



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

TECHNICAL ADVISORY COMMITTEE (TAC)

MEETING AGENDA (REVISED)

1:30 p.m., Wednesday, May 25, 2011
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Daryl K. Halls, Chair
II. APPROVAL OF AGENDA	
III. OPPORTUNITY FOR PUBLIC COMMENT	
IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF (1:30 – 1:35 p.m.)	
V. CONSENT CALENDAR <i>Recommendation: Approve the following consent items in one motion.</i> (1:35 – 1:40 p.m.)	
A. Minutes of the TAC Meeting of April 27, 2011 <i>Recommendation:</i> <i>Approve TAC Meeting Minutes of April 27, 2011.</i> Pg. 1	Johanna Masielat
B. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – June 2011 <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to approve the FY 2011-12 Solano TDA Matrix – June 2011 as shown in Attachment A.</i> Pg. 7	Elizabeth Richards

TAC MEMBERS

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

VI. ACTION – FINANCIAL ITEMS

A. Reprogramming Funds from Travis AFB: North and South Gate Projects to Jepson Parkway (Vanden Road) Project

Jessica McCabe

Recommendation:

Approve the reprogramming of \$793,000 in **remaining** Federal earmark funds from the Travis AFB: **South North** Gate Project and transfer the funds to the Jepson Parkway Vanden Road segment for PS&E.

(1:40 – 1:45 p.m.)

Pg. 9

VII. ACTION NON-FINANCIAL ITEMS

A. Solano Countywide Pedestrian Transportation Plan

Sara Woo

Recommendation:

Forward a recommendation to the Alternative Modes Committee and the STA Board to approve the Solano Countywide Pedestrian Transportation Plan as shown in Attachment A.

(1:45 – 2:00 p.m.)

Pg. 17

VIII. INFORMATIONAL

A. Agenda Topics for STA Board Workshop of June 27, 2011

Daryl K. Halls

Informational

(2:00 – 2:10 p.m.)

Pg. 19

B. Highway Projects Status Report:

Janet Adams

1. I-80/I-680/State Route (SR) 12 Interchange
2. I-80 Eastbound Cordelia Truck Scales Relocation
3. I-80 Express Lanes
4. I-80 Freeway Performance Initiative
5. Redwood Pkwy -Fairgrounds Dr. Access Improvements
6. Jepson Parkway
7. State Route 12 (Jameson Canyon)
8. State Route 12 East SHOPP Project
9. I-80 SHOPP Rehabilitation Projects

Informational

(2:10 – 2:15 p.m.)

Pg. 51

C. Comprehensive Transportation Plan (CTP) Update Status – Alternative Modes Element

Robert Macaulay

Informational

(2:15 – 2:20 p.m.)

Pg. 55

- D. Project Delivery Schedule for Fiscal Year (FY) 2011-12** Jessica McCabe
Informational
(2:20 – 2:35 p.m.)
Pg. 59

NO DISCUSSION

- E. Legislative Update** Jayne Bauer
Informational
Pg. 69
- F. Fiscal Year (FY) 2010-11 Abandoned Vehicle Abatement (AVA) Program Third Quarter Report** Susan Furtado
Informational
Pg. 101
- G. Local Project Delivery Update** Jessica McCabe
Informational
Pg. 103
- H. STA Funding Opportunities Report** Sara Woo
Informational
Pg. 121
- I. STA Board Meeting Highlights of May 11, 2011** Johanna Masielat
Informational
Pg. 127
- J. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2011** Johanna Masielat
Informational
Pg. 133

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, June 29, 2011.**

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TECHNICAL ADVISORY COMMITTEE
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:

TAC Members Present:	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 C.

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 with an amendment to include minor edits to the project list.

C. Legislative Update

Jayne Bauer reviewed 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 policy 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). He noted staff 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 or June.

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

Judy Leaks provided an update on Bike to Work activities.

NO DISCUSSION

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

F. Local Project Delivery Update

G. STA Funding Opportunities Report

H. STA Board Meeting Highlights of April 20, 2011

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

IX. ADJOURNMENT

The meeting was adjourned at 2:50 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, May 25, 2011.**

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DATE: May 19, 2011
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix
June 2011

To be provided under separate cover.



DATE: May 16, 2011
TO: STA TAC
FROM: Jessica McCabe, Project Assistant
RE: Reprogramming Funds from Travis AFB: North ~~and South~~ Gate Projects to Jepson Parkway (Vanden Road) Project

Background:

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes, during the four-year period from Fiscal Year (FY) 2008-09 through FY 2011-12.

