	(380,844)		(116,150)	157,885	157,885	157,885	157,885	41,735
San Francisco	4,657,131	(3,071,710)		1,585,421	1,402,388	1,402,388	1,402,388	1,402,388	2,987,809
San Mateo	2,191,963	(1,823,040)		368,923	659,401	659,401	659,401	659,401	1,028,324
Santa Clara	4,102,827	-		4,102,827	2,015,352	2,015,352	2,015,352	2,015,352	6,118,179
Solano	1,152,997	(222,685)		930,312	510,804	510,804	510,804	510,804	1,441,116
Sonoma	1,646,505	(594,824)		1,051,681	585,102	585,102	585,102	585,102	1,636,783
<b>SUBTOTAL</b>	<b>19,949,104</b>	<b>(7,576,700)</b>		<b>12,372,494</b>	<b>9,287,337</b>	<b>9,287,337</b>	<b>9,287,337</b>	<b>9,287,337</b>	<b>21,659,831</b>
<b>BART to Warm Springs</b>	<b>322,247</b>	-		<b>322,247</b>	-	-	-	-	<b>322,247</b>
<b>eBART</b>	<b>322,247</b>	-		<b>322,247</b>	-	-	-	-	<b>322,247</b>
<b>SanTrans</b>	<b>37,985</b>	-		<b>37,985</b>	-	-	-	-	<b>37,985</b>
<b>MTC Regional Coordination Program<sup>5</sup></b>	<b>22,135,362</b>	<b>(5,701,509)</b>		<b>16,433,793</b>	<b>8,543,593</b>	<b>8,543,593</b>	<b>8,543,593</b>	<b>8,543,593</b>	<b>24,977,386</b>
<b>GRAND TOTAL</b>	<b>65,225,719</b>	<b>(30,590,977)</b>		<b>34,634,742</b>	<b>31,809,712</b>	<b>31,809,712</b>	<b>31,809,712</b>	<b>31,809,712</b>	<b>66,444,434</b>

1. Balance as of 6/30/10 is from MTC FY 2009-10 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.  
 2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2010, and FY 2010-11 allocations, transfers and refunds as of December 31.  
 3. In July 2010 the state paid a lump sum covering STA revenue for both FY 2009-10 and FY 2010-2011. Any STA funds that were not claimed in FY 2009-10 are recorded as part of the balance.  
 4. Beginning in FY 2008-09, the Vallejo revenue apportionment is combined with Solano, as per MTC Resolution 3837.  
 5. Committed to TransLink® and other MTC Customer Service projects.  
 6. The FY 2011-12 STA Estimates reflect the \$328.6 million proposed in the Governor's budget.

**FY 2011-12 Fund Estimate  
State Transit Assistance funds (STAF)  
Population-based**

Feb 2011 MTC Fund Estimate

			Projected FY11 Carryover	Balance	FY12 Revenue Estimate <i>(Pending FY12 State Budget Approval)</i>
			(Secured)		
<b>Northern County/Small Operators</b>	<b>Approved Projects not allocated as of 12/31/10</b>				
		<b>Claimant</b>	<b>Project Amt</b>	\$ 3,241,816	
	Benicia Transit Site Plan	Benicia	\$ 25,000		
	P3(Public Private Partnerships) at Transit Facilities Study	STA	\$ 150,000		
	SolTrans Initial Transitional Costs	STA	\$ 75,000		
	SolTransit Transition Costs Match	STA/Vjo/Ben	\$ 300,000		
	Intercity Transit Vehicle Replacement Match Reserve	Vjo/FF	\$ 500,000		
	SR-12 Jameson Canyon Innovative Grant Match	TBD	\$ 240,000		
	I-80/I-680/I-780/Hwy 12 Transit Corridor Study Update	STA	\$ 150,000		
		<b>TOTAL</b>	\$ 1,440,000	\$ 1,801,816	\$ 1,559,282
<b>FY2011-12 Proposed Projects</b>					
SolanoExpress Marketing	STA	\$ 50,000	\$ 1,751,816	\$ 3,311,098	
Lifeline Program Management	STA	\$ 16,000	\$ 1,735,816	\$ 3,295,098	
Transit Planning and Coordination	STA	\$ 366,307	\$ 1,369,509	\$ 2,928,791	
County Bldg Bus Turnout/Pedestrian Plaza	County	\$ 100,000	\$ 1,269,509	\$ 2,828,791	

**FY 2011-12 Fund Estimate  
State Transit Assistance funds (STAF)  
Regional Paratransit**

			Feb 2011 MTC Fund Estimate		
			Projected FY11 Carryover	Balance	FY12 Revenue Estimate
			(Secured)		(Pending FY12 State Budget Approval)
	<b>Approved Projects not yet allocated as of 12/31/10</b>	<b>Claimant</b>	<b>Project Amt</b>		
				\$ 496,924	
<b>Solano/ Regional Paratransit</b>	Senior Disabled Transportation Study and Committee Outreach	STA	\$ 50,000		
	SB83 Expenditure Plan	STA	\$ 50,000		
	Match for Subsidized Taxi Phase I and Phase II	TBD	TBD		
	<b>TOTAL</b>			\$ 100,000	\$ 396,924
	Solano Transportation Plan for Seniors and People with Disabilities amendment	STA	\$ 40,000		\$ 356,924
	<b>New Projects</b>				\$ 248,274
	PCC Management	STA	\$ 45,000		\$ 311,924
	Projects for Seniors and People with Disabilities	Various-TBD	\$ 311,924		0 \$ 248,274



DATE: May 2, 2011  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Interim Executive Director for Solano County Transit JPA

---

**Background:**

The Solano County Transit (SolTrans) JPA was formed in 2010 and the Board has been meeting since December 2010. Consolidation of the existing Benicia Breeze and Vallejo Transit services, currently operated by the Cities of Benicia and Vallejo respectively, is progressing with July 1, 2011 as the target date. This is despite challenges that include minimal staffing administering these services.

To provide staffing and leadership to the new organization, in 2010 the STA and SolTrans Boards approved hiring an Interim Executive Director. An individual was retained in the summer of 2010, but by the end of the year became unavailable due to competing projects. In anticipation of quickly hiring a permanent Executive Director, the SolTrans Board directed the Transition Team to lead the start-up of the new agency in the interim. Deciding upon a compensation package to begin the recruitment process for an Executive Director has taken longer than anticipated and an Interim Executive Director is now recommended to help set-up and organize the new agency.

**Discussion:**

At this point in the development of the JPA, STA staff and the SolTrans Committee are recommending that an Interim Executive Director be retained to act as staff on behalf of the new entity. This would provide much needed staff support and leadership for existing transit staff with Benicia and Vallejo. The individual recommended to fill this position is Jim McElroy who has decades of transit experience at the local, regional and State levels. He was the General Manager at UC Davis' Unitrans System for 24 years and a Division Manager at Los Angeles MTA. In addition, he has served as the Deputy Executive Director of the California Transit Association (CTA) (see resume, Attachment A). Most recently he has been the Interim Transit Manager at Fairfield and Suisun Transit (FAST). He is completing this responsibility as FAST has recently hired a permanent Transit Manager. A scope of work has been prepared (Attachment B).

As SolTrans has not yet obtained its FTA designation as a grantee eligible agency, the STA would hold the contract, but the individual would report to the SolTrans Board. This person would take the lead in guiding the new organization so that it can prepare the organization for hiring employees, holding administrative and service contracts, and performing its financial duties in accordance with local, regional, State and Federal guidelines. The interim position would be replaced with the hiring of a permanent Executive Director within the next six to nine months.

This arrangement has been discussed with Vallejo and Benicia transit staff, who are supportive. The STA Board's action is requested to be contingent upon the approval of the SolTrans Board approval at its next scheduled meeting on May 19<sup>th</sup>. If it is approved, staff proposes that Mr. McElroy begin functioning in this new role immediately.

**Fiscal Impact:**

This \$35,000 contract will be funded with State Transit Assistance Funds. Funds are available in the FY 2010-11 budget to begin this contract and have been committed by STA to SolTrans as part of the FY 2011-12 budget.

**Recommendation:**

Contingent upon the approval by the SolTrans Board, authorize the Executive Director to execute a contract with Jim McElroy to serve as Interim Executive Director for SolTrans JPA in an amount not-to-exceed \$35,000 for staff services in accordance with the scope of work and term as shown in Attachment B.

Attachment:

- A. Jim McElroy Resume
- B. Draft Scope of Work and Schedule

## CAREER RESUME

JAMES H. (JIM) McELROY



811 25<sup>th</sup> Street  
 Sacramento, CA 95816  
 Phone: (916) 216-5505  
 Email: mac5861@pacbell.net

## EDUCATION

BS Civil Engineering, University of California, Davis, CA.

WORK  
EXPERIENCE

**California Transit Association**  
**Sacramento, CA**  
**Deputy Executive Director**  
**Length of Service – 5 years**

Association represents all of the major California transit agencies. Chief of Staff to the Executive Director and the 25 member governing board. Performed staff analysis on regulations, legislation, and Association management issues. Held leadership role in gaining consensus positions for the Association. Prepared staff reports for the board of directors and its committees. Oversaw staff to execute the affairs of the Association. Represent the Association and its members to government regulatory agencies, legislative staff, and the public.

**Los Angeles MTA**  
**Westside/Central Service Sector**  
**Los Angeles, CA**  
**Sector General Manager/Division Transportation Manager**  
**Length of Service – 2 years**

General Manager of the MTA's largest "service sector" serving the area from downtown Los Angeles to Santa Monica. Includes three bus operating bases totaling over 1,300 employees, 650 buses, and a \$140 million operating budget. Responsible for all sector functions including maintenance, operations, finance, service development, community relations, and government relations. Established sector's governance council. Managed four union contracts as well as non-contract employees.

Transportation Manager of the MTA's West Hollywood Division of 260 buses and 400 employees, including three assistant managers and 23 supervisors. Oversaw all operations functions including street operations, instruction, and dispatching. Promoted to Sector General Manager.

**Unitrans**  
**Davis, CA**  
**General Manager**  
**Length of Service - 24 years**

Unitrans provides public transit service for the City of Davis and the University of California campus. Guided development from 12 buses and 3,000 daily boardings to over 45 buses and 25,000 daily boardings. Managed 200 employees in a harmonious and highly successful environment. Successfully built broad consensus in a challenging municipal and university environment. Developed and managed multi-million dollar federal grant programs. Secured discretionary and apportioned funds from multiple funding sources. Created federal grant program and handled transition to federal grant recipient. Brought clean fuel natural gas technology, vehicles, and facilities to Davis. Created broad basis of support from elected officials and staff.

**Additional Employment History: Available upon request.**

RELATED  
AFFILIATIONS

- Chair (1998-2000), Executive Committee, California Transit Association.
- Member (1994-2000, 2001-2003), Executive Committee, California Transit Association.
- Chair (1994-1998), Small Operators Steering Committee, California Transit Association.
- Chair (1995), Subcommittee on Efficiency, California Transit Association.
- Chair (2000-2005), Program Committee, California Transit Association.
- Chair (1995-2003), Transit Coordinating Committee, Sacramento Area Council of Governments (SACOG).
- Chair (2002-2003): Smart Growth Task Force, California Transit Association.

**Interim Executive Director**  
for  
**Solano County Transit (SolTrans)**

**Scope of Work**

The Interim Executive Director would guide the establishment of the newly forming SolTrans Joint Powers Authority (JPA) into a functioning agency. This will include the following:

- Be the primary staff contact to the SolTrans Board;
- Attend Solano County Transit Board meetings as well as Working Group and Management Committees;
- Complete the implementation of the approved SolTrans Transition Plan;
- Manage the SolTrans budget;
- Manage the transition and transfer of functions, assets and agreements for partner agencies.
- Work and coordinate with SolTrans member agencies and service contractors;
- Work with regional, State and Federal agencies on behalf of SolTrans as needed;
- Establish policies and procedures in conjunction with the new SolTrans Board to become a functional institution.
- Guide the development of a joint Benicia/Vallejo area SRTP
- Guide existing transit staff and the development of the organizational structure of SolTrans
- Facilitate recruitment and training of a permanent Executive Director

Initial Term and Budget: \$35,000 thru September 30, 2011

Optional 3-month terms (2): \$30,000

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DATE: April 29, 2011  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Allocation of Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Funds

---

**Background**

In January 2004, the Solano Transportation Authority (STA) Board unanimously adopted a policy to index the annual local Transportation Development Act (TDA) to provide 2.7% of the total TDA available to the county by all the agencies in Solano County.

The TDA contribution is based on Metropolitan Commission (MTC) annual TDA fund estimate for each local jurisdiction. STA annually claims these funds on behalf of the members for transit management and planning expense. In 2009, STA successfully sponsored legislation, AB 1219 (Evans) authorizing STA to directly claim TDA funds from MTC for those purposes.

Each year, STA member agencies provide contributions for STA transit planning studies from TDA funds. TDA funds are used to support a percentage of the STA's core transit studies. Some of these projects include administrative staff time and benefits dedicated to transit related activities, transit marketing services and supplies, and transit studies.

**Discussion:**

Under STA Board Item No. VIII.E, the STA staff recommended Board approval of the TDA matrix and fund allocations within Solano County for FY 2011-12. As part of that action, a total of \$358,080 in TDA was identified for the STA's claim.

A TDA claim must be completed by the STA staff and submitted to the Metropolitan Transportation Commission (MTC) in order to access the funds. As part of the application process, a resolution from the STA Board must be submitted, authorizing the submittal of the TDA claim (Attachment A).

**Recommendation:**

Approve Resolution No. 2011-07 authorizing the filing of a claim with MTC for the allocation of \$358,080 TDA funds for FY 2011-12.

Attachment:

- A. Resolution No. 2011-07

**RESOLUTION NO. 2011-07**

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT FOR FY 2011-12**

**WHEREAS**, the Transportation Development Act (TDA), (Pub. Util. Code Section 99200 et seq.), provides for the disbursement of funds from the Local Transportation Fund of the County of Solano for use by eligible claimants for the purpose of transit operations, planning, and administration; and

**WHEREAS**, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations there under (21 Cal. Admin. Code Section 6600 et seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Fund shall file its claim with the Metropolitan Transportation Commission; and

**WHEREAS**, TDA funds from the Local Transportation Fund of Solano County will be required by claimant in Fiscal Year 2011-12 for the purposes of planning and administrative services; and

**WHEREAS**, the Solano Transportation Authority is an eligible claimant for TDA pursuant to Public Utilities Code Sections 99400, 99402, and 99313 as attested by the opinion of Solano Transportation Authority Counsel.

**NOW, THEREFORE, BE IT RESOLVED** that the Solano Transportation Authority Executive Director or his designee is authorized to execute and file an appropriated TDA claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA monies in Fiscal Year 2011-12.

**BE IT FURTHER RESOLVED** that a copy of this resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein.

\_\_\_\_\_  
Harry Price, Chair  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11<sup>th</sup> day of May 2011 by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
Johanna Masiplat  
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 11th day of May 2011.

\_\_\_\_\_  
Daryl K. Halls, Executive Director  
Solano Transportation Authority



DATE: April 28, 2011  
TO: STA Board  
FROM: Judy Leaks, SNCI Program Manager  
RE: Funding Agreement from MTC for Solano Napa Commuter Information (SNCI) Program for Regional Rideshare Services

---

**Background:**

The Solano Transportation Authority's Solano Napa Commuter Information (SNCI) program has been operating a rideshare program in Solano county since 1979. The SNCI program has been a valuable resource for alternative transportation services and information to Solano and Napa counties. The two counties and multiple transit operators work with SNCI for its provision of services and information for carpooling and vanpooling, extensive transit trip planning assistance, outreach, and marketing. Local and intercity bus services, BayLink Ferry, AMTRAK, and other local and regional transit services are highly promoted and supported by SNCI. Besides transit, local jurisdiction's bicycle facility improvements have also been promoted. While advancing the region's rideshare program goals, the SNCI program has built strong local partnerships to deliver services and products locally of high value to the public, businesses, and other organizations throughout Solano and Napa counties.

The Metropolitan Transportation Commission (MTC) has been responsible for the Bay Area's rideshare programs since 1995. In 2005, MTC delegated responsibilities and funding for employer outreach from the regional program to counties that were in the position to deliver these services directly. STA's SNCI program accepted this delegation and received additional funding to provide vanpool services, operate the 511 RideMatch system, and provide 511 telephone services and general 511 ridesharing/bicycling marketing, ensuring a contract of \$240,000 per year. This six-year funding agreement coincided with the 511 Regional Rideshare Program agreement and is scheduled to expire June 30, 2011.

**Discussion:**

The MTC's Regional Rideshare Program has been the largest and most reliable funding source for the SNCI program for over 15 years. The other major funding source is County Program Manager Transportation Funds for Clean Air (TFCA) funds allocated by the STA. However, this source is on a year-by-year allocation.

MTC is entering into a new Regional Ridesharing and Bicycling Program (RRBP) agreement with their contractor, effective July 1, 2011 and plans to extend the current arrangement with the delegated county agencies for one additional year (through FY 2011-12) (Attachment A). This year the STA's SNCI program will continue to receive up to \$240,000 to perform these services on a reimbursement basis. MTC will use the upcoming year to reassess the scope of work for the delegated counties based on the new scope of work for the RRBP. The STA has requested MTC continue to provide Regional Rideshare for the SNCI program on a multi-year basis. MTC staff will coordinate with the counties during this review to assess and recommend any long term changes to their responsibilities.

**Fiscal Impact:**

The \$240,000 extension of MTC funding agreement is assumed in STA's proposed FY 2011-12 budget.

**Recommendation:**

Authorize the Executive Director to execute the MTC funding agreement for Regional Ridesharing and Bicycling Program services for the SNCI program for the period of FY 2011-12.