TIP Amendment Process and Revision Schedule

MTC continuously monitors developments in funding programs and funding needs of transportation projects, as reflected by the TIP project listing. Any significant changes are reviewed by MTC, STA, and its transportation partners; prior to amending project scopes and funding. Formal amendments must be approved by the full Commission, ABAG, Caltrans, EPA, FTA and FHWA. Per MTC's TIP Revision schedule (Attachment A), the next amendment request submission deadline is May 26, 2011.

Jepson Parkway Project Scope and Current Funds Programmed

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 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).

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 of Solano 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 \$793,000, 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.

Discussion:

STA staff in partnership with the Cities of Fairfield and Vacaville, and the County of Solano have worked to develop an implementation plan for the Jepson Parkway project, which consists of a Memorandum of Understanding (MOU) (Attachment A), that defines the roles and responsibilities of the Jepson Parkway Working Group and each agency in the delivery of the Jepson Parkway. It also establishes the guiding principles from which to select and prioritize project phases. This MOU was approved by the STA Board on May 11, 2011 along with a Funding agreement between the STA and the City of Vacaville.

Per the terms laid out in the MOU and the funding agreement entered into between the STA and County, the unobligated earmark funds from the Travis AFB: North and South Gate projects will go towards the Vanden segment of the Jepson Parkway project. The table below shows the current programming of funds for Travis AFB: North ~~and~~ South Gate projects and the Jepson Parkway, and recommended reprogramming of funds from Travis AFB: North ~~South~~ Gate projects to Jepson Parkway. Once the request to reprogram these funds is approved, STA staff will prepare a formal TIP Amendment to send to MTC.

	Jepson Parkway (Vanden Road project)	Travis AFB: North Gate	Travis AFB: South Gate	<u>Total Obligation Authority (OA)</u>
Current Programming				
PE	2,400	150	150	
ROW	3,800	<u>297,152</u>	128	
CON	30,000	0	1,760	
TOTAL	36,200	<u>447,302</u>	2,038	<u>302 + 2,038 + 539 = 2,879</u>
Recommended Reprogramming				
PE	3,193 <u>(254 + 539 = 793)</u>	48 <u>(-102)</u>	150	
ROW	3,800	0 <u>(-152)</u>	128	
CON	30,000	0	1,760	
TOTAL	36,993	48 <u>(-254)</u>	2,038	

Fiscal Impact:

None impact to the STA budget.

Recommendation:

Approve the reprogramming of \$793,000 in ~~Federal~~ remaining Federal earmark funds from the Travis AFB: ~~South-North~~ Gate Project and transfer the funds to the Jepson Parkway Vanden Road segment for PS&E.

Attachments:

- A. MOU between STA, the County of Solano, and the Cities of Fairfield and Vacaville, 5-11-11

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**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



DATE: May 12, 2011
TO: STA TAC
FROM: Sara Woo, Associate Planner
RE: Solano Countywide Pedestrian Transportation Plan

Background:

The Solano Countywide Pedestrian Plan is currently being updated as part of the overall Comprehensive Transportation Plan (CTP). Similar to the Countywide Bicycle Plan, the Solano Countywide Pedestrian Plan identifies the short-term and long-term projects needed to complete a countywide pedestrian network. Over the last several months, the Pedestrian Advisory Committee (PAC) has worked with the Technical Advisory Committee (TAC) to identify priority pedestrian projects in each jurisdiction. Through this process, the following key items have been developed and reviewed by the PAC:

1. Draft Solano Countywide Pedestrian Network Projects List
2. Draft Solano Countywide Pedestrian Network Priority Projects List
3. Chapter 1 – Existing Conditions
4. Chapter 2 – Goals, Objectives, and Policies
5. Chapter 3 – Proposed Bikeway System
6. Chapter 4 – Policies and Programs

Discussion:

For the TAC's review, STA staff has completed the following:

1. Chapter 5 – Cost Analysis and Implementation
2. Chapter 6 – Data Collection
3. Chapter 7 – Performance Measures and Evaluation

Each chapter provides an introduction to the chapter contents, followed by the materials developed through study.

Beginning in late fall 2009, STA staff began a series of planning coordinating meetings with public works and planning staff in each jurisdiction. These meetings included the respective agency's elected BAC and PAC representatives to discuss proposals for projects and to identify priorities. Over the next several months, STA staff worked with local agency staff to review projects to ensure that their projects were fully considered in the Solano Countywide Pedestrian Transportation Plan.

Mapping was completed by STA staff with help from PAC members and local agency staff. PAC members were asked to review copies of the SolanoLinks Bike Map to update the existing pedestrian network. In addition, STA staff reviewed routes based on Google Maps and available maps and data provided by agency staff. The proposed network shown in Chapter 3, Table 3-5A and 3-5B, was mapped to show a countywide view as well as individualized maps per jurisdiction.

In January 2011, the PAC reviewed the Cost Analysis portion of Chapter 5 – Cost and Implementation. Since the January 20th meeting, the implementation portion has been completed. The implementation section of Chapter 5 discusses STA’s general approach to project delivery and accomplishing the recommendations identified in the Countywide Pedestrian Transportation Plan. Chapter 6 details pedestrian and bicyclist counts and commute statistics based on the 2000 Census and 2005-2007 American Community Survey.

Chapter 7 – Performance Measures and Evaluation is a new element to the Solano Countywide Pedestrian Transportation Plan. The purpose of this chapter is to provide a platform for STA staff to begin coordinating information regarding current projects and eventually being able to provide a resource to project sponsors and members of the public about the various outcomes of the Countywide Pedestrian Transportation Plan. The development of the Performance Measures section was achieved through review of pedestrian plans with performance measures and interviews with various transportation professionals.

Based on the nine (9) goals identified in Chapter 2 of the Countywide Pedestrian Transportation Plan, a system of measurement for achieving those goals was developed based on quantitative and qualitative analysis. The performance measures have been created based on measurement of outputs and outcomes of the Plan. Whereas *outputs* take a look at physical development of the pedestrian network and the amenities described, *outcomes* evaluate the perceived benefit to the community primarily based on user/public feedback. By use of outcome-oriented evaluation, STA staff can also develop qualitative inferences based on quantitative data. The primary party responsible for coordinating the performance measures statistical data is STA, which would assist in further improving STA staff accountability to the general public and project sponsors.

The PAC reviewed the Plan at their May 18, 2011 meeting.

The PAC unanimously approved the Plan for STA Board for adoption based on the approval by the study’s Technical Working Group.

If approved by the TAC, the recommendation would be presented to the STA Board at their June 8, 2011 meeting for a formal adoption of the Solano Countywide Pedestrian Transportation Plan. On May 31, 2011, the Alternative Modes Committee will also review the pedestrian plan.

Fiscal Impact:

None to the STA budget. Projects identified in the Solano Countywide Pedestrian Plan are eligible for Federal funds administered by STA and other funding sources requiring an adopted Pedestrian plan of local agencies.

Recommendation:

Forward a recommendation to the Alternative Modes Committee and the STA Board to approve the Solano Countywide Pedestrian Transportation Plan as shown in Attachment A.

Attachment:

- A. Solano Countywide Pedestrian Transportation Plan

(Note: This attachment has been provided to the TAC members under separate enclosure. For immediate review, you may also access by going to the STA Website:

<http://www.sta.ca.gov/cal.php?event=1&oid=1000000205&ogid=1000000006&event=1>)



DATE: May 16, 2011
TO: STA TAC
FROM: Daryl Halls, Executive Director
RE: Agenda Topics for STA Board Workshop of June 27, 2011

Background:

Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. Periodically, the STA Board has held a workshop to discuss and provide staff with policy direction on a range of topics. The STA Board last held a Board workshop on July 12, 2006. The agenda topics at this workshop included the following:

1. The Future of Our Highway Corridors
 - A. Development of Highway Corridor Operational Policies
 - B. Development of STA Policy for Funding Reliever Routes and Regionally Significant Interchanges
 - C. Funding and Implementation of Highway Improvements – 2006-2010
2. The Future of Transit Service
 - A. Intercity Transit Funding and Service
 - B. Intercity Paratransit and Transit Service for Seniors
 - C. Near Term Funding of Critical Transit Hubs
 - D. Transit Consolidation Study
3. Five Steps to Improved Travel Safety
 - A. Local Intersections with High Accident Rates
 - B. Safe Routes to Schools Program
 - C. Safe Routes to Transit
 - D. Railroad Overcrossing
 - E. Key Bottlenecks Affecting Emergency Response Personnel
4. Implementation of Transportation for Livable Communities at the Community Level
5. Review and Update of Project Funding Priorities Following the Failure of Measure H
6. Enhancement of STA's Efforts to Inform, Engage, and Involve the Public Regarding Transportation Issues, Plans, and Projects

The discussion and policy direction provided to staff by the Board helped guide the development of subsequent STA Overall Work Programs and has resulted in the successful implementation and completion of various related plans, projects or programs as described below.