Attachment:

- A. Employer Outreach County Delegation
- B. STA Letter to MTC Requesting Multi-Year of Regional Rideshare funds for SNCI



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
Tel: 510.464.7700  
TDD/TTY: 510.464.7769  
Fax: 510.464.7848

## *Memorandum*

TO: Operations Committee

DATE: April 1, 2011

FR: Executive Directors

W. I. 1222

RE: Funding Agreement Amendments – Regional Ridesharing & Bicycling Program (RRBP)  
Delegation of Services FY 2011-12

- i. Contra Costa Transportation Authority (\$70,000)
- ii. City and County of San Francisco (\$70,000)
- iii. Cities and County Association of Governments of San Mateo County (\$70,000)
- iv. Solano Transportation Authority (\$240,000)

### Background

MTC manages the 511 Regional Ridesharing and Bicycling Program (RRBP) with the goal of reducing auto emissions and mitigating traffic congestion by initiating and sustaining carpools and vanpools. The current six-year contract expires on June 30, 2011, and in the previous agenda item, staff proposed a contractor for FY 2011-12 through FY 2015-16.

The 2003 Rideshare Strategic Plan recommended delegating responsibilities and funding for employer outreach from the regional program to counties that are in a position to deliver these services directly. Prior to the 2003 delegation, both the Rideshare contractor and the local transportation demand management (TDM) organizations met with employers to encourage worksite transportation programs. Delegating employer services to the county programs that already offered such services was intended to eliminate duplication of efforts, maximize the regional contractor's efficiency and budget, and streamline employer customer service. MTC staff developed the delegation strategy with input from the RRP Technical Advisory Committee, the Partnership Board and Congestion Management Agency (CMA) Directors.

Counties that have accepted delegation to provide employer outreach services in their respective counties are the Contra Costa Transportation Authority (although the implementing agency is 511 Contra Costa), the City/County of San Francisco (implementing agency is the Department of the Environment), the Cities and County Association of Governments of San Mateo County (implementing agency is Peninsula Traffic Congestion Relief Alliance), and Solano Transportation Authority (implementing agency is Solano Napa Commuter Information).

MTC proposes to extend the current arrangement with the county agencies for one additional year (through FY 2011-12). MTC will use the upcoming year to reassess the scope of work for the delegated counties based on the new scope of work for the RRBP. MTC staff will coordinate

with the counties during this review to assess and recommend any long term changes to their responsibilities.

The following describes the existing scopes of work we have delegated to the counties. Note that Solano and Napa counties provide additional services and receive additional funding.<sup>1</sup>

Scope of Work - Contra Costa, San Francisco and San Mateo Counties

The implementing agencies in each county will promote TDM and worksite transportation programs. In doing so, they will act on behalf of and support the mission and goals of the RRBP when fulfilling the employer outreach function, which includes:

- Identify, encourage and assist employers to implement and/or enhance programs at their worksites, including use of the 511 RideMatch system, 511 BikeMapper, 511 Transit Trip Planner and other regional 511 tools and services.
- Communicate regularly with employers about RRBP services.
- Implement events, campaigns, etc. involving work with employers. Tailor regional events, campaigns, promotional materials, etc. provided by the RRBP as necessary.
- Monitor and report program performance.

Scope of Work - Solano and Napa Counties

Solano Napa Commuter Information (SNCI) will conduct employer outreach as described above, as well as provide vanpool services, carpool ridematching services and telephone services on behalf of the RRBP in Solano and Napa counties. SNCI's additional tasks include, but are not limited to:

- Provide vanpool services (including, but not limited to, forming new vanpools, providing support for current vanpools, maintaining records, providing start-up incentives and medical reimbursements, and coordinating DMV requirements),
- Operate the 511 RideMatch system,
- Promote the 511 phone number, tools and services, and
- Provide 511 telephone services and general 511 ridesharing/bicycling marketing.

Recommendation

Staff recommends that the Committee authorize the Executive Director or his designee to negotiate and enter into amendments to existing funding agreements with the Contra Costa Transportation Authority (CCTA), the City/County of San Francisco (CCSF), the Cities and County Association of Governments of San Mateo County (C/CAG), and Solano Transportation Authority (STA) as specified above.

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Steve Heminger

J:\COMMITTEE\Operations\2011 Operations Comm Packet\d\_April 2011\511 Employer Outreach County Delegation\_Van Wagner.doc

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<sup>1</sup> Solano Napa Commuter Information (SNCI) has historically provided these services in Solano and Napa Counties dating back to when Caltrans managed rideshare programs throughout the state. Prior to 1995, Solano County was located in a separate Caltrans district and had a distinct program from the rest of the Bay Area. SNCI continues to be uniquely situated since it serves two different commute sheds (San Francisco Bay Area and Sacramento) and is partially located in a separate CMAQ attainment zone.

**REQUEST FOR COMMITTEE APPROVAL**  
**Summary of Proposed Funding Agreement Amendments**

Work Item No.: 1222

Recipients: Contra Costa Transportation Authority (CCTA)  
 City/County of San Francisco (C/CSF)  
 City /County Association of Governments of San Mateo County (C/CAG)  
 Solano Transportation Authority (STA)

Project Title: Regional Ridesharing Program (RRBP) Delegation of Services

Purpose of Project: To provide funding to counties to provide services on behalf of the RRBP within their counties.

Brief Scope of Work: 511 Contra Costa, The Alliance, and San Francisco Department of the Environment will provide employer outreach services on behalf of the RRBP in their respective counties, as described in the Executive Director’s memorandum dated April 1, 2011. SNCI will provide employer outreach, vanpool services, carpool ridematching services and telephone services on behalf of the RRBP in their respective counties, as described in the Executive Director’s memorandum.

Project Cost Not to Exceed:

CCTA:	\$70,000
C/CAG:	\$70,000
C/CSF:	\$70,000
STA:	\$240,000

Funding Source: CMAQ

Fiscal Impact: Proposed for FY 2011-12 agency budget.

Motion by Committee: That the Executive Director or his designee is authorized to negotiate and enter into amendments to existing funding agreements with the four specified agencies for the purposes described herein. The Chief Financial Officer is authorized to set aside CMAQ funds as specified herein, subject to the availability of funds and FY 2011-12 budget approval process.

Operations Committee:

---

Jake Mackenzie, Chair

Approved: Date: April 8, 2011

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**SOLANO TRANSPORTATION AUTHORITY**

Solano Transportation Authority

Member Agencies:  
Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

... working for you!

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 • Telephone (707) 424-6075 / Facsimile (707) 424-6074  
Email: staplan@sta-snci.com • Website: solanolinks.com

March 10, 2011

Andy Fremier  
MTC  
101 Eighth Street  
Oakland CA 94612-4707

Subject: Regional Rideshare Program (RRP) Delegated Counties Funding

Dear Andy:

It is my understanding that MTC staff has initiated the Regional Rideshare Program (RRP) procurement that will result in a five-year funding for this program. A similar agreement for the delegated rideshare counties has been under discussion, but not yet brought forward to MTC's Operating Committee and the full Commission. I am writing to encourage staff to develop a multi-year funding agreement for the delegated counties with funding allocated for the five years that would include the Solano Napa Commuter Information Program.

As you are aware, over the past ten years, the Solano Transportation Authority (STA) has been managing the Solano Napa Commuter Information (SNCI) program which has been in existence for over 30 years. For the past six years, MTC's Regional Rideshare Program (RRP) has allocated funds to the SNCI program for RRP services delivered in Solano and Napa counties as "Delegated Counties". This followed previous multi-year funding agreements dating back to the mid-1990s. FY 2010-11 marks the end of the current multi-year funding agreement.

This investment by MTC (\$240,000 annually for the SNCI program) has provided a base of dependable regional funding through multi-year agreements has provided stability for the program and enabled the STA, and recently the Napa County Transportation and Planning Agency (NCTPA), to provide county air quality funds to match the program and augment its effectiveness. This has enabled SNCI to leverage these funds to provide a comprehensive rideshare program for Solano and Napa counties.

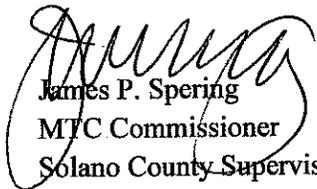
The SNCI program continues to be of high value to Solano County and a cost effective and effective program for a modest regional investment. Solano County has the highest rate of carpool and vanpool use in the 9-county Bay Area - nearly 16% of all commute trips. The SNCI provides support to over 185 vanpools that travel through Solano County carrying over 2,220 commuters daily which translate to over 95,000 passenger trips per month. The STA has identified the continuation of and expansion of the SNCI program as an integral part of Solano County's Sustainable Community Strategy as well as a key option for facilitating the implementation of local Climate Action Plans.

With the planned development of High Occupancy Vehicle (HOV) and Express Lanes along the I-80 corridor, STA sees the SNCI program continuing to work at the county and local level with major employers, local schools, and colleges, and local transit providers to continue to encourage and incentivize the use of alternate options for traveling such as bus, rail, ferry, bike and walking. We see SNCI's role continue to expand to help Solano and Napa Counties to meet the challenges and goals of SB 375 and the new Regional Transportation Plan and Sustainable Communities Strategy.

SNCI has worked well with MTC, and the 511 program, over the years to modify its services to changing technology, roadway improvements and regional services and looks forwarding to continuing to do so to remain a value at not only the local level, but regional level as well.

This SNCI Program has a demonstrated, multi-year track record of productivity and success and the continued multi-year investment of funds by MTC demonstrates regional commitment to assisting Solano and Napa counties continuing and future efforts to improve mobility, encourage the use of transit, biking and walking, and help achieve the regional goals of SCS and the RTP goals. I request staff recommend that initial funding for the rideshare program's delegated counties be allocated funding for a five (5) year period at the same rate as the previous 6-year contract to continue the success of the program.

Sincerely,



James P. Spering  
MTC Commissioner  
Solano County Supervisor

Cc: Bill Dodd, MTC Commissioner, Napa County Supervisor  
STA Board Members  
Daryl Halls, Executive Director, STA



DATE: May 3, 2011  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Contract Amendment for Transit and Funding Consultant -  
Nancy Whelan Consulting

---

**Background:**

In July 2001, the STA Board selected Nancy Whelan, of Nancy Whelan Consulting (NWC), to serve as a Transit and Funding Consultant. Recent contract amendments have extended NWC's contract through June 30, 2010. NWC has continued to provide a high level of expertise and has successfully assisted the STA in completing several transit projects. Specifically, in the past few years NWC has provided invaluable expertise and support for the successful intercity transit funding agreement effort and substantial support in terms of financial expertise for the Solano County Transit consolidation effort with Benicia and Vallejo.

**Discussion:**

NWC continues to serve multiple roles offering transit finance and technical assistance to the STA. NWC has provided critical support in the development of the first six Intercity Transit Funding agreements and the reconciliation process. This support will be needed to work on the upcoming Intercity Transit Funding agreement. NWC has done a quality job in performing transit finance and other fund management tasks in support of STA staff and the transit operators.

NWC is providing significant technical finance support through the transition period as Benicia and Vallejo Transit merge to form Solano County Transit (SolTrans). Neither transit operator has full-time dedicated finance staff to devote to manage the multiple financial issues ranging from budgets, establishing a new financial management system for SolTrans, securing grantee status for SolTrans from the Federal Transit Administration (FTA), preparing documents to secure operating funds and more. NWC is filling this role, and will continue to do so, until finance staff can be secured by SolTrans.

Staff is recommending this contract amendment be extended until June 30, 2012 for a not-to-exceed amount of \$60,000.

**Fiscal Impact:**

The fiscal impact for the contract is \$60,000 and will be covered by Transportation Development Act (TDA) and State Transit Assistance funds in the STA's FY 2010-11 and FY 2011-12 budgets.

**Recommendation:**

Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Technical Services until June 30, 2012 for an amount not-to-exceed \$60,000.

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DATE: May 4, 2011  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
Alan Glen, STA Project Manager  
RE: Jepson Parkway Project Implementation Agreements

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**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 STA is obtaining environmental clearance for the remaining segments of the Jepson Parkway 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 \$36.7 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 when these funds will actually be allocated). \$30.5 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 federal 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) at the intersection of the North Gate access and the Jepson Parkway.

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 for this project, Alan Glen with Quincy Engineering, to manage and coordinate the implementation of the project. He has been facilitating the development of a Memorandum of Understanding for the project and funding agreements and Term Sheets with the local agencies involved with specific segments of 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 the Jepson Parkway 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. Term Sheets identify specific responsibilities of each party and the financial plan. These Terms Sheets then roll into Funding Agreements for specific segments to be executed with each agency as needed. As the Segments of the Project proceed, amendments to the Funding Agreement will 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 agreed to 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.

The key components of the MOU include:

**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 (2.7 miles in length)**- a Portion of Segment 5 and the entirety of 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 \$34.4 million with an additional \$3.6 million deferred to the later landscape project.
- **Vacaville Project (1.8 miles in length)**- 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 \$21.4 million with an additional \$2.0 million deferred to the later landscape project.
- These projects will be funded on a 50/50 shared basis between each agency and STA (per the STA's 50/50 policy). 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 (not including landscaping) is estimated at \$55.8 million for the segments identified above. 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. The Cities would be responsible for designing and constructing the deferred landscaping project within their project limits. A portion of these reimbursements may be needed to fund the second of the identified projects. The remaining funds would be set-a-side for the 3<sup>rd</sup> project phase, which is yet to be determined.
- According to the Federal Highways Administration website ([http://ops.fhwa.dot.gov/freight/freight\\_analysis/highway\\_ops/index.htm](http://ops.fhwa.dot.gov/freight/freight_analysis/highway_ops/index.htm)), this level of roadway construction investment will equate to the direct employment of 400 full time employees and the indirect employment of 1000 full time employees which will be a large boost to the local economy.

It has been agreed to defer the Landscaping to a later phase in order to construct as much travelled way as possible with the available funding.

**Funding Agreement 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 staff 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. It is proposed the County Term Sheet be integrated with the Fairfield Term Sheet since the City has committed to construct

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. The City of Fairfield's ability to commit to a funding agreement is on hold due to their pending environmental review of the Fairfield Train Station Specific Plan. STA Legal Counsel has finalized the Vacaville Funding Agreement and delivered it to the City for final Legal review before execution (Attachment C). The Funding Agreement between the STA and the City of Vacaville establishes the following:

- Initial costs anticipated to deliver project Segments 8 thru 11 (the design will also cover segments 12 and 13 in case the bidding continues to be 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-**

- 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 11<sup>th</sup> meeting.
- STA Board to approve Vacaville Funding Agreement at May 11<sup>th</sup> meeting.
- Design would commence on May 12<sup>th</sup> 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 to the California Transportation Commission (CTC) in April 2011 and should be available for expenditure by June 2011, funds must be utilized by June 30, 2013.
- STA to issue a RFP for R/W Services and Engineering Support in May 2011.
- R/W appraisals and acquisitions scheduled to begin in July 2011 and be completed by Spring 2013.
- Construction funding is programmed in 2014/15 FY, thus construction could commence in late Summer 2014.

On April 27, 2011 the STA Technical Advisory Committee unanimously recommended the STA Board approve the Jepson Parkway MOU and the Funding Agreement between the STA and the City of Vacaville. On May 2, the STA Jepson Parkway Subcommittee unanimously recommended the STA Board also approve the MOU and the Funding Agreement between the STA and the City of Vacaville.

**Fiscal Impact:**

Approval of the MOU doesn't have a financial impact; 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:**

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 STA Agreement STA/City of Vacaville
- D. Detailed Project Cost Summary



**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 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 (State Transportation Improvement Program) 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 (Plans, Specifications and Estimate) 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/STA “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 Principles**

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 (approximately ½ mile) between the future City limits of Fairfield and Vacaville may 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 County responsibility.

**Part III**  
**General Terms and Conditions**

*A. Term of MOU.*

This MOU shall remain in effect until modified or terminated 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

CITY OF FAIRFIELD  
George Hicks, Director of Public Works

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

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.

*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, 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, 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 the 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

Approved As To Form:

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 a portion of Segment 5 and the entirety of 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 design, right of way acquisition and construction of the segment north of the City's anticipated annexation and up to Vacaville's anticipated City annexation; the remaining County section. The funding of this County section 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 as outlined in the MOU
- 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)<sup>[ag1]</sup>

### 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
- 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 1<sup>st</sup> in the fiscal year following the start of construction and would follow each subsequent August 1<sup>st</sup>)<sup>[ag2]</sup>
- 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
- agreement on a Dispute Resolution process in the following order: STA Executive Director and Agency Director; Jepson Working Group; STA Board Subcommittee; and the STA Board having final resolution authority

**Anticipated Schedule:**

- Brief Jepson Subcommittee of STA Executive Board on May 2<sup>nd</sup>.
- MOU approved by City Council at May XX meeting.
- MOU, Funding Agreement for Vacaville approved by STA Board at May 11<sup>th</sup> meeting.
- Fairfield City Council adopts their CEQA Findings for the Train Station Specific Plan project in June or July 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 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 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 (82.2% of total project length)	Solano County Portion (prorated for road construction costs)
Design	\$2.2 million	\$1.2 million	\$0.2 million	\$0.8 million
R/W	\$4.6 million		\$4.6 million	
Utility Relocations	\$1.0 million	1.0 million		
Environmental Mitigation	\$4.0 million**		\$4.0 million	
Construction Capital	\$20.8 million	\$20.8 million		
Construction Management	\$1.8 million		\$1.8 million	
Design, Construction and CM for Deferred Landscape Project	\$3.6 million		\$3.6 million	
5 year payback (2015 to 2019)*		<\$3.0 million>	\$1.9 million (average \$380,000 yr)	\$1.1 million (average \$217,000 /yr)
Previous contribution from Solano County		<\$1.0 million>		\$1.0 million
Net Totals	\$38.0 million	\$19.0 million	\$16.1 million	\$2.9 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.

**Design Services Cost Reimbursement:**

- STA agrees to reimburse Fairfield up to a maximum of \$2.1 million (this figure is a placeholder and will be adjusted by amendment, once STA and Fairfield select a consultant and arrive at the contract cost) 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 \$100,000 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 (deferred to a later project phase); 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 1<sup>st</sup> in the fiscal year following the start of construction and would follow each subsequent August 1<sup>st</sup>).
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 \$1.53 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 \$70,000 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 Project Manager 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	\$1.7 million	\$1.5 million	\$0.2 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	\$13.2 million	\$13.2 million	
Construction Management	\$1.4 million		\$1.4 million
Design, Construction and CM for Deferred Landscape Project	\$2.0 million		\$2.0 million
5 year payback (2015 to 2019)*		<\$4.0 million>	\$4.0 million (average of \$800,000/yr)
Previous contribution from Vacaville via fund swap with STA		<\$1.5 million>	\$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, Public Works Director

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 first to the Jepson Parkway Working Group and if that Group cannot resolve the dispute then to a STA Board Subcommittee comprised of the Mayors of Fairfield and Vacaville along with the Solano County Supervisor. 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



is A1

**Source of Funds Covering Each Component**

Total Funds Needed	STIP Design Funds	STIP R/W Funds	STIP Construction Funds	Fairfield Initial Contribution	Fairfield Future Project and Payback	Vacaville Initial Contribution	Vacaville Future Project and Payback	County Initial Contribution	County Payback	Total Funding
0						\$1,500,000		\$1,000,000		
\$3,900,000	\$2,400,000	\$300,000		\$200,000		\$200,000		\$800,000		\$3,900,000
\$450,000					\$350,000		\$100,000			\$450,000
\$6,800,000				\$4,600,000		\$2,200,000				\$6,800,000
\$1,400,000		\$1,000,000				\$400,000				\$1,400,000
\$6,500,000		\$2,500,000		\$4,000,000						\$6,500,000
\$33,955,000			\$30,500,000		\$986,000		\$2,200,000		\$269,000	#####
\$4,800,000					\$3,000,000		\$1,800,000			\$4,800,000
\$3,250,000				\$1,850,000		\$1,400,000				\$3,250,000
\$345,000					\$245,000		\$100,000			\$345,000
					\$885,000		\$1,800,000		\$815,000	\$3,500,000
\$61,400,000	\$2,400,000	\$3,800,000	\$30,500,000	#####	\$5,466,000	\$5,700,000	\$6,000,000	\$1,800,000	#####	#####
										\$0
										\$0



DATE: May 2, 2011  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
RE: Safe Routes to School (SR2S) Public Safety Enforcement Grant

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**Background:**

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

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

*Funding Source for Enforcement Public Safety Grant*

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

On February 9, 2011, the STA Board authorized the release of the STA's SR2S Public Safety Enforcement Grant, requesting Letters of Interest from applicants by March 1<sup>st</sup>, later extended to March 11<sup>th</sup>. The STA's Public Safety Enforcement Grant Program seeks to fund up to \$100,000 in best practice SR2S enforcement activities that can be replicated countywide.

**Discussion**

On March 11, 2011 the STA received letters of interest for the grant opportunity from the City of Suisun City and the City of Fairfield. On March 14<sup>th</sup>, the STA Safe Routes to School Advisory Committee recommended that both city police departments submit formal proposals or a formal joint proposal for the available grant funds. On April 13, 2011, the police departments from both cities submitted a joint proposal for grant funds to deliver the activities specified in Attachment A.

On April 18, 2011, the STA's Safe Routes to School Advisory Committee recommended that the STA Board award both the City of Suisun City and the City of Fairfield, as proposed in their joint grant application in Attachment A.

**Fiscal Impact:**

\$100,000 in various Federal and State transportation funds and Air District funds will fund this grant agreement between the STA and the City of Suisun City and the City of Fairfield for activities described in their joint application.

**Recommendation:**

Approve the following:

1. Award the STA's Safe Routes to School Public Safety Enforcement Grant of \$100,000 to both the City of Suisun City and the City of Fairfield, as proposed in their joint grant application in Attachment D.
2. Authorize the STA Executive Director to enter into agreements not-to-exceed a total of \$100,000 with the City of Suisun City and the City of Fairfield for work described in Attachment D.

Attachment:

- A. Fairfield and Suisun City Police Department's Joint SR2S Enforcement Activities
- B. Fairfield Police Department and Suisun City Police Department Joint Safe Routes to School Public Safety Enforcement Grant Proposal, 04-13-2011

*Fairfield Police Department and Suisun City Police Department Joint Safe Routes to School Public Safety Enforcement Grant Proposal Activities:*

1. Enforcement Strategies Completion Date: November 2012

Officers will work with school representatives to identify specific problem schools in Fairfield and Suisun City, notify responsible agencies and make recommendations. The Fairfield Traffic Officer will conduct directed enforcement at problem schools in Fairfield. Suisun City Police Officers will conduct directed enforcement at schools within Suisun City. Additionally, outreach will be made to all interested schools in the County and we will collaborate with local law enforcement agencies to provide best practice enforcement plans.

2. Crossing Guard Manual Completion Date: January 2012

A “best practice” crossing guard manual will be developed through collaboration with key stakeholders.

3. Crossing Guard Training DVD Completion Date: June 2012

A crossing guard training DVD will be developed and distributed to countywide to schools. The training DVD will serve as a supplement to the Crossing Guard Manual. A corresponding evaluation instrument will be developed for assessment of content retention.

4. Facebook Page Completion Date: August 2011

A Safe Routes to School Enforcement page will be created on Facebook. An outreach effort to local enforcement agencies, schools and other relevant public agencies will be conducted to advertise the page. This page will be updated weekly with safety tips, event information and other pertinent information.

5. Bicycle Rodeos Completion Date: November 2012

Bicycle rodeos will be conducted on a quarterly basis at sites throughout Solano County utilizing the STA bicycle rodeo equipment and bicycle fleet.

6. Bicycle Rodeo DVD Completion Date: June 2012

An instructional DVD on how to host a bicycle rodeo will be developed and distributed countywide. The DVD will be accompanied by electronic versions of any forms, certificates, rosters etc. necessary to conduct a bicycle rodeo.

7. Educational Events Completion Date: November 2012

Educational events will be hosted throughout the project year at SR2S participating schools and at community events.

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**The Fairfield Police Department  
and Suisun City Police Department  
as Joint Applicants**

*Solano Transportation Authority  
Safe Routes to School (SR2S) Solano County*

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

*“Come walk and bike with us!”*



**2011**

## PROJECT INFORMATION

**Project Title:** Solano County Safe Routes to School (SR2S) Enforcement Initiative

**Applicant:** Fairfield Police Department  
1000 Webster Street  
Fairfield, CA 94533

and

Suisun City Police Department  
701 Civic Center Blvd  
Suisun City, CA 94585

as Joint Applicants

**Project Managers:** Mike Mitchell, Traffic Sergeant  
Fairfield Police Department  
707-428-7524 (office)  
707-422-5030 (fax)  
[mmitchell@fairfield.ca.gov](mailto:mmitchell@fairfield.ca.gov)

Tim Mattos, Commander, Operations Division  
Suisun City Police Department  
707-421-7353 (office)  
707-422-8074 (fax)  
[tmattos@suisun.com](mailto:tmattos@suisun.com)

**Other Contacts:** Dean Patterson, Police Senior Management Analyst  
Fairfield Police Department  
707-428-7335 (office)  
707-422-5030 (fax)  
[dpatterson@fairfield.ca.gov](mailto:dpatterson@fairfield.ca.gov)

Frank Mihelich, Lieutenant, Support Services Division  
Fairfield Police Department  
707-428-7343 (office)  
707-422-5030 (fax)  
[fmihelich@fairfield.ca.gov](mailto:fmihelich@fairfield.ca.gov)

## **PROJECT NARRATIVE**

### **BACKGROUND & PROBLEM STATEMENT**

A successful Safe Routes to School (SR2S) program is a sustained effort that involves bringing the right mix of people together, identifying critical issues, and finding ways to improve walking and bicycling conditions. SR2S programs can improve safety not just for children, but for a community of pedestrians and bicyclists. In Solano County, this program was launched in 2008 and has now expanded to include all schools in the county. According to the National Center for Safe Routes to School Program, enforcement activities by Public Safety Agencies can help to change unsafe behaviors of drivers, bicyclists, and pedestrians and is a complementary strategy in any innovative SR2S program. Furthermore, SR2S enforcement does not just involve police officers; many different community members must take part including students, parents, school personnel, and adult school crossing guards. *A collaborative “best practice” enforcement program shared by all Solano County Public Safety Agencies would significantly impact the success of the SR2S program in the county.*

### **NEEDS STATEMENT**

The California Department of Education states, “Thirty years ago, more than 60 percent of all California children walked to school.” Walking or biking to school gives children a sense of freedom and responsibility, provides exercise, curbs childhood obesity rates, and provides children the opportunity to arrive at school alert, refreshed, and ready to start their day. Yet today, most California children are denied this experience; in fact, only 13 percent of California children walk or bike to school including those in Solano County. According to the Solano County Office of Education, the current K-12 enrollment in county public schools is 65,300 of which approximately 8,500 walk or bike to school. Solano County’s SR2S program, implementing a comprehensive enforcement approach to make school routes safe, can positively influence a yearly increase in this number and greatly benefit the children that participate. Additionally, in 2009, 34 youth pedestrian collisions and 19 youth bicycling collisions occurred in Solano County according to the California Office of Traffic Safety. The most critical focus of developing Solano County’s Safe Routes to School (SR2S) Enforcement Initiative will be to continue to work to reduce or eliminate youth pedestrian injury and fatal collisions using all “best practice” methods available including increased enforcement, education, training, and implementing innovative enforcement strategies countywide.

## **PROGRAM DESCRIPTION**

The Fairfield Police Department and the Suisun City Police Department will collaboratively implement a SR2S program to satisfy the goals and objectives of the grant. The Fairfield Police Department will be the lead agency for the enforcement component and the Suisun City Police Department will be the lead agency for the educational component. The program will run for a year-and-a-half period and involve a high degree of collaboration between all Solano County Public Safety Agencies and School Districts. The countywide slogan for the program will be, “Making Safe Routes to School Safer.”

The Fairfield and Suisun City Police Departments already have in place aggressive and effective SR2S enforcement and educational programs and are centrally located within the county. This sets the stage for an effective implementation and successful delivery of the program.

The Fairfield Police Department will partially fund (.35 FTE) a current traffic police officer in Fairfield with substantial knowledge and experience with SR2S enforcement activities. This position will be funded from July 2011 – June 2010. The Suisun City Police Department will fully fund the retention of a full-time School Safety Traffic Officer (SSTO), who is dedicated to SR2S efforts. An existing state SR2S grant, which funds this position, will end in November 2011, at which time the SSTO will transfer to this grant. However, given that both grants are SR2S grants, the SSTO will be able to start working on deliverables for this grant immediately.

## **METHODOLOGY**

In collaboration with other Solano County law enforcement agencies and school districts to implement a “best practice” program that can be replicated countywide, Fairfield Police and Suisun City Police will work closely together to effectively implement and meet Solano Transportation Authority’s specified goals and objectives of the enforcement program as follows:

### *Countywide Crossing Guard Training*

We will work closely with the local jurisdictions and school districts within the county to develop and facilitate countywide crossing guard training. This includes building upon the crossing guard manual that is regularly reviewed and updated by the City’s Safe Passage “4E” Committee. The “best practice” crossing guard training manual will be available and distributed countywide. Electronic

distribution will be the preferred method and can easily be delivered by e-mail or CD.

In order to support the training, we will produce a DVD training video and supporting documentation and skills assessment tests. We will enter into a community partnership with the Rodriguez High School and its award winning audio/video training program to film, edit and produce the DVD for countywide distribution. This partnership will give public school students pride and ownership in the SR2S enforcement program.

#### *Educational Public Safety Opportunities for Parents and Students*

We will work closely with STA, the schools and additional community service oriented businesses to promote, organize and conduct education opportunities related to the SR2S Enforcement Program. Our existing programs, such as the “Heels or Wheels” program, which encourages children to safely walk and bike to school as well as bicycle rodeos, will be continued under the grant. These programs are diverse and include in-class presentations, assembly presentations and morning announcements. In order to maximize our efforts, we will make use of STA’s assets including the bicycle rodeo trailer, bike fleet and safety marketing material. We will again partner with Rodriguez High School to produce an additional training DVD on “How to Organize and Conduct a Successful Bicycle Safety Rodeo” for countywide distribution. Input and collaboration from other agencies will enable this training DVD to be a dynamic training tool.

Fairfield and Suisun City Police also conduct yearly educational safety training booths at highly attended events, such as the Fairfield Tomato Festival and Candy Festival and the Suisun City July 4<sup>th</sup> Celebration and Suisun City National Night Out Event. In addition, Fairfield will help organize and encourage other public safety agencies to conduct similar safety training events.

Finally, we will develop a SR2S Enforcement Facebook Page will be created for the program and safety tips will be posted to the site on a weekly basis. With the popularity of Facebook in today’s youth, this will prove to be an exceptional safety training opportunity.

#### *Increased Enforcement for Traffic Related Offenses*

A recent random survey of Solano County public schools has revealed that a majority of county schools are experiencing problems during the school commute period with aggressive drivers. Speeding, the failure of motorists to yield to pedestrians in crosswalks, and failure to stop at stop-controlled intersections

around schools are the most highly reported violations. According to the California Office of Traffic Safety, an increase in the visibility of law enforcement during school pick-up and drop-off times has been shown to decrease traffic safety violations around schools and increase the care drivers take. We will work with school representatives to identify specific problem schools who are active participants in STA's SR2S Program in Fairfield and Suisun City as well as other interested schools in the County. We will recommend and implement enforcement strategies to resolve the problems, including an increased police presence whenever possible. Once again, successful collaboration between school representatives and County law enforcement agencies will be essential to the success of this goal. In consideration of new and innovative enforcement strategies, benchmarking agencies outside of Solano County with pioneering SR2S enforcement strategies and then testing and implementing them here also has the potential to significantly enhance SR2S enforcement.

#### *Pilot New and Innovative Strategies*

Fairfield Police and Suisun City Police are committed to expanding upon the Safe Routes to School Program by developing new and innovative strategies. Based upon the significant experiences of both agencies with regards to traffic safety, pedestrian safety and the SR2S program, we believe we are uniquely positioned to work collaboratively together and with other agencies in the county to provide new strategies by learning from the past.

### **SCOPE OF WORK AND SCHEDULE**

The following section outlines the scope of work and estimated completion dates for each major action/task.

1. Enforcement Strategies                      Completion Date:    November 2012

We will work with school representatives to identify specific problem schools in Fairfield and Suisun City, notify responsible agencies and make recommendations. The Fairfield Traffic Officer will conduct directed enforcement at problem schools in Fairfield. Suisun City Police Officers will conduct directed enforcement at schools within Suisun City. Additionally, outreach will be made to all interested schools in the County and we will collaborate with local law enforcement agencies to provide best practice enforcement plans.

2. Crossing Guard Manual Completion Date: January 2012

A “best practice” crossing guard manual will be developed through collaboration with key stakeholders.

3. Crossing Guard Training DVD Completion Date: June 2012

A crossing guard training DVD will be developed and distributed to countywide to schools. The training DVD will serve as a supplement to the Crossing Guard Manual. A corresponding evaluation instrument will be developed for assessment of content retention.

4. Facebook Page Completion Date: August 2011

A Safe Routes to School Enforcement page will be created on Facebook. An outreach effort to local enforcement agencies, schools and other relevant public agencies will be conducted to advertise the page. This page will be updated weekly with safety tips, event information and other pertinent information.

5. Bicycle Rodeos Completion Date: November 2012

Bicycle rodeos will be conducted on a quarterly basis at sites throughout Solano County utilizing the STA bicycle rodeo equipment and bicycle fleet.

6. Bicycle Rodeo DVD Completion Date: June 2012

An instructional DVD on how to host a bicycle rodeo will be developed and distributed countywide. The DVD will be accompanied by electronic versions of any forms, certificates, rosters etc. necessary to conduct a bicycle rodeo.

7. Educational Events Completion Date: November 2012

Educational events will be hosted throughout the project year at SR2S participating schools and at community events.

## **LETTER OF INTEREST RESPONSE**

There were no questions posed by STA staff and the SR2S Advisory Committee as a result of its review of the Letters of Interest for this project by Suisun City Police or Fairfield Police.

## **EVALUATION METHODOLOGY**

We will work collaboratively with STA to develop survey instruments to collect standardized data to measure the effectiveness of the program. At a minimum, in the educational component, we will conduct pre and post training surveys to measure attitudes and knowledge as they relate to safe travel to and from school. Additionally, the School Safety Traffic Officer, who will serve as the Educational Coordinator, will be solicit feedback through verbal and written communication, including social media communication via the Facebook page we will develop.

## BUDGET AND BUDGET NARRATIVE

### INTRODUCTION

The Fairfield Police Department and the Suisun City Police Department are jointly applying for a grant award of \$100,000 through the Safe Routes to School Public Safety Enforcement Grant. The following table outlines the proposed allocation of grant funds through the program.

<b>SUMMARY OF ALLOCATION OF GRANT FUNDS</b>	
<b>SR2S Enforcement Program</b>	
<b>Agency</b>	<b>Allocation</b>
City of Fairfield	\$33,000
City of Suisun City	\$67,000
<b>Grand Total</b>	
	\$100,000

### BUDGET

The following sections outline the expenditures by agency for each budget area. All costs are best estimates with available information at the time.