1. The Future of Our Highway Corridors

This topic area has resulted in the initiation and completion of the Solano Operations Highways Improvement Plan (SoHIP) for the I-80 Corridor and the funding and initiation of the State Route (SR) 12 Major Investment Study (MIS) with Caltrans, MTC and the San Joaquin Council of Governments. The STA updated its priorities for Route of Regional Significance and the Board adopted a 50% regional/50% local policy for delivery of reliever route projects. This resulted in funding agreements for the North Connector and the subsequent delivery of the first two of three segments of the project. A Memorandum of Understanding (MOU) has been developed for the Jepson Parkway Project and an initial funding agreement between the STA and the City of Vacaville has been developed for the next phase of the project.

2. The Future of Transit Service

The discussion of transit priorities has resulted in the Intercity Transit Funding Agreement which has provided dedicated funding stability for the seven intercity transit routes comprising Solano Express. Two senior and people with disabilities mobility summits were held in 2009 which has resulted in the formation of a Senior and People with Disabilities Mobility Advisory Committee, the establishment of a Intercity Taxi Program for ambulatory individuals, and the County Mobility Guide was developed.

Several priority transit centers were identified and fully funded resulting in the construction of phase 1 of the Vacaville Transit Center, the start of construction of the Vallejo Station, the construction of the Vallejo Transit Center, and funding plans for initial phases of the Fairfield Vacaville Rail Station, the Curtola Park and Ride in Vallejo and the Benicia Park and Ride Projects.

The Solano Transit Consolidation Study was completed and the cities of Benicia and Vallejo joined with the STA in 2010 to form a transit joint powers authority, named Solano County Transit (SolTrans).

3. Five Steps to Improved Travel Safety

The Solano Safety Plan was updated. The Solano Safe Routes to School Plan was completed and a Safe Routes to School Program was established with the participation of all seven school districts, seven cities, the County Board of Education and County of Solano. A Safe Routes to Transit Plan to be initiated in Fiscal Year (FY) 2011-12. A Solano Rail Crossing Plan was completed in 2010. Development of an Emergency Response Plan is included as part of the STA's new Overall Work Plan.

4. Implementation of Transportation for Livable Communities (TLC) at the Community Level

A TLC Concept Plan was developed for the North Connector Project. An update to the Jepson Parkway Concept Plan is scheduled and funded as part of the design phase for that project. STA has awarded TLC planning grants for the Old Town Cordelia Streetscape Project and the Fairfield Transit Center/Gateway Project, and TLC Capital grants for the Vallejo Downtown Streetscape Project, Old Town Cordelia, Suisun City Waterfront Improvements, Vacaville and the Union/Main Street Streetscape Project in Fairfield. The Countywide TLC Plan was developed and a TLC update incorporating Priority Development Areas (PDAs) is scheduled as part of the Comprehensive Transportation Plan update.

5. Review and Update of Project Funding Priorities Following the Failure of Measure H

The STA has updated its priorities for funding for each of this various modes and funding options. In 2009, the STA began more actively exploring and evaluating a broader range for funding of projects, including Express Lanes, a Regional Transportation Impact Fee (RTIF), and a Public Private Partnership (P3) Feasibility Study.

6. Enhancement of STA’s Efforts to Inform, Engage and Involve the Public Regarding Transportation Issues, Plans and Projects

Staff has recently updated and enhanced the STA website. A variety of public advisory committees have been formed to provide forums for more public participation in the setting of priorities for bikes, pedestrians, mobility for seniors and people with disabilities, and safe routes to schools. A number of project fact sheets have been prepared and distributed.

Discussion:

In recent years, traditional transportation funding sources at the federal and state levels have continued to wane. The one positive occurrence was the Bay Area voter’s passage of Regional Measure 2, increasing the toll on the seven state owned bridges by \$1. This provided Solano County with critical transit operating funds for the Baylink Ferry and four of the seven Solano Express Intercity Transit routes, local match funds for the I-80/I-680/SR 12 Interchange, and capital funds for six transit centers (four bus, 1 ferry and rail).

The State fiscal crisis is expected to curtail the availability of state transportation funds through the middle part of this decade. Federal transportation funds are also severely limited