<b>PERSONNEL COSTS</b>		
<b>City of Fairfield</b>		
<b>Position</b>	<b>Computation</b>	<b>Cost</b>
Traffic Officer	\$93,640 X .35 FTE	\$33,000
Total for City of Fairfield		\$33,000
<b>City of Suisun City</b>		
<b>Position</b>	<b>Computation</b>	<b>Cost</b>
School Safety Traffic Officer	\$18.75 x 2080 hrs	\$39,000
School Safety Officer Overtime	\$28.13 x 71 hrs	\$2,000
Total for Suisun City		\$41,000
<b>Total Personnel Costs for All Agencies</b>		\$74,000

<b>FRINGE BENEFITS</b>		
<b>City of Suisun City</b>		
<b>Position</b>	<b>Computation</b>	<b>Cost</b>
School Safety Traffic Officer	\$39,000 x 44%	\$17,000
Total for City of Suisun City		\$17,000
<b>Total Fringe Benefits Costs for All Agencies</b>		\$17,000
<b>Total Personnel Costs &amp; Fringe Benefits for All Agencies</b>		\$91,000

<b>EQUIPMENT COSTS</b>	
<b>Items costing \$5,000 or more per unit and having a useful life of more than 2 years.</b>	
None	
<b>Total Equipment Costs for All Agencies</b>	\$0

<b>SUPPLIES COSTS</b>		
<b>Expendable items costing less than \$5,000 per unit.</b>		
<b>City of Suisun City</b>		
<b>Item</b>	<b>Computation</b>	<b>Cost</b>
Radio for SSTO	1 x \$1,800 x 50% cost share w/Suisun	\$900
Bicycle Helmets	50 x \$20	\$1,000
Misc Supplies		\$960
CD/DVD Duplication & Supplies		\$500
Total for City of Suisun City		\$3,360
<b>Total Supplies Costs for All Agencies</b>		\$3,360

<b>OTHER COSTS</b>		
<b>City of Suisun City</b>		
<b>Item</b>	<b>Computation</b>	<b>Cost</b>
Vehicle Lease for SSTO	\$500/mo x 12 months	\$5400
SSTO Radio Subscriber Fee	\$20/month x 12 months	\$240
Total for City of Suisun City		\$5,640
<b>Total Other Costs for All Agencies</b>		\$5,640

## BUDGET SUMMARY

<b>BUDGET SUMMARY</b>	
<b>Public Safety Enforcement Grant</b>	
<b>Category</b>	<b>Amount</b>
Personnel	\$74,000
Fringe Benefits	\$17,000
Travel	\$0
Equipment	\$0
Supplies	\$3,360
Construction	\$0
Consultants/Contracts	\$0
Other	\$5,640
Total Programs Costs	\$
Indirect Costs	\$0
Total Programs Costs	\$100,000

**BUDGET NARRATIVE**

**Fairfield Police Department**

**Total: \$33,000**

Traffic Officer

\$33,000

This request will fund .35 FTE of an experienced Traffic Officer to implement the enforcement component of the SR2S program. Fairfield will pay the benefit costs associated with the Traffic Officer.

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**Suisun City Police Department**

**Total: \$66,000**

School Safety Traffic Officer

\$64,540

This request will fund a full-time School Safety Traffic Officer (SSTO) for one-year along with supporting equipment. The SSTO will serve as the coordinator for the educational components of the grant and also conduct the project effectiveness evaluation. This request funds the costs associated with the continued leasing of a vehicle for use by the SSTO to travel from site to site.

Personnel:

\$41,000

Benefits:

\$17,000

Supplies:

>Portable Radio (50% match)

\$900

Other:

>Vehicle Lease

\$5400

>Radio Subscriber Fee

\$240

Bicycle Helmets

\$1,000

This request will purchase bicycle helmets for the SSTO to distribute at events and at schools throughout the county to children who need bicycle helmets but may have difficulty purchasing one.

Miscellaneous Supplies

\$960

This request will provide funds to purchase miscellaneous supplies in support of the SSTO's educational programs.

CD/DVD Supplies

\$500

This request will fund the purchase of CDs and DVDs to support the distribution of the two training DVDs that will be developed as well as distribution of the crossing guard manual to schools and law enforcement agencies.



DATE: May 3, 2011  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: Economic Assessment of State Route (SR) 12 Corridor Options

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**Background:**

For the past five years, the STA has worked with California Department of Transportation (Caltrans), the California Highway Patrol and local law enforcement agencies to improve travel safety along the SR 12 Corridor. Concurrently, the STA is working with Caltrans, the Metropolitan Transportation Commission (MTC) and the San Joaquin Council of Governments to plan for future improvements to the SR 12 Corridor.

Federal funding for an evaluation of alignment options for the Rio Vista Bridge was obtained by the City of Rio Vista to assess the long-term traffic improvement needs along the SR 12 Corridor from SR 113 in Solano County, across the Sacramento River, to the Mokelumne River in Sacramento County. The funding obtained was a federal earmark provided by Congressman Dan Lundgren. This SR 12 Rio Vista Preliminary Bridge Study was an important initial step in obtaining local community and stakeholder input, as well as identifying and facilitating potential alignment options.

The alignment alternatives that were considered in a 1994 bridge study were reassessed based on current and planned development, engineering and environmental constraints. These have been condensed into four build alternatives in addition to a No Build alternative for more refined study. The four build alternatives include northern routes passing north and south of the airport, the existing SR 12 Corridor and a southern corridor along the river bluffs. The Study includes planning level bridge and tunnel studies. In addition, the work has been coordinated with the U.S. Coast Guard, the San Francisco Bay Pilots and the Port of West Sacramento to incorporate input from these waterway stakeholders to ensure that the future waterway needs are addressed and satisfied by feasible river crossing alternatives. In addition to planning-level engineering studies, the project has undertaken a significant public outreach effort to inform the local community to provide project information and to obtain local community and stakeholder input. Project background information, previous study reports, project fact sheets, newsletters, corridor maps and public meeting notes and presentations have been posted to the STA website: [www.sta.ca.gov](http://www.sta.ca.gov). Findings with respect to the four build alternatives studied indicate that regardless of the alternative considered, SR 12 will need to be upgraded to a 4-lane facility through Rio Vista and across the Sacramento River to accommodate traffic associated with planned local and regional growth.

Generally public comments were on specific issues that need to be studied further as part of the environmental phase. The City of Rio Vista concluded in their comment letter that any other alignment, other than the current alignment “would irreparably harm the economic base of our city.” This comment has been made in advance of an economic impact report that would be done as part of the environmental document.

Currently, a SR 12 Major Investment Study (MIS) is being conducted through a partnership of STA, MTC, the San Joaquin Council of Governments, and Caltrans Districts 3, 4 and 10. This is designed to determine the future operational, capacity and safety needs for the corridor. This study is in progress and scheduled to conclude in late 2011.

**Discussion:**

A key area of interest for the STA, the Cities of Fairfield, Rio Vista and Suisun City, the County of Solano, and the businesses and other economic interests associated with the SR 12 Corridor is an economic analysis of the SR 12 Corridor and the various alignments contemplated in the Rio Vista Bridge Study and the upcoming SR 12 MIS. Both the completed bridge study and the pending MIS will provide valuable operational and project cost data without specifically addressing the specific and important issue of economics. Typically, this would occur as part of the environmental assessment phase of the project, which is currently unfunded.

STA staff recommends that an economic assessment of the SR12 Corridor be undertaken prior to the completion of the SR 12 MIS to help guide Solano County's review and assessment of the various SR 12 alternatives. In order to assist the STA in this specific task, staff is recommending the STA retain the services of Solano Economic Development Corporation (EDC) to facilitate and manage this process. STA is a member of Solano EDC which has experience working with a broad range of the public and private sector stakeholders and the organization has a keen interest in the economic future of Solano County.

Based on recent discussions with the City of Rio Vista and Solano EDC, there is funding remaining from the federal earmark for the Rio Vista Bridge Study and Solano EDC's staff and governing board is interested in partnering with STA to manage this economic assessment of the SR 12 Corridor. It is estimated that \$150,000 in funds will be needed to adequately conduct this study with half the funds to be covered by the remaining federal earmark funds and the remaining funds to be provided as match by the STA through federal Surface Transportation Program (STP) funds that are available. The City of Rio Vista staff have indicated that they are supportive of dedicated these remaining earmark funds to this study.

Attached is a letter of interest provided by Solano EDC and a proposed scope of work provided a consultant firm that Solano EDC is proposing to utilize the conduct the study. Staff recommends retaining Solano EDC through the consultant for the SR 12 Rio Vista Preliminary Bridge Study to facilitate this study and to utilize the existing SR 12 Advisory Committee as the forum for the reviewing the study and forwarding a recommendation to the full STA Board.

**Fiscal Impact:**

The Study is proposed to be funded with a federal earmark obtained by the City of Rio Vista with matching funds provided by the STA. AECOM is the consultant firm that completed the Bridge Study and would subcontract to EDC for this SR 12 economic assessment.

**Recommendation:**

Approve the following:

1. Amend the funding agreement between STA and the City of Rio Vista to include the SR 12 Economic Assessment; and
2. Amend the contract with AECOM for an amount not-to-exceed \$150,000 to conduct the SR 12 Economic Assessment.

Attachments:

- A. SolanoEDC Letter dated May 4, 2011 re. SR 12 Corridor/Rio Vista Economic Development Strategic Planning Proposed Scope of Work
- B. Proposed Scope of Work for the SR 12 Comprehensive Corridor Economic Analysis

May 2, 2011

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

RE: State Route 12 Corridor/Rio Vista Economic Development Strategic  
Planning Proposed Scope of Work

Dear Mr. Halls:

The following letter and attached two proposed scope of works reflects our involvement over the past several months in an initial assessment of the need for economic data on the commercial trade on this major east/west transportation corridor and projection of economic impact scenario planning for communities and counties.

Solano Economic Development Corporation proposes to manage the project team composed of Dr. Robert Fountain, a Regional Economics Consultant and ArchiLOGIX.

The project scope will cover three major areas of corridor trade data and economic impacts which will provide supporting input into the economic development scenario planning resulting in the design of a targeted outreach event for the community of Rio Vista leading to a recommendation of a preferred State Route 12 re-alignment option.

Total project cost is estimated at \$150,000. Solano Economic Development Corporation's fee is estimated at \$25,000 for administration, project management and outreach. Dr. Robert Fountain's economic trade data and impact analysis is estimated at \$75,000 while ArchiLOGIX contribution in scenario planning and outreach events is \$50,000.

Thank you for this opportunity to assist in providing vital analysis that will provide a basis for transportation planning and decision making for the Highway 12 Corridor and the Rio Vista Bridge.

Sincerely,



Michael S. Ammann  
President



Michael S. Ammann  
President  
mike@solanoedc.org

Sandy Person  
Vice-President  
sandy@solanoedc.org

Patricia Uhrich  
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360 Campus Lane, Suite 102  
Fairfield, CA 94534

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Toll Free:  
888.864.1855

Website:  
www.solanoedc.org

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## Proposed Scope of Work for the Highway 12 Comprehensive Corridor Economic Analysis

May 2, 2011

Michael Ammann, President  
Solano Economic Development Corporation  
360 Campus Lane, Suite 102  
Fairfield, CA 94534



Dr. J. Robert Fountain  
**Regional  
Economics  
Consulting**  
[www.RegionalEconomics.Org](http://www.RegionalEconomics.Org)  
916-719-2037  
[fountain@RegionalEconomics.Org](mailto:fountain@RegionalEconomics.Org)

## ***Proposed Scope of Work for the Highway 12 Comprehensive Corridor Economic Analysis***

### **Introduction**

The scope of work presented herein is designed to produce economic data to be used in the planning and evaluation of the Highway 12 Comprehensive Corridor project. The work will analyze the economic value of the corridor as it now exists, and will provide scenarios of potential economic impacts of the improvement project. The scenario analysis will be based on the economic structure of several types of previously completed corridors in California, and will illustrate various ranges of impacts which may occur, depending on details of the project design, local economic development responses to the new corridor, and other variables which will affect the ultimate economic value of the project.

The economic analysis will include the entire corridor, for which an econometric input-output model will be created. For the economic analysis, the region of analysis will include not only the full geographical extent of the corridor project, but will also include economic connections to economic nodes which are likely to experience economic impacts as a result of the project.

This includes local economies within the corridor area (including Isleton, Rio Vista, Fairfield, Suisun City, and the Napa County Airport industrial area) but also additional local economies not directly within the project but which are highly connected to the corridor or are likely be economically affected by the project (including parts of the economies of Stockton, Lodi, Galt, Antioch, Vacaville, American Canyon, and Napa). The analysis will be separated into two tiers: the primary or existing Highway 12 economy, and the extended or potential area of economic influence.

The outcome of the study will assist in visualizing a broader range of future planning and development possibilities, and provide an economic framework to support project feasibility and economic development decision making. It will assist in visualizing a broader range of future planning and development possibilities, and provide an economic framework to support project feasibility and economic development decision making.

## Methodology

**1. The economic model.** The basic economic analysis will use an econometric input-output model called IMPLAN, which will generate the following detail of the economic area and the economic impacts of the project:

- A. Total Revenues, including all payments to all businesses, households, and governments (State, County, and City) which are currently receiving from the existing Highway 12 and from the proposed improvements of the project.
- B. Value Added, profits and other revenues which accrue to all industries and businesses
- C. Employment (in number of full-time annual job years, which allows inclusion of part time, seasonal, or temporary employment).
- D. Employee compensation and total labor income
- E. State and local taxes from income, sales, property, vehicle, and other tax revenues. (Note that the model generates tax revenues on the basis of actual payments in previous years, and is not based directly on tax rates. It and generates the data in an aggregated form, and cannot discern between different local taxes or local budget categories.)

The IMPLAN model was constructed in the 1970s by a number of United States departments and agencies in collaboration with economists at the University of Minnesota. Since that time, the IMPLAN model has become the standard of advanced analysis for economic impacts, and is required by many federal government agencies as part of the decision-making analysis for funding and awarding new projects. This model contains complete data on all of the business and financial activities within the local economy, based on extensive employment and wage data collected by the US census department Quarterly Census of Employment and Wages, which is embedded in the IMPLAN model.

**2. Local Data Generation.** Some of the calibration of the economic model and projections of future utilization of the improved Highway 12 Corridor will require interview-based data with key existing users of the highway. A key user interview process will be developed, to include major existing users from the agricultural, energy production, manufacturing, and recreation/entertainment firms. This data collection process will be based on a telephone interview process, with interviewees selected *a priori* based on existing economic, transportation, local government, and other data. The selection will create a structured sample, which will reduce the number and cost of interviews and focus on those who are already known users with knowledge of the existing economic and transportation interconnections.

**3. Development Scenarios.** To estimate the future economic impacts resulting from the project, it is necessary to provide an approximate description of the economic and land use changes which will be supported by the project. This will be accomplished using comparisons with other corridors in California which are similar in terms of adjacency to urban, farming, and industrial areas; internal vs. external traffic generation; and other economic development assets. Several scenarios will be developed based on different comparative conditions, and a future scenario for economic analysis of the economic impact analysis of the Highway 12 corridor project based on scenario comparability, actual highway project characteristics and capacity, and other relevant criteria.

Note that relatively complete data or assumptions of the physical aspects of the Highway 12 project will be required for this analysis. This includes information on highway capacity, connections to other major highways, roads, and urban configurations; any restrictions on traffic such as overpass and bridge limitations, interruptions, and other throughput issues.

The scenario analysis will consist off the following steps:

- Identify a number of other cities which share some essential properties with the Highway 12 region but have different economic achievement and potential, or which were much like Highway 12 one or two decades ago and have since achieved significant economic benefits.
- Quantify the similarities and differences between the comparable cities and The Highway 12 region. Criteria used in the quantification may include the following:
  - A. Economic criteria:

Land area	Types of employment
Expansion potential	Major employers
Economic structure	Commute distances
  - B. Demographics:

Population	Income
Age distribution	Employment
Education	Occupational categories
  - C. Market area demand and competitive factors: the relationship of the city to other cities in its county and region.
  - D. Transportation access: both internal and external transportation capacity.
  - E. Unique local factors: constraints and opportunities including physical, infrastructure, environmental, and political characteristics

**4. Computing the Economic Impacts Resulting From the Project.** Using the scenario projections of land use and economic impacts, the IMPLAN model will be used to project the future economic variables shown in item 1, above. In addition to the aggregate economic impact statistics, the output products will also be reported separately for each County and City in the projected economic service area.

## Work Products

The following series of work products will be generated from the above process:

**1. The Highway 12 Economic Region.** A summary evaluation of the existing Highway 12 Economic Region, with overviews of population, gross regional product, employment, employment and income. (Note that it will not be possible to extract details of the importance of the existing Highway 12 from this analysis.)

**2. Local Data Generation.** The analysis and conclusions from the interviews with a structured sampling of known or expected current major users of the Highway 12 Corridor.

**3. Development Scenarios.**

A report on the process for selecting corridor regions for projecting economic and land use changes created by the completion of the Highway 12 corridor project.

Collaboration with project management on the selection of scenarios will be used to make the economic outcome projections.

**4. Computing the Economic Impacts.** The scenario data will be used to compute the economic impacts of the Highway 12 project using IMPLAN calibrated for the extended Highway 12 economic area. A summary analysis will be reported for discussion and approval by project management. After the approval of the overall results, a second component of this deliverable will be the reports at the City and County levels.

**5. Public Presentations.** The researcher is a respected public presenter and commentator on economic issues, especially on economic development impact measurement, and is available upon request to make such presentations on a time and materials compensation (not included in this scope due to the uncertainty and amount of such participation.)

## Cost and Delivery Time

### Total Cost Estimate:

Includes all indirect costs, economic models and data, and travel within California

**\$60,000**

### Delivery Time:

**14 Weeks** from approval and provision of detailed project information

I am looking forward to working with you on this very important project.



Dr. Robert Fountain  
Regional Economics Consulting  
916 719 2037  
fountain@regionaleconomics.org

## Researcher Qualifications

[WWW.RegionalEconomics.org](http://WWW.RegionalEconomics.org)

### *About Dr. Fountain*

Dr. Robert Fountain is a highly qualified and experienced researcher in all aspects of regional economic analysis. His qualifications include a PhD in Urban Land Economics, Finance, and Urban Planning from UCLA and extensive research and publications experience for academic, corporate, and public agency applications. He has taught urban economics and development courses at UCLA and California State University, Sacramento, where he is a *Faculty Emeritus*. He has an extensive list of research and academic publications, and has founded a number of research institutions for academic and applied research. His expertise includes economics, land use, financial planning, modeling, and forecasting.



### Qualifications

Ph.D. in Urban Land Economics, UCLA.

Professor Emeritus at California State University, Sacramento.

Founder and Research Director of the CSUS Real Estate and Land Use Institute; the CSU Applied Research Institute; and the Sacramento Regional Research Institute.

Accomplished public speaker with a reputation for objectivity and vision.

Economic Modeling using IMPLAN, REMI, Geo-coded locational analysis, statistical analysis and business forecasting using SPSS and other statistical packages.

### What We Do

- Market area analysis
- Economic impact analysis
- Regional economic development plans
- Project feasibility studies
- Corporate relocation analysis
- Economic forecasting and business projections

**VITA**

*James Robert Fountain, Jr.  
(Dr. Robert Fountain)*

395 West K Street  
Benicia, CA 94510  
(916) 719-2037

More Information and Access to Reports at

[www.RegionalEconomics.Org](http://www.RegionalEconomics.Org)

*Ph.D., UCLA*

*Professor Emeritus, California State University, Sacramento  
Regional Economics Consultant*

***EDUCATION***

Ph.D., Graduate School of Management, University of California, Los Angeles (UCLA), June 1977.

Major Field: Housing, Real Estate, and Urban Land Economics.

Minor Fields: Finance, Urban Planning, and Research Methodology.

Master of Science, Graduate School of Management, UCLA, 1971. Major: Urban Land Economics and Real Estate.

Bachelor of Arts, UCLA, 1969. Major: Economics.

***EXPERIENCE***

Present (since 1980). Consultant in real estate and land development. Clients include housing, industrial, and office development companies, mortgage lenders, real estate associations, and expert witness testimony.

2005-2008 Founder and Director, Applied Research Institute, California State University, Sacramento.

2001- 2005 Chief Economist, Sacramento Regional Research Institute, a joint venture of California State University, Sacramento and the Sacramento Area Commerce & Trade Organization.

June 2000 – June 2005. Special Consultant to the CSUS President on Regional Development

1978-2001. Founder and Research Director, Real Estate and Land Use Institute, California State University, Sacramento.

1976 - 1994. Professor of Regional Development and Urban Planning, School of Business Administration, California State University, Sacramento

1-1/2 years. Consultant and Community Development Project Coordinator, Mayor's Office of Urban Development, City of Los Angeles.

### *Summary of Recent Research and Public Information Activities*

Regional economic analysis including economic forecasts and projections, labor force and manpower studies, housing market studies, analysis of specific industry sectors, and economic impact analysis.

Local economic development analysis, including data and policy analysis performed for local government and community development agencies, and housing and redevelopment agencies.

Housing, Industrial, Commercial, Retail, and other land use and location studies for corporate decision makers.

Long range growth and development studies for lenders, industry associations, and government agencies.

Regional development analysis and publications for the Sacramento Area Commerce and Trade Organization; the Sacramento Metropolitan Chamber of Commerce; Placer County Department of Economic Development; and a number of city and county agencies.

Dr. Fountain's experience in economic analysis over a range of related topics such as economic forecasting, economic development, land use planning, housing market analysis, labor market and educational issues, and many others allows him to go "outside the box" and identify complex relationships between issues which have an integrated effect on the regional economic environment.

Economic analysis of the health care industry in the US and California, and impacts of proposed US health care reform.

Economic Impacts of wind energy generation on regional economies (underway)

*RESEARCH, PRESENTATIONS, AND PUBLICATIONS*

The Economic Impacts of the Proposed Pacific Wind Project Kern County, CA October 21, 2010 for enXco Development Corporation, for submittal to the Kern County Board of Supervisors.

City of Casa Grande Analysis of the Economic and Tax Benefits from the Proposed Ritchie Brothers Auctioneers Site, September 2010 for presentation to the Casa Grande AZ City Council.

The Economic and Tax Benefits of the Proposed Ritchie Brothers Auctioneers Site in Tulare, California, September 2010 for submittal to the Tulare City Council.

The Economic Impacts of the Shiloh III Wind Generation Project, prepared for enXco Development Corporation, September 2010, for presentation to the Solano County Board of Supervisors.

Economic Impacts of the 2007 Lake Davis Pike Eradication Project, Diepenbrock Harrison Law Firm, January 2010, litigation submittal.

Testimony before the California Public Utilities Commission on the measurement of economic impacts of natural gas storage, October 20, 2008.

An Econometric Model of Health Care in California, Institute for Health and Socio-Economic Policy, July 2008.

The Economic Impact Analysis of a California Water Board Brownfield Remediation Project: The Great Mall in Milpitas prepared for the California State Water Resources Control Board, July, 2008.

The Economic and Fiscal Benefits of Natural Gas Production in Sutter County prepared for VENOCO, INC. April 2008.

Economic Analysis of the Sacramento Natural Gas Storage Proposal, for California Natural Gas Storage, Inc., October 2007.

The Renaissance of the Strip Mall: Changing Residential and Retail Trends, a presentation at the Smith-Crane retail symposiums in San Francisco, Los Angeles, Orange County, and San Diego. 2006-2007.

Economic Impacts of CalPERS Investments, for the California Public Retirement System, April 2007.

Economic Impacts of Pension Benefit Payments on California and its Counties, for the California Public Retirement System, April 2007.

Retail Market Analysis and Supportable Retail Development Computations, April 2007, for the E. J. Plesko Company.

Economic and Fiscal Impacts of Proposed Condominium Construction in the City of Irvine, California, March 2007, for Starpoint Ventures and the City of Irvine City Council.

“Commercial Real Estate in a Time of Structural Change,” a presentation to the Coldwell Banker International Annual Conference, Las Vegas, March 2007.

Community and Regional Economic Benefits of Housing Development, March 2007, for AKT Development.

“Economic Forum: an Executive Briefing,” for the Bank of Sacramento, February 2007.

Economic and Market Analysis for the Proposed Diamond Creek Podium Condominium Project, February 2007, for Diamond Creek Partners, Ltd. and the City Council of the City of Roseville, CA.

Rating California Counties for Senior Apartment Development, December 2006, for the USA Properties Fund.

California and Sacramento Senior Housing Segmented Market Analysis, September 2006, for the USA Properties Fund.

Keeping California’s Edge: the Growing Demand for Higher Educated Workers, April 2006, for the California Business Roundtable and the Campaign for College Opportunity

The Economic and Planning Costs of Open Space Requirements in Housing Development, for AKT Development Corporation, December 2005

Declaration and Deposition on the Fiscal and Community Aspects of Retail Development, Wal-Mart Stores, Inc. vs. the City of Turlock, CA, December 2005.

Development Potential for the Highway 50 Corridor in the Sacramento Region, for the Folsom Economic Development Corporation, December 2004.

The Sacramento Region Life Sciences and Medical Devices Industry Study, for a consortium of local governments in the Sacramento region, November 2004.

Litigation reports and filings on the South Tahoe Public Utility District vs. Heise Land & Live Stock Company, US District Court, October 2004, for The Diepenbrock Law Firm, Sacramento, CA.

California's Big Regions- What Makes Them Different and Where Are They Going? Presentation at the UCLA Forecast Seminar, September 8, 2004.

North Natomas Housing: Its Absorption Outlook and Economic Impacts for the City of Sacramento, for the Diepenbrock Law Firm, June 2004.

Economic Analysis of the Measure M Retail, Commercial, Industrial, and Housing Impacts in Sutter County, November 2004.

The Economic Impact of New Housing Construction in the Sacramento Region, for the Building Industry Association of Superior California, March 2004.

Analysis of the Impacts of Spectator Sports and Performing Arts Activities in the Sacramento Region, Sacramento Metropolitan Chamber of Commerce, March 2004

“The Sacramento Region Economy Watch”, a monthly publication for the Sacramento Area Commerce & Trade Organization.

California Business Scorecard, for the SAER Group.

The Business and Professional Services Industries in Placer County, for the Placer County Department of Economic Development, March 2003.

“Economic Outlook in 2003,” in Comstock's Business, January 2003.

“Economic Impact of Hewlett-Packard Employment Reductions in Roseville”, February 2003.

Placer County University Curriculum Study, for the Placer County Board of Supervisors, January 2003.

“Long-term Economic Structure and Work Force Requirements for the Sacramento Region,” for the Sacramento Employment and Training Agency, Workforce Investment Board. June 2002.

“Economic Impacts of the Housing Construction Industry in California,” for the California Building Industry Association. November 2002.

“Economic Development Plan and Data Base for the City of Vacaville, Solano County.” December 2002.

“The Biological Technology and Medical Devices Industry in Placer County,” for the Placer County Office of Economic Development. May 2002.

“Economic Impact of the East End Office Project in Sacramento, California,” for the State of California Department of General Services. June 2002.

“Economic and Workforce Influence Factors for a Placer County University,” for the Placer County Board of Supervisors. September 2002.

Presentation: “Regional Economic Outlook for the Short and Long Term,” to the Sacramento Bee newspaper Executive and Editorial Committees. March 6, 2002.

The Economic Importance of Parkshore Plaza Office Park in Folsom, California for Equity Office Properties Trust, March 16, 2002.

Presentation to the Placer County Annual Economic Development Summit regarding recovery prospects for regional economic development, March 15, 2002.

“The Sacramento Region as a Multi-Nodal Economy.” Presentation to the Sacramento Area Council of Governments, November 15, 2001.

“The economic role of Folsom in the Sacramento Region and Folsom’s Extended Area of Economic Influence.” Presentation to the Folsom Economic Development Corporation, October 29, 2001.

“The Sacramento Region in Transition: The role of Restructuring and Conversion in Retention.” Presentation to the Sacramento Metro Chamber Business Retention Forum, Oct 12, 2001.

The Economic Impact of SACTO’s Recruitment and Retention Program, published by the Sacramento Area Commerce and Trade Organization, November 11, 2001.

Economic Analysis for a Community Hospital in Lincoln for Actium Development Corporation, Roseville, CA.

Economic Fundamentals of Housing Market Trends, for John Laing Homes, July 2001.

Editor, Regional Futures, May 2001, a compendium of research papers by Sacramento area academic researchers, for the Capital Region Institute and Valley Vision.

Executive Briefing: Long Term Economic Development Potential for the Sacramento Region. Golden 1 Credit Union executive staff. April 24, 2001

Labor Force Analysis for Placer County and the Sacramento Region. Prepared for Hewlett-Packard Corporate Offices, March 28, 2001

Placer County Information Technology Study, Placer County Office of Economic Development, March 2001.

Sacramento Region Economic Briefing. Capitol Valley Bank, March 20, 2001.

Report on the Sacramento Regional Economic Status. Business 2001 Conference, Metropolitan Chamber of Commerce, March 2001.

Placer County's Role in the Region's Information Technology Development. Presentation to the Placer County Economic Development Summit, March 9, 2001.

Selection Process for the Annual Metro Chamber Study Mission: Regional Comparison Project: United States Regions with Innovative Regional Cooperation and Regional Transit programs. Prepared for the Sacramento Metro Chamber, February, 2001

The Economic Impact of SMUD Energy Conservation Programs. Prepared for the Sacramento Metropolitan Utility District, May 2000.

Economic Analysis of a Major Flood in the American River/South Stream Group Area of Sacramento. Prepared for the Sacramento Area Flood Control Agency, May 30, 2000.

The Information Technology Industry in the Sacramento Region, for the Sacramento Area Commerce and Trade Organization, May 15, 2000.

Report on Trends in the Relocation of Corporate Headquarters, for the Sacramento Area Commerce and Trade Organization, April 11, 2000.

Retail Market Analysis for the Proposed Natomas Center. A. J. Plesko & Associates, for the City of Sacramento, June 1999.

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"Regional Data for Management Decision Making", presentation to the Management Systems Association, Sacramento, February 1978.

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Consultant and co-author. Socio-Economic Study of Multiple Use Water Supply Reservoirs, Ralph Stone and Company, for the Bureau of Water Resources Research, US. Department of the Interior, Washington, DC. 1971.

Consultant and co-author. San Mateo County-Marsh Road Park and Reclamation Plan, Ralph Stone and Company, for the San Mateo (California) County Board of Supervisors, 1970.



DATE: May 5, 2011  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Fiscally Constrained Solano Regional Transportation Plan (RTP) Project List

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**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.

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/State Route (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 People with Disabilities 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 the STA Board meeting of May 11, 2011, 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.

At their meetings of April 27, 2011, the STA Technical Advisory Committee (TAC) and the Solano Intercity Transit Consortium (Consortium) considered the Fiscally Constrained Solano RTP Project List. Both the TAC and Consortium recommended that the STA Board adopt the list as presented.

**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:**

Adopt the fiscally constrained Solano RTP Project List as shown in Attachment A.

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

<b>RTP Project Number</b>	<b>Description</b>	<b>Total Cost</b>	<b>Committed Funds</b>	<b>Total Discretionary Funds</b>
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
<b>PROGRAMMATIC CATEGORIES</b>				
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

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

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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<sup>®</sup>, 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 28, 2011  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: STA's Overall Work Plan (OWP) for Fiscal Years (FY) 2011-12 and  
FY 2012-13

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**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, and the County of Solano. The STA is working with both cities and the County 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 OWP.

- 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. The Vacaville Intermodal Station Phase 1 opened earlier this year.

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 underway and funded in the current 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 11<sup>th</sup>, STA received a letter from the City of Vallejo (dated April 5<sup>th</sup>) 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).

On April 27, 2011 the STA Technical Advisory Committee unanimously recommended the STA Board approve the STA’s FY 2011-12 and 2010-13 Overall Work Plan.

**Recommendation:**

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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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><b><u>I-80/680/SR 12 Interchange</u></b></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><b><u>North Connector</u></b></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



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><b><u>I-80 HOV Projects</u></b></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&amp;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

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><b><u>Express Lanes (HOT Lanes)</u></b></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><b><u>Redwood Parkway – Fairgrounds Drive Improvement Project</u></b></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	

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



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><b>State Route (SR) 12 East</b></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			\$ TBD – Capital Cost	
			CT	SHOPP			\$ 35 M – Capital Cost	
			CT	SHOPP				

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><b><u>I-80 EB Cordelia Truck Scales</u></b>            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&amp;E completed. Permits obtained. Right-of-Way Acquisition on-going.</p> <p><u>ECD:</u>            PA/ED COMPLETED            PS&amp;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><b><u>Private Public Partnerships (P3)</u></b>            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

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><b><u>I-80 Corridor Management Policy(s)</u></b>            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><b><u>Regional Traffic Impact Fee (RTIF) Nexus Study</u></b></p> <ul style="list-style-type: none"> <li>• Public Outreach</li> <li>• Technical Study</li> <li>• Options/Scenario</li> </ul> <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

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><b><u>Comprehensive Transportation Plan (CTP) Update</u></b>  <b>ALL:</b>  <b>Project cost consultant contract RFP released 3/11.</b>  <b>Work completion est. 12/11.</b></p> <p><b>Arterials, Highways and Freeways</b>  <u>Milestones:</u>            Adopted Goals, State of the System report, Goal Gap Analysis, updated Routes of Regional Significance, project list.</p> <p><b>Alternative Modes</b>  <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><b>Transit</b>  <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  X      X    X  X		Planning Robert Macaulay/ Robert Guerrero/ Sara Woo



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><b><u>Countywide Transit Consolidation Study</u></b></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><b><u>Community Based Transportation Plan (CBTP)</u></b></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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	15.	<p><b><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></b></p> <ol style="list-style-type: none"> <li>1. Education</li> <li>2. Enforcement</li> <li>3. Encouragement</li> <li>4. Engineering</li> <li>5. Funding of Program</li> <li>6. Update of Plan</li> </ol> <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	<p>Total cost \$32 M Engineering \$1 M/year Encouragement, Education and Enforcement</p> <p>(29 schools out of 100 schools in Plan)</p>	<p>Projects Sam Shelton Transit/SNCI Danelle Carey</p>
STA Lead – Programs	16.	<p><b><u>Abandoned Vehicle Abatement Program</u></b></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	<p>Projects/ Finance Susan Furtado</p>
STA Lead – Programs	17.	<p><b><u>Congestion Management Program (CMP)</u></b></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			<p>Planning Robert Macaulay</p>

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	18.	<p><b><u>Countywide Traffic Model and Geographic Information System</u></b></p> <p>A. Develop 2040 network, land uses and projections</p> <p>B. Maintenance of Model, including formalizing Model TAC and creation of Land use subcommittee</p> <p>C. Develop in-house modeling capacity</p> <p>D. Develop in-house GIS expertise</p> <p><u>Milestones:</u> New 2030 model created; new Model TAC and Model Land Use Committee created; on-call model consultant selected.</p> <p><u>Status:</u> New model for 2040, consistent with SCS land uses, to be developed in FY 2011-12.</p> <p>ECD: Model update 6/12.</p>	<p>STA, NCTPA STA</p> <p>STA</p>	<p>Funded by T-PLUS</p> <p>T-Plus</p>	X	X	<p>\$200,000</p> <p>\$24,000</p> <p>\$25,000</p>	<p>Planning Robert Macaulay/ Robert Guerrero</p> <p>Projects Sam Shelton (GIS)</p>

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	19.	<p><b><u>Development of STA’s Transportation for Livable Communities (TLC) Program and MTC’s Transportation Planning for Land Use Solutions (T-PLUS) Program</u></b></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><b><u>Implementation of Countywide Bicycle Plan Priority Projects</u></b></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 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



Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
		<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><b>Countywide Pedestrian Plan and Implementation Plan</b></u> <ul style="list-style-type: none"> <li>Vacaville Creekwalk Extension</li> <li>SR 12 Jameson Canyon Trail Study</li> <li>Develop Ped Project Implementation Plan</li> <li>Update of Solano Pedestrian Master Plan; underway. EDC Fall 2010</li> <li>West B Street Ped Crossing</li> </ul> <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 X		\$3-\$5M (Capital Cost)  \$1 million  \$100,000 Bay and Delta Trail Planning Grants TDA – Art 3	Planning Sara Woo

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	22.	<p><b><u>Clean Air Fund Program and 3-Monitoring</u></b></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><b><u>STA Marketing/Public Information Program</u></b></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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	24.	<p><b><u>Paratransit Coordinating Council and Senior and People with Disabilities Mobility programs</u></b></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	X	X	\$100,000	Transit/SNCI Liz Niedziela
STA Lead – Programs	25.	<p><b><u>Intercity Transit Coordination</u></b></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 &amp; 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	X	X		Transit/SNCI Elizabeth Richards/ Liz Niedziela



Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
		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><b><u>Lifeline Program Management</u></b></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><b><u>Solano Napa Commuter Information (SNCI) Program</u></b></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 46 events 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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Co-Lead	28.	<p><b><u>Regional Transportation Plan Update</u></b></p> <p>A. <u>RTP Call for Projects</u>            B. <u>Participate in RTP update</u>            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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Co-Lead Projects	29.	<p><b><u>Travis Air Force Base Access Improvement Plan (North &amp; South Gates)</u></b></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&amp;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>	<p>Projects Janet Adams</p>
STA Co-Lead Projects	30.	<p><b><u>SR 12 West (Jameson Canyon)</u></b></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>	<p>Caltrans STA NCTPA</p>	<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	<p>Projects Janet Adams NCTPA Caltrans</p>

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Co-Lead Plans	31.	<p><b><u>SR 29 MIS</u></b></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><b><u>SR 12 MIS</u></b></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&amp;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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Co-Lead Plans	33.	<p><b><u>Ten-Year Transit Capital Funding Plan</u></b></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><b><u>Regional Measure 2 (RM 2) Implementation (Capital)</u></b></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 &amp; 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&amp;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&amp;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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Co-Lead Programs	35.	<p><b><u>Solano Climate Action Program</u></b></p> <ul style="list-style-type: none"> <li>A. Conduct county-wide greenhouse gas emission inventory</li> <li>B. Develop STA-specific GHG emission inventory (Fall 2011)</li> <li>C. Develop and implement county-wide and agency-specific GHG reduction programs and projects, with 4Cs guidance</li> </ul> <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><b><u>SolanoExpress Route Management</u></b></p> <ul style="list-style-type: none"> <li>A. Rt. 30/78/90 <ul style="list-style-type: none"> <li>1. Performance &amp;-Monitoring</li> <li>2. Funding Agreement Update</li> </ul> </li> <li>B. Countywide Intercity SolanoExpress Marketing &amp; Capital Replacement</li> <li>C. Development of multi-year funding plan</li> </ul> <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>	[ER1]STA	TDA RM2 Lifeline	X	X		Transit/Rideshare Elizabeth Richards Liz Niedziela

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Monitoring Projects	37.	<b><u>I-80 SHOPP Rehabilitation Projects</u></b>	Caltrans	SHOPP	X	X	\$124 M	Projects Caltrans
		<ul style="list-style-type: none"> <li>A. <u>In Vallejo – Tennessee Street to American Canyon</u> --COMPLETED</li> <li>B. <u>Near Vallejo – American Canyon to Green Valley Road</u> -- COMPLETED</li> <li>C. <u>Air Base to Leisure Town OC</u> – COMPLETED</li> <li>D. <u>SR 12 East to Air Base</u> – COMPLETED</li> <li>E. <u>Leisure Town OC to SR 113 South</u> Programmed in 2010 SHOPP for FY 2011-12</li> <li>F. <u>SR 113 South to Yolo County Line</u> – COMPLETED</li> </ul>					\$50 M	

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Monitoring Projects	38.	<p><b><u>Capitol Corridor Rail Stations/Service</u></b></p> <p><u>Status:</u> Individual Station Status:</p> <p>A. Fairfield/Vacaville Train Station: Fairfield/Vacaville station fully funded; design underway. Construction anticipated 2013.</p> <p>B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. funding plan for downtown crossing improvements</p> <p>C. Solano Rail Crossing Inventory and Improvement Plan adopted 2/11.</p> <p>D. Update Solano Passenger Rail Station Plan; identify ultimate number and locations of rail stations.</p> <p>E. Conduct Napa/Solano Rail Feasibility Study:</p> <ul style="list-style-type: none"> <li>• Identify right-of-way preservation needs</li> <li>• Implement action plan</li> </ul> <p><u>ECD:</u> Updated Solano Passenger Rail Station Plan in 2012/13. Fairfield/Vacaville Station construction scheduled to begin in 2013.</p>	<p>City of Fairfield</p> <p>City of Dixon</p> <p>STA</p> <p>City of Benicia</p> <p>STA/ NCTPA</p>	<p>RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds</p> <p>STP Planning, Vaca TDA, CCJPA</p> <p>MTC Rail Program</p>	X	X	<p>\$42 M FF/VV Station (Preliminary estimates for required track access and platform improvements.</p> <p>\$66,050</p>	<p>Planning Robert Macaulay</p>

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Monitoring Projects	39.	<p><b><u>Baylink Ferry Support and Operational Funds</u></b></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	<p>RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP</p> <p>Funding Plan TBD</p>	X	X	<p>\$65M \$10.8M \$0.5M</p>	Transit/SNCI Elizabeth Richards
STA Monitoring – Programs	40.	<p><b><u>Monitor Delivery of Local Projects/Allocation of Funds</u></b></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><b><u>Peabody Road</u></b></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



Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
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

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

April 5, 2011

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

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

Dear Mr. Halls:

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

Thank you for your consideration of this request.

Sincerely,

DAVID A. KLEINSCHMIDT  
Public Works Director

Enclosure

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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)

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DATE: April 29, 2011  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

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**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

The state budget remains in a precarious position, with the Governor's budget revision due to be released on May 16<sup>th</sup>. 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 to three members.

The STA SolanoExpress Transit Consortium reviewed the item and made a recommendation that the STA Board monitor AB 57. The members of the Consortium expressed concern that the emphasis on urban areas may result in the potential loss of dollars for Solano County transit operations.

The STA Technical Advisory Committee (TAC) reviewed the item and voted to take no position on AB 57, and to send no recommendation to the STA Board. The members of the TAC expressed concern that the addition of 2 members of MTC may have a negative impact on Solano County, and felt they did not have enough information about the issue to make a recommendation at this time.

## Federal

On April 14, Congress finally passed a bill referred to as a “continuing resolution or CR” that will fund the federal government through the end of fiscal year 2011. The President signed the bill into law on April 15. The bill includes an additional \$38 billion in spending cuts from fiscal year 2010 spending, including an across-the-board 0.2 percent rescission from all federal programs totaling about \$1 billion.

On April 15, the House approved a budget resolution (H. Con. Res. 34) for fiscal year 2012 on a party line vote (235-193) that would cut \$5.8 trillion from current spending and reduce the deficit by \$4.4 trillion over 10 years by reducing domestic discretionary spending and reforming Medicare and Medicaid.

The Senate also appears to be on a course to adopt a conservative budget plan. 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 and has been working on legislation to enact the recommendations of the National Commission on Fiscal Responsibility and Reform. Although it is not clear which provisions will be included in the Senate Budget Resolution, the Commission recommended a fifteen cent increase to the gas tax to stabilize revenue to the transportation trust funds and for deficit reduction. The Senate Budget Resolution is expected to be introduced in May, following the Congressional recess.

Both the House and Senate transportation committees are beginning to draft reauthorization bills, although the question remains as to the level of funding. House Chairman Mica has said that he will draft a bill with funding levels consistent with the Republican budget resolution. By reducing spending; however, it will be very difficult to address the funding needs of the states and achieve consensus. There is a bipartisan view that innovative financing, including possibly an infrastructure bank, should play a significant role in the reauthorization bill, however, innovative financing will not be sufficient to close the funding gap.

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

## **Recommendation:**

Approve a position of support for AB 57 (Beall) modifying Metropolitan Transportation Commission membership.

## Attachments:

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

**STA Matrix  
as of 5/4/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 57</a> <a href="#">Beall D</a></p> <p>Metropolitan Transportation Commission.</p>	<p>ASSEMBLY APPR. 5/4/2011 - Do pass.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and establishes a 4-year term of office for members of the commission. This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would, effective with the commission term commencing February 2015, prohibit more than 3 members of the commission from being residents of the same county, as specified. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/27/2011</b></p>	
<p><a href="#">AB 105</a> <b>Committee on Budget</b></p> <p>Transportation.</p>	<p>ASSEMBLY CHAPTERED 3/24/2011 – Chaptered by the Secretary of State, Chapter Number 6, Statutes of 2011</p>	<p>Existing law provides for payment of current general obligation bond debt service for specified voter-approved transportation bonds from gasoline excise tax revenue in the Highway Users Tax Account and revenue in the Public Transportation Account, and requires the Controller to make specified transfers of revenues in that regard to the Transportation Debt Service Fund. Existing law, pursuant to the Budget Act of 2010, provides for a loan of \$761,639,000 from gasoline excise tax revenue in the Highway Users Tax Account to the General Fund, to be repaid with interest by June 30, 2013. This bill, in fiscal years 2010-11 and 2011-12, would require the Controller to transfer specified amounts of revenues deposited in the State Highway Account from vehicle weight fees to the Transportation Debt Service Fund to be used for reimbursement of the General Fund for payment of current general obligation bond debt service for specified voter-approved transportation bonds, in lieu of the previously authorized gasoline excise tax revenues and Public Transportation Account revenues. In subsequent years, the bill would require all vehicle weight fee revenues to be transferred for this purpose. The bill would make appropriations in this regard. The bill would require the Department of Finance to notify the Controller of the amount of debt service relating to expenditures for eligible mass transit guideway projects that may be paid from revenues restricted by Article XIX of the California Constitution. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/16/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 147</a> <a href="#">Dickinson D</a>  Subdivisions.	ASSEMBLY THIRD READING 4/25/2011 - Read second time. Ordered to third reading. 5/5/2011 #67 ASSEMBLY THIRD READING FILE	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. <b>Last Amended on 5/2/2011</b>	
<a href="#">AB 286</a> <a href="#">Berryhill,</a> <a href="#">Bill R</a>  State highways: Routes 108 and 120.	ASSEMBLY APPR. 4/28/2011 - Re- referred to Com. on APPR.	Existing law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Existing law generally provides for the department to dispose of property acquired by the state for highway purposes if the property is no longer needed for those purposes upon terms, standards, and conditions established by the California Transportation Commission. However, existing law, with respect to excess properties acquired for specified highway routes, requires the commission to allocate net proceeds from the sale of those properties to alternative transportation projects. This bill would , on and after July 1, 2013, require the proceeds from the sale of excess properties acquired by the department for improvements to State Highway Route 120 to be used for improvements to the State Highway Route 108 in Stanislaus County, the North County Corridor. The bill would require the department to deposit the sale proceeds in a special account in the Special Deposit Fund, and would require that interest earnings from funds in that special account accrue to the account. The bill would require the commission to program the funds in the special account to any phase of the North County Corridor, and, upon appropriation by the Legislature, would authorize the commission to allocate the funds to the Stanislaus Council of Governments or any agency designated by that entity to deliver the North County Corridor. <b>Last Amended on 4/27/2011</b>	
<a href="#">AB 294</a> <a href="#">Portantino D</a>  Design- sequencing contracts.	ASSEMBLY THIRD READING 5/2/2011.  5/5/2011 #81 ASSEMBLY THIRD READING FILE	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.	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 296</a> <a href="#">Skinner D</a></p> <p>Building standards: cool pavement.</p>	<p>ASSEMBLY APPR. 5/3/2011 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 3.) (May 2). Re-referred to Com. on APPR.</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. <b>Last Amended on 4/25/2011</b></p>	
<p><a href="#">AB 320</a> <a href="#">Hill D</a></p> <p>Environmental quality: California Environmental Quality Act (CEQA): determination: dispute.</p>	<p>ASSEMBLY APPR. 5/4/2011 - Do pass.</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. <b>Last Amended on 4/12/2011</b></p>	
<p><a href="#">AB 333</a> <a href="#">Grove R</a></p> <p>California Global Warming Solutions Act of 2006: unemployment.</p>	<p>ASSEMBLY NAT. RES. 2/24/2011 - Referred to Com. on NAT. RES.5/9/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, CHESBRO, Chair</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. This bill would require the state board to exempt from an emission reduction requirement adopted pursuant to the act an emissions source located within a county that on January 1, 2012, has an unemployment rate of 7% or greater, until that county's unemployment rate drops below 7% for 6 consecutive months.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 348</a> <a href="#">Buchanan D</a></p> <p>Highways: Safety Enhancement- Double Fine Zone.</p>	<p>ASSEMBLY CONSENT CALENDAR 4/28/2011 - Read second time. Ordered to consent calendar.  5/5/2011 #101 ASSEMBLY CONSENT CALENDAR- SECOND LEGISLATIVE DAY ASSEMBLY MEASURES</p>	<p>Existing law requires the Department of Transportation to designate a state highway segment as a Safety Enhancement-Double Fine Zone if specified conditions are met, including that the governing board of the city or county in which the segment is located has by resolution indicated that it supports the designation. This bill would, notwithstanding these requirements and until January 1, 2017, provide for the designation of 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, including a report to be submitted to the Legislature on the effectiveness of the zone. <b>Last Amended on 4/27/2011</b></p>	
<p><a href="#">AB 365</a> <a href="#">Galgiani D</a></p> <p>High-speed rail: contracts: small businesses.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - Action From APPR: Do pass. To APPR. SUSPENSE FILE.</p>	<p>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. <b>Last Amended on 4/14/2011</b></p>	
<p><a href="#">AB 381</a> <a href="#">Alejo D</a></p> <p>Department of Transportation.</p>	<p>ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.</p>	<p>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 non-substantive, grammatical change to that provision.</p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 385</a> <a href="#">Harkey R</a>  High-speed rail.	ASSEMBLY TRANS. 5/2/2011 - Action From TRANS.: Failed passage.	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. <b>Last Amended on 4/25/2011</b>	
<a href="#">AB 516</a> <a href="#">V. Manuel</a> <a href="#">Pérez D</a>  Safe routes to school.	ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - Action From APPR: To APPR. SUSPENSE FILE.	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 . <b>Last Amended on 4/13/2011</b>	
<a href="#">AB 522</a> <a href="#">Bonilla D</a>  Vacation of public streets, highways, and public service easements.	ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.	Existing law establishes the processes and procedures necessary for vacation of public streets, highways, and public service easements, and defines "vacation" for these purposes to mean the complete or partial abandonment or termination of the public right to use a public street, highway, or public service easement. Under these provisions, proof of publication of a required notice is made by affidavit. This bill would make a non-substantive change to these provisions.	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 535</a> <a href="#">Morrell</a> R</p> <p>Regulations: 5-year review and report.</p>	<p>ASSEMBLY APPR. 5/4/2011 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 1.) (May 3). Re-referred to Com. on APPR.</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><a href="#">AB 551</a> <a href="#">Campos</a> D</p> <p>Public contracts: prevailing wage requirements: violations.</p>	<p>ASSEMBLY APPR. 4/26/2011 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (April 26). Re-referred to Com. on APPR.</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><a href="#">AB 567</a> <a href="#">Valadao</a> 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 non-substantive changes to these provisions.</p>	
<p><a href="#">AB 570</a> <a href="#">Smyth</a> 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 non-substantive changes to the above requirements.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 595</a> <a href="#">Norby R</a></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 non-state funds sufficient to cover the cost. This bill contains other related provisions.</p>	
<p><a href="#">AB 598</a> <a href="#">Grove R</a></p> <p>Environmental quality: CEQA: standing.</p>	<p>ASSEMBLY NAT. RES. 4/4/2011 - Re-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 limit the standing to file and maintain the above action or proceeding to the Attorney General. This bill contains other existing laws. <b>Last Amended on 3/31/2011</b></p>	
<p><a href="#">AB 605</a> <a href="#">Dickinson D</a></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, among other things, 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. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 650 Blumenfield D</a></p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE</p> <p>5/4/2011 - Action From APP.: Do pass. To APPR. SUSPENSE FILE.</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.</p> <p><b>Last Amended on 3/31/2011</b></p>	
<p><a href="#">AB 676 Torres D</a></p> <p>Transportation funds.</p>	<p>ASSEMBLY TRANS.5/2/2011 - In committee: Set, second 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><a href="#">AB 710 Skinner D</a></p> <p>Local planning: infill and transit-oriented development.</p>	<p>ASSEMBLY APPR.</p> <p>5/4/2011 - Action From L. GOV.: Do pass. To APPR.</p>	<p>The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions. This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 4/25/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 819</a> <a href="#">Wieckowski D</a>  Bikeways.	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. <b>Last Amended on 3/31/2011</b>	
<a href="#">AB 845</a> <a href="#">Ma D</a>  Transportation: bond funds.	ASSEMBLY APPR. 5/2/2011 - Do pass as amended and be re-referred to the Committee on Appropriations.	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 non-state funds. The bill would define "non-state 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.	
<a href="#">AB 890</a> <a href="#">Olsen R</a>  Environment: CEQA exemption: roadway improvement.	ASSEMBLY NAT. RES. 5/2/2011 - In committee: Set first hearing. Failed passage. Reconsideration granted.	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. <b>Last Amended on 3/29/2011</b>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 892</a> <a href="#">Carter D</a></p> <p>Department of Transportation: environmental review process: federal pilot program.</p>	<p>ASSEMBLY CONSENT CALENDAR 5/4/2011 - Do pass, as amended, to Consent Calendar.</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 requires the department to submit a report to the Legislature regarding state and federal environmental review. Existing law requires the report to be submitted no later than January 1, 2009, and again, no later than January 1, 2011. This bill would, instead, require the report to be submitted no later than January 1, 2014, and again, no later than January 1, 2019. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/27/2011</b></p>	
<p><a href="#">AB 912</a> <a href="#">Gordon D</a></p> <p>Local government: organization.</p>	<p>ASSEMBLY L. GOV. 3/14/2011 - Referred to Com. on L. GOV.  5/11/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, SMYTH, 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><a href="#">AB 957</a> <b>Committee on Transportation</b></p> <p>Transportation omnibus bill.</p>	<p>ASSEMBLY CONSENT CALENDAR 5/4/2011 - Do pass, to Consent Calendar.</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. <b>Last Amended on 4/13/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 988</a> <a href="#">Grove R</a>  Prevailing wages.	ASSEMBLY L. & E. 3/10/2011 - Referred to Coms. on L. & E. and JUD.	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.	
<a href="#">AB 1097</a> <a href="#">Skinner D</a>  Transit projects: domestic content.	ASSEMBLY APPR. 5/3/2011 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 14. Noes 0.) (May 2). Re-referred to Com. on APPR.	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 federal 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. <b>Last Amended on 4/25/2011</b>	
<a href="#">AB 1105</a> <a href="#">Gordon D</a>  High-occupancy toll lanes: roadway markings.	ASSEMBLY CONSENT CALENDAR 5/4/2011 - Do pass, to Consent Calendar.	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. <b>Last Amended on 4/13/2011</b>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1126</a> <a href="#">Calderon,</a> <a href="#">Charles D</a></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, non-substantive changes to this requirement.</p>	
<p><a href="#">AB 1134</a> <a href="#">Bonilla D</a></p> <p>Department of Transportation: project study reports.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - Action From APPR: Do pass. To APPR. SUSPENSE FILE.</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. <b>Last Amended on 3/21/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1229</a> <a href="#">Feuer D</a></p> <p>Transportation: financing: federal highway grant anticipation notes.</p>	<p>ASSEMBLY APPR. 5/4/2011 - Read second time and amended.</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. <b>Last Amended on 4/11/2011</b></p>	
<p><a href="#">AB 1298</a> <a href="#">Blumenfield D</a></p> <p>Vehicles: parking: 72- hour restriction.</p>	<p>ASSEMBLY THIRD READING 5/4/2011 - Read second time. Ordered to third reading.</p> <p>5/5/2011 #93 ASSEMBLY THIRD READING FILE</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. <b>Last Amended on 4/7/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1308</a> <a href="#">Miller R</a></p> <p>Highway Users Tax Account: appropriation of funds.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE</p> <p>5/4/2011 - Action From APPR: Do pass. To APPR. SUSPENSE FILE.</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 guide way 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><a href="#">AB 1332</a> <a href="#">Donnelly R</a></p> <p>State Air Resources Board: abolishment.</p>	<p>ASSEMBLY NAT. RES.</p> <p>4/25/2011 - In committee: Set first hearing. Failed passage. Reconsideration granted.</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><a href="#">AB 1335</a> <a href="#">Lara D</a></p> <p>Local government: officials: salary increases.</p>	<p>ASSEMBLY PRINT</p> <p>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, non-substantive changes to these findings and declarations.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AJR 5</a> <a href="#">Lowenthal,</a> <a href="#">Bonnie D</a></p> <p>Transportation revenues.</p>	<p>SENATE T. &amp; H. 4/14/2011 - Re-referred to Com. on T. &amp; H.</p> <p>5/10/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANS</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. <b>Last Amended on 3/29/2011</b></p>	
<p><a href="#">SB 125</a> <a href="#">Emmerson R</a></p> <p>Vehicles: toll highways or vehicular crossings: evading toll payments: penalties.</p>	<p>SENATE APPR. 5/2/2011 - Hearing postponed by committee. (Refers to 4/26/2011 hearing)</p>	<p>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. <b>Last Amended on 4/25/2011</b></p>	
<p><a href="#">SB 126</a> <a href="#">Steinberg D</a></p> <p>California Transportation Commission: guidelines.</p>	<p>SENATE APPR. 5/3/2011 - Set for hearing May 9.</p> <p>5/9/2011 11 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATION</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><a href="#"><u>SB 211</u></a> <a href="#"><u>Emmerson</u></a> 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 11 a.m. - Room 112 SENATE EQ 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. <b>Last Amended on 3/14/2011</b></p>	
<p><a href="#"><u>SB 241</u></a> <a href="#"><u>Cannella</u></a> 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 11 a.m. - Room 112 SENATE EQ 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><a href="#"><u>SB 316</u></a> <a href="#"><u>Emmerson</u></a> R</p> <p>Meal periods: exemption: transportation</p>	<p>SENATE L. &amp; I.R. 4/26/2011 - Set, first hearing. Hearing canceled at the request of</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
industry.	author.		
<a href="#">SB 468</a> <a href="#">Kehoe D</a>  Department of Transportation: capacity-increasing state highway projects: coastal zone.	SENATE APPR. 5/4/2011 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (May 3). Re-referred to Com. on APPR.	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 that would widen the existing paved highway in the coastal zone, including requiring the department to collaborate with local agencies, the California Coastal Commission, countywide or regional transportation planning agencies , and other affected local, state, and federal agencies to ensure that multimodal transportation options are evaluated and included in project design . 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. <b>Last Amended on 4/26/2011</b>	
<a href="#">SB 475</a> <a href="#">Wright D</a>  Infrastructure financing.	SENATE THIRD READING 5/3/2011 - Read second time and amended. Ordered to third reading. 5/5/2011 #53 SENATE BILLS-THIRD READING FILE	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, after which time the project would revert to the governmental agency . 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 additionally permit the agreements to lease or license to, or provide other permitted uses by, the private entity. <b>Last Amended on 5/3/2011</b>	
<a href="#">SB 522</a> <a href="#">Walters R</a>  Public employees' retirement: additional service credit.	SENATE P.E. & R. 4/28/2011 - Set, first hearing. Hearing canceled at the request of author.	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. <b>Last Amended on 3/22/2011</b>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 523</a> <a href="#">Walters R</a></p> <p>Public employees' retirement: elected local officials.</p>	<p>SENATE P.E. &amp; R. 4/28/2011 - Set, first hearing. Hearing canceled at the request of author.</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. <b>Last Amended on 3/22/2011</b></p>	
<p><a href="#">SB 524</a> <a href="#">Walters R</a></p> <p>Public employees' retirement: retroactive benefits.</p>	<p>SENATE P.E. &amp; R. 4/28/2011 - Set, first hearing. Hearing canceled at the request of author.</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. <b>Last Amended on 3/22/2011</b></p>	
<p><a href="#">SB 545</a> <a href="#">Anderson R</a></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><a href="#">SB 582</a> <a href="#">Emmerson R</a></p> <p>Commute benefit policies.</p>	<p>SENATE E.Q. 5/3/2011 - Set for hearing May 9.</p> <p>5/9/2011 1:30 p.m. - Room 112 SENATE ENVIRONMENTAL QUALITY, SIMITIAN, Chairman</p>	<p>Existing law requires transportation planning agencies to undertake various transportation planning activities, including preparation of a regional transportation plan. Existing law requires transportation planning agencies that are designated under federal law as metropolitan planning organizations to include a sustainable communities strategy as part of the regional transportation plan for their region. Existing law creates air quality management districts and air pollution control 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 or air pollution control 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, and would impose a specified reporting requirement. 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. The bill would make its provisions inoperative on January 1, 2017.</p> <p><b>Last Amended on 4/28/2011</b></p>	
<p><a href="#">SB 624</a> <a href="#">Harman R</a></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, non-substantive changes to the above requirements.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 683</a> <a href="#">Correa D</a></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><a href="#">SB 693</a> <a href="#">Dutton R</a></p> <p>Public contracts: local agencies.</p>	<p>SENATE T. &amp; H. 5/2/2011 - Set, second hearing. Hearing canceled at the request of author.</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. <b>Last Amended on 4/13/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 775</a> <a href="#">Walters</a> R  Bonds.	SENATE G. & F. 4/25/2011 - Set, first hearing. Hearing canceled at the request of author.	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.	
<a href="#">SB 783</a> <a href="#">Dutton</a> 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, non-substantive changes to the term "project" for the purposes of CEQA. This bill contains other existing laws.	
<a href="#">SB 785</a> <a href="#">Dutton</a> R  Environmental quality CEQA: compliance: environmental y mandated projects.	SENATE RLS. 3/10/2011 - Referred to Com. on RLS.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make a technical, non-substantive change in those provisions relating to the requirements imposed on a lead agency for the compliance project. This bill contains other existing laws.	
<a href="#">SB 832</a> <a href="#">Strickland</a> 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, non-substantive change to a provision of the California Global Warming Solutions Act of 2006.	

Bill ID/Topic	Location	Summary	Position
<a href="#"><u>SB 851</u></a> <a href="#"><u>Anderson R</u></a> 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.	
<a href="#"><u>SB 864</u></a> <a href="#"><u>Fuller R</u></a> 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, non-substantive changes to this authorization.	
<a href="#"><u>SB 867</u></a> <a href="#"><u>Padilla D</u></a> Build California Bonds.	SENATE T. & H. 4/27/2011 - Testimony taken. Hearing postponed by committee. (Refers to 4/26/2011 hearing)	Existing law creates the California Transportation Financing Authority with specified powers and duties relative to the issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds and toll revenues in order to increase the construction of new capacity or improvements for the state transportation system. This bill would, in addition, provide for the authority to issue Build California Bonds, the proceeds of which would be used for specified transportation capital improvements. Bondholders would be entitled to nonrefundable tax credits against their personal income tax or corporate tax liability. The bonds would not be a debt or liability of the state or a political subdivision of the state, except for the authority. The bill would provide for the authority to enter into financing agreements with participating local transportation authorities for the purpose of financing or refinancing transportation projects. Each series of bonds issued by the authority would be secured by a financing agreement between the authority and the local transportation authority. The bill would limit the principal amount of bonds to be issued by the authority under these provisions to \$5 billion over a 5-year period commencing January 1, 2012. The bill would enact other related provisions.	



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

April 29, 2011

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

**RE: STATE LEGISLATIVE UPDATE- APRIL**

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On March 24, Governor Brown signed 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. The Governor also signed a package of bills that contained \$11.5 billion worth of cuts to reduce the deficit to \$14.5 billion (the elimination of redevelopment agencies totaling \$1.7 billion was also part of the Governor plan but has not been approved by the legislature).

The state budget remains in a precarious position as the Governor attempts to convince the legislature to allow the voters to consider \$12.5 billion in tax extensions this June have not been fruitful. There is still a possibility of a temporary extension of the current tax extensions through the end of the calendar year with the possibility of a November election for voters to decide about the duration of extensions. To date, Republican members have resisted voting for the tax extensions without significant concessions by the Democrats and the Governor on environmental relief for infrastructure planning, pension reform, and a hard spending cap on the state's General Fund.

The Legislative Analyst's Office (LAO) recently reported that the state's revenues are up by \$2.3 billion since the beginning of January, meaning that the deficit could shrink to at least \$10 billion if the numbers hold. The state is still counting personal income, corporate, and sales and use tax receipts so the true number will not be scored until the release of the May Revise on May 16<sup>th</sup>.

Governor Brown has been pushing for a balanced approach which considers cuts and the extension of certain taxes to be considered by voters. Unless an alternative proposal comes to fruition, the Governor has vowed to make additional cuts which may impact funding for transportation programs such as public transportation or the sale of bonds if the tax extensions are not extended by either not being placed on the ballot by the legislature or are rejected by the voters. 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 30<sup>th</sup> 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. 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.

### **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 through the passage of AB 105 was 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 for 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 to 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. As a result, the City of Benicia will receive \$9,597; Dixon \$4,620; Fairfield \$109,608; Rio Vista \$3,092; and Vallejo \$463,617 from MTC.

### **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. We are pushing the legislature and the administration to sell bonds and allocate revenue to transportation programs given that the weight fees have been set aside to pay for bond debt service.

We testified at the Assembly Budget subcommittee #3 hearing on April 27<sup>th</sup> and again on April 28<sup>th</sup> in front of Senate Budget subcommittee #2 on the need to conduct a bond sale and allocate proceeds towards Proposition 1B programs in order to help reduce the state's staggering 12% unemployment rate and keep projects on schedule. The Governor, citing uncertainty over reenactment of the gas tax swap and a \$26 billion deficit, placed a moratorium on bond sales in January which resulted in the lack of a Spring bond sale for the first time since 1988. We argued that the newly enacted gas tax swap now reimburses the General Fund for bond debt service through the collection of weight fees and that chronic deficits over the past decade have not precluded the state from selling bonds, so why stop now? Senator Alan Lowenthal (D-Long Beach) was the most vocal about the need to sell bonds.

Assembly Budget subcommittee #3 Chair Rich Gordon and Senate Budget subcommittee #2 Chair Joe Simitian stated that no action is expected on appropriation levels, let alone a bond sale or allocation, for the various Proposition 1B programs until the release of the May Revision on May 16<sup>th</sup>.

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

April 28, 2011

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

In April, we scheduled meetings in Washington for Solano Transportation Authority Board members and staff with members of the Solano County congressional delegation, staff of the House and Senate transportation committees and Department of Transportation officials. We assisted the meeting attendees in developing meeting objectives and attended meetings with the group. We also continued monitoring developments regarding fiscal year 2011 funding, the fiscal year 2012 budget and transportation policy.

**Washington, D.C. Meetings**

The delegation from STA met with Congressmen George Miller, John Garamendi, and Dan Lungren (R), Daniel Witt of Senator Feinstein's staff, Tyler Rushforth, Counsel to the Senate Environment and Public Works Committee (chaired by Sen. Boxer), Jim Kolb, Minority Staff Director of the House Transportation and Infrastructure Committee Highways and Transit Subcommittee, Joel Szabat and Robert Mariner of the Department of Transportation's Office of Policy and Matt Welbes, Executive Director of the Federal Transit Administration (FTA) and other members of the FTA staff and Mariia Zimmerman, Deputy Director for Sustainable Communities at the Department of Housing and Urban Development and Erica Jacquez, local government liaison.

STA attendees focused on the importance of multimodal transportation investment along the I-80 corridor. In light of the earmark moratorium our meeting strategy was to focus on (1) briefing the Members, staff and agency officials we met with on STA's transportation priorities; (2) identifying competitive grant opportunities; (3) obtaining feedback on STA priorities; (4) communicating STA priorities in the surface transportation reauthorization; and (5) asking members of STA's congressional delegation for their support of STA's grant applications.

The meeting was productive in light of the fact that we identified four grant programs of particular interest – (1) DOT Transportation Investment Generating Economic Recovery (TIGER) (I-80 Interchange); (2) FTA Bus and Bus Facilities (intermodal facilities, buses); (3) FTA Transportation Investments for Greenhouse Gas and Energy Reductions (TIGGER) (clean buses, solar panels, renewable infrastructure); (4) HUD Sustainable Communities (livable communities/mixed use intermodal facilities). We will monitor the grant notices and let you know when the grant notices are released for these programs. Once STA decides to submit an application we will assist you in developing a strategy for seeking support from your congressional delegation.

We also communicated our support for maximum federal funding of transportation priorities, including the Projects of Regional and National Significance program and the Safe Routes to School program.

During our meeting at HUD, Mariia Zimmerman suggested we meet with the Environmental Protection Agency regarding potential funding. We also discussed meeting with James Corless, Director of Transportation For America. We would be pleased to schedule these follow up meetings.

### **Fiscal Year 2011 Appropriations**

On April 14, Congress finally passed a bill referred to as a “continuing resolution or CR” that will fund the federal government through the end of fiscal year 2011. The President signed the bill into law on April 15. The bill includes an additional \$38 billion in spending cuts from fiscal year 2010 spending, including an across-the-board .2 percent rescission from all federal programs totaling about \$1 billion.

Total funding for the Departments of Transportation, Housing and Urban Development and related agencies is \$55.5 billion, a \$12.3 billion or 18%, reduction from fiscal year 2010. For the Department of Transportation, the bill eliminates new funding for high speed rail and rescinds \$400 million in previous year funds, for a total reduction of \$2.9 billion from fiscal year 2010 levels. The bill reduces funding for transit by a total of \$991 million although most of the cut relates to the decision by the Governor of New Jersey to cancel a large rail project. The bill includes \$528 million in new funding for the “TIGER” grant program and \$50 million for the TIGGER program. The bill also included \$100 million for HUD’s Sustainable Communities initiative.

### **The Budget Debate**

At the same time that Congress was attempting to pass fiscal year 2011 appropriations legislation, it was beginning the debate over fiscal year 2012 spending. The U.S. Treasury has estimated that the federal deficit will exceed the statutory debt ceiling of \$14.3 trillion sometime between May and July. Congress must vote to increase the ceiling or jeopardize the full faith and credit of the United States. On April 18, Standard and Poors, one of the three major rating companies, lowered the United States’ credit outlook to “negative.” The downgrade was viewed as a warning that if Congress and the White House cannot agree on and implement a plan to address medium-and long-term budgetary challenges by 2013, it will jeopardize the credit status of the United States.

On April 15, the House approved a budget resolution (H. Con. Res. 34) for fiscal year 2012 on a party line vote (235-193) that would cut \$5.8 trillion from current spending and reduce the deficit by \$4.4 trillion over 10 years by reducing domestic discretionary spending and reforming Medicare and Medicaid.

The Resolution proposes reductions in transportation spending and may impact both the authorization and appropriations process. It would make available \$388 billion in transportation-related budget authority over the six-year life of a surface transportation reauthorization bill, about 30 percent less than the amount authorized in SAFETEA-LU. The resolution would prohibit the transfer of funds from the general treasury to the Highway Trust Fund to pay for projected shortfalls and would prohibit a gas tax increase. The budget includes a statement that transportation programs be made more efficient by eliminating wasteful spending. It also proposes to eliminate all future funding for high speed rail.

The House Resolution will not be enacted into law, but will establish the fiscal year 2012 spending levels for each of the appropriations subcommittees, including transportation. The Senate will attempt to adopt its own budget resolution which will determine Senate appropriations allocations. The House and Senate will then attempt to pass appropriations bills and then reconcile them.

The Senate also appears to be on a course to adopt a conservative budget plan. 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 and has been working with the “Gang of 6” (Majority Whip Richard Durbin, D-IL, Saxby Chambliss, R-GA, Mark Warner, D-VA, Mike Crapo, R-ID, and Tom Coburn, R-OK) on legislation to enact the recommendations of the National Commission on Fiscal Responsibility and Reform. Although it is not clear which provisions will be included in the Senate Budget Resolution, the Commission recommended a fifteen cent increase to the gas tax to stabilize revenue to the transportation trust funds and for deficit reduction. The Senate Budget Resolution is expected to be introduced in May, following the Congressional recess.

The White House has appointed Vice President Biden to lead budget talks on behalf of the President and has expressed a strong desire to reconcile the views of the House and Senate before the vote to raise the debt ceiling early this summer.

### **Surface Transportation Reauthorization**

It remains unclear what the impact of the budget negotiations will have on efforts to enact a multi-year surface transportation reauthorization. President Obama stated in his outline for fiscal responsibility that key drivers of economic growth like energy innovation, education, and infrastructure would be protected and Senate Environment and Public Works Committee Chair

Barbara Boxer (D-CA) and House Transportation and Infrastructure Committee Chairman John Mica (R-FL) remain committed to moving a bill later this year.

During a hearing before the Senate Committee, Senate Finance Committee Chair Max Baucus (D-MT) recommended that Congress consider a two-year surface transportation bill that would maintain current spending levels instead of a full six-year bill at reduced funding levels. Chair Baucus stated that under his proposal, spending would remain at approximately \$43 billion annually, rather than the level of \$28 billion annually that can be sustained by current revenue to the trust. Chair Mica has publicly stated his opposition to anything less than a six-year bill.

Both the House and Senate transportation committees are beginning to draft reauthorization bills; although the question remains as to the level of funding. Chairman Mica has said that he will draft a bill with funding levels consistent with the Republican budget resolution. By reducing spending; however, it will be very difficult to address the funding needs of the states and achieve consensus. There is a bipartisan view that innovative financing, including possibly an infrastructure bank, should play a significant role in the reauthorization bill, however, innovative financing will not be sufficient to close the funding gap.



DATE: May 11, 2011  
TO: STA Board  
FROM: Jessica McCabe, Project Assistant  
RE: Metropolitan Transportation Commission (MTC) Regional Toll Credit Policy

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**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 Fiscal Year (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 billion (61%) in toll credits.

**Discussion:**

*Current State Toll Credit Policy*

Caltrans has established an interim toll credit policy through FY 2011-12 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 FY 2011-12. MTC approved this policy by Resolution on April 27 (Attachment B).

At the April 27, 2011 STA Technical Advisory Committee (TAC) meeting, members of the TAC discussed how they would prefer to be able to use the toll credits as a local match, and did not necessarily agree with the conditions and criteria that MTC had established with the toll credit policy. Members of the TAC agreed with the position that using toll credits for local projects would help complete projects and allow for local funds to go to operation and maintenance, and agreed that MTC should be more flexible in their policy.

**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

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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 27, 2011  
TO: STA Board  
FROM: Robert Guerrero, Senior Planner  
RE: Development of Solano County Alternative Fuels and Infrastructure Plan

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**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. Recently, the STA Board adopted the Development of Solano Alternative Fuels and Infrastructure Plan as a strategy for addressing climate change.

**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 be developed and implemented. 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 late May. STA TAC and Consortium members and their vehicle fleet managers have been 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: May 2, 2011  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
RE: 2012 State Transportation Improvement Program (STIP)

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**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. The last few years, the CTC has limited STIP projects submittals to projects currently programmed in the STIP. 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 Program (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
<b>Highway Projects:</b>																	
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
			<b>Subtotal, Highway Projects</b>				57,301	624	13,824	11,676	264	228	30,685	3,800	51,101	0	2,400
<b>Rail and Transit Projects:</b>																	
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
			<b>Subtotal, Rail &amp; Transit Projects</b>				21,428	13,128	4,300	4,000	0	0	0	0	21,428	0	0
<b>Transportation Enhancement (TE) Projects:</b>																	
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
			<b>Subtotal TE Projects</b>				4,387	230	1,042	955	1,348	406	406	0	4,387	0	0
<b>Total Programmed or Voted since July 1, 2009</b>							83,116										
<b>Balance of STIP County Share, Solano</b>																	
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

J:\COMMITTEE\Partnership\Partnership PDWG\2011 PDWG\11 PDWG Memos\Apr-11\04d\_0\_2012\_STIP\_Development.doc

**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 ( <b>Final Complete Applications due</b> )
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: May 2, 2011  
TO: STA Board  
FROM: Robert Guerrero, Senior Planner  
RE: Fiscal Year (FY) 2011-12 STA/Yolo Solano Air Quality Management District (YSAQMD) Clean Air Fund Application Committee

---

**Background:**

The Yolo Solano Air Quality Management District (YSAQMD) annually provides funding for motor vehicle air pollution reduction projects in the Yolo Solano Air Basin through the YSAQMD Clean Air Program similar to the Bay Area Air Quality Management's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program. Funding for this program is provided by a \$4 Department of Motor Vehicle (DMV) registration fee established under Assembly Bill (AB) 2766 and a special property tax (AB 8) generated from Solano County properties located in the YSAQMD.

Eligible YSAQMD clean air projects include: Alternative Fuels Infrastructure, Low Emission Vehicles, Alternative Transportation, Transit Services, and Public Education and Information. STA member agencies located in the Yolo Solano Air Basin (Rio Vista, Vacaville, Dixon and Solano County) and public schools and universities in these areas are eligible for the program.

STA Board members (or alternates) participate annually in the Clean Air Application Committee with YSAQMD Solano Representatives. The STA Board members provide their transportation perspective while representing the STA on the committee. As part of the process, the STA/YSAQMD Clean Air Fund Application Committee invites applicants to discuss their projects before making a recommendation to the full YSAQMD Board of Directors.

It should be noted that the STA does not program, administer or formally approve the projects recommended by the Committee. The STA Board's participation on the Application Review Committee is a result of the strong partnership with the YSAQMD Board.

**Discussion:**

This year's Application Review Committee met on Monday, April 25<sup>th</sup> and included the following participants:

- Mayor Jack Batchelor, Committee Chair, City of Dixon STA/YSAQMD Rep.
- Mayor Steve Hardy, City of Vacaville STA Rep.
- Mayor Jan Vick, City of Rio Vista STA Rep.
- Council Member Janith Norman, City of Rio Vista YSAQMD Rep.
- Supervisor Linda Seifert, Solano County District 2 YSAQMD Rep.
- Supervisor John Vasquez, Solano County District 4 YSAQMD Rep.
- Council Member Dilen Harris, City of Vacaville YSAQMD Rep.

A total of 9 applications were submitted for the Committee to review with a combined total fund request of \$386,971. Staff from the YSAQMD estimated \$262,500 is available for programming. STA submitted one application for the Solano Safe Routes to School (SR2S) Program with a request for \$30,000 to match funding recommended for the BAAQMD's TFCA Program. The STA Board prioritized the SR2S Program for clean air funds at their March 9, 2011 meeting.

The STA/YSAQMD Clean Air Application Review Committee recommended projects and funding amounts summarized in Attachment A. The Committee's recommendation will be considered for approval at the June 8<sup>th</sup> YSAQMD Board meeting.

**Fiscal Impact:**

The Solano SR2S Program was recommended for \$30,000 to match other federal, state and local funds dedicated to the program. The project scope will need to be scaled back slightly if the YSAQMD does not approve the funds at their June 8<sup>th</sup> meeting.

**Recommendation:**

Informational.

Attachment:

- A. FY 2011-12 STA/YSAQMD Clean Air Application Recommendation –  
SOLANO PROJECTS

**YOLO SOLANO AQMD  
CLEAN AIR FUNDS FISCAL YEAR 2011/12  
FY 2011-12 STA-YSAQMD Clean Air Application Recommendation - SOLANO PROJECTS**

Applicant	Project	FUNDING REQUESTED	RECOMMENDED FUNDING:
<b>CLEAN TECHNOLOGIES/LOW EMISSION VEHICLES:</b>			
Dixon, City of	Replace Utility Tractor	\$33,923.92	\$33,923.92
Vacaville, City of	Purchase CNG Honda Civic (Replace 1994 gas Impala)	\$29,000.00	\$9,529.08
Rio Vista, City of	Purchase Neighborhood Electric Vehicle	\$12,000.00	\$12,000.00
<b>SUBTOTAL</b>		<b>\$ 74,924</b>	<b>\$ 55,453</b>
<b>ALTERNATIVE TRANSPORTATION:</b>			
City of Dixon	Bike Racks for 3 Buses	\$7,184.00	\$7,184.00
Rio Vista, City of	RV Bridge to Beach Multi-Use Pathway	\$60,000.00	\$60,000.00
Solano County DRM	Vacaville-Dixon Bikeway	\$180,000.00	\$100,000.00
<b>SUBTOTAL</b>		<b>\$ 247,184</b>	<b>\$ 167,184</b>
<b>PUBLIC EDUCATION:</b>			
STA	Safe Routes to School Prog.	\$30,000.00	\$30,000.00
Breathe California	O24u - Solano County	\$9,863.00	\$9,863.00
Rio Vista, City of	RV Delta Breeze Marketing & Outreach	\$25,000.00	\$0
<b>SUBTOTAL</b>		<b>\$ 64,863</b>	<b>\$ 39,863</b>
<b>TOTAL</b>		<b>\$ 386,971</b>	<b>\$ 262,500</b>
<b>BALANCE</b>			<b>0.00</b>

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DATE: May 2, 2011  
TO: STA Board  
FROM: Judy Leaks, SNCI Program Manager/Analyst  
RE: Bike to Work Week May 9-13, 2011

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**Background:**

May 9-13, 2011 marks the seventeenth (17<sup>th</sup>) annual Bike to Work campaign in the Bay Area. Bike to Work (BTW) Day is Thursday, May 12<sup>th</sup>. 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](http://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 14<sup>th</sup> 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: May 2, 2011  
TO: STA Board  
FROM: Susan Furtado, Accounting & Administrative Services Manager  
RE: Fiscal Year (FY) 2010-11 Abandoned Vehicle Abatement (AVA) Program  
Second Quarter Report

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**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

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%
<b>Total</b>	<b>1,195</b>	<b>1,561</b>	<b>\$138,283.50</b>	<b>3,157</b>	<b>3,385</b>	<b>\$254,180.74</b>	<b>\$115.72</b>	<b>38%</b>

The AVA Funding balance as of December 31, 2010 is \$123,783.83



DATE: May 11, 2011  
TO: STA Board  
FROM: Jessica McCabe, Project Assistant  
RE: Local Project Delivery Update

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**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 1<sup>st</sup> and the obligation deadline of April 30<sup>th</sup>. 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 30<sup>th</sup> 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 1<sup>st</sup> of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30<sup>th</sup> 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 have been submitted by April 25, 2011, which was the last chance to submit a request for this fiscal year.

Projects which have earmark funding with a remaining unobligated balance are also listed. At the April 27, 2011 STA Technical Advisory Committee (TAC) meeting, STA staff presented the attached memo (Attachment C), regarding the signing of HR1473 and the resulting rescissions of ISTEA and TEA-21 earmarks with unobligated balances. 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

The Project Delivery Policy, adopted by the STA Board on March 9, 2011, formalizes the STA's procedures regarding the programming and monitoring of STA funded projects (Attachment D). The delivery policies focus on clear decision points and funding alternatives to implement the funding recommendations taken by the STA Board. The goal of the STA project delivery policy 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. 2011 Budget Impacts/HR1473-Rescissions, 4-27-11
- D. 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	SOL100031	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/S309/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
<b>*GRAND TOTAL</b>					\$ 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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DATE: April 27, 2011  
 TO: STA TAC  
 FROM: Jessica McCabe, Project Assistant  
 RE: 2011 Budget Impacts/HR1473-Rescissions

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HR1473 was signed by the President on April 15, 2011. Caltrans Local Assistance sent news of these rescissions by email on April 26, 2011 (Attachment A). With the new law, there has been an immediate rescission of unobligated balances of a number of authorization act earmarks from ISTEA and prior acts. Also included is a rescission of TEA-21 High Priority Project unobligated balances if less than 10% of the funds authorized for the project remain unobligated as of September 30, 2011. Though Congress rescinded old ISTEA and TEA-21 earmarks in the Fiscal Year 2011, they did not rescind SAFETEA-LU earmarks – only funding that had been authorized, but not earmarked for projects.

**The law specifically states the following:**

Sec. 2210. Unobligated balances of funds made available for obligation under section 320 of title 23, United States Code, section 147 of Public Law 95-599, section 9(c) of Public Law 97-134, section 149 of Public Law 100-17, and sections 1006, 1069, 1103, 1104, 1105, 1106, 1107, 1108, 6005, 6015, and 6023 of Public Law 102-240 are permanently rescinded.

Sec. 2211. The unobligated balance available on September 30, 2011, under section 1602 of the **Transportation Equity Act for the 21st Century** (Public Law 105-178) for each project for which less than 10 percent of the amount authorized for such project under such section has been obligated is permanently rescinded.

SEC. 2212. Of the amounts authorized for fiscal years 2005 through 2009 in section 1101(a)(16) of the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users** (Public Law 109-59) to carry out the high priority projects program under section 117 of title 23, United States Code, that are not allocated for projects described in section 1702 of such Act, \$8,190,335 are permanently rescinded.

Solano County Projects

Based on Caltrans draft list of effected earmarks (Attachment B), the City of Dixon has lost \$658,851 from a rescinded ISTEA earmark, which was part of a 1991 appropriation. Dixon had had been authorized \$1,755,772 through this earmark, and obligated \$1,096,921; the remaining balance of \$658,851 was rescinded.

Other Solano projects with unobligated balances remaining are shown in Attachment C. This report, generated by Caltrans, was provided by MTC on February 18, 2011. It serves as reminder that Congress continues to be interested in rescinding unobligated federal funds, including earmarks, from prior years.

Attachments:

- A. Email from Caltrans Local Assistance, dated April 26, 2011
- B. Caltrans Draft DEMO/HPP Rescission
- C. SF Bay Area Earmarks Remaining as of January 19, 2011



## 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 28, 2011  
TO: STA Board  
FROM: Sara Woo, Associate Planner  
RE: Funding Opportunities Summary

**Discussion:**

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

	<b>FUND SOURCE</b>	<b>AMOUNT AVAILABLE</b>	<b>APPLICATION DEADLINE</b>
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$20 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$5,000</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
5.	Safe Routes to School (SR2S) Program*	Approximately <b>\$24.5 million</b>	Due July 15, 2011
6.	Safe Routes to Transit (SR2T) Program*	Approximately <b>\$4,000,000</b>	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.

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

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
<b>Safe Routes to School (SR2S) Program*</b>	Sylvia Fung Caltrans (510) 286-5226 <a href="mailto:Sylvia.fung@dot.ca.gov">Sylvia.fung@dot.ca.gov</a>	<b>Applications Due July 15, 2011</b>  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>	Eligible Projects: Project implementation activities that are eligible for reimbursement include : <ul style="list-style-type: none"> <li>• Preliminary engineering:               <ul style="list-style-type: none"> <li>○ Environmental clearance</li> <li>○ Preparation of Plans, Specifications and Estimate (PS&amp;E)</li> </ul> </li> <li>• Right-of-way:               <ul style="list-style-type: none"> <li>○ Engineering</li> <li>○ Appraisals and acquisition</li> <li>○ Utilities</li> </ul> </li> <li>• Construction:               <ul style="list-style-type: none"> <li>○ Construction costs</li> <li>○ Construction engineering</li> </ul> </li> <li>• Outreach and Public education/encouragement/enforcement</li> </ul> <a href="http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s_gaf.htm">http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s_gaf.htm</a>

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
<b>Safe Routes to Transit (SR2T) Program*</b>	Carli Paine TransForm (510) 740-3150x315 <a href="mailto:carli@transformca.org">carli@transformca.org</a>	<b>Application availability anticipated June 2011; Anticipated deadline mid-July 2011</b>  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 <a href="http://www.transformca.org/files/sr2t_faqs_2009_0.pdf">http://www.transformca.org/files/sr2t_faqs_2009_0.pdf</a>



DATE: May 2, 2011  
TO: STA Board  
FROM: Johanna Masiclat, Clerk of the Board  
RE: STA Board Meeting Schedule for Calendar Year 2011

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**Discussion:**

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

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

DATE	TIME	LOCATION	STATUS
May 11, 2011	6:00 p.m.	Suisun City Hall	Confirmed
June 8, 2011	6:00 p.m.	Suisun City Hall	Confirmed
June TBD, 2011	9:00 a.m.	County Event Center	TBD
July 13, 2011	6:00 p.m.	Suisun City Hall	Confirmed
No Meeting in August			
September 14, 2011	6:00 p.m.	Suisun City Hall	Confirmed
October 12, 2011	6:00 p.m.	Suisun City Hall	Confirmed
November 9, 2011 14 <sup>th</sup> STA Annual Awards		TBD, Fairfield	
December 14, 2011	6:00 p.m.	Suisun City Hall	Confirmed

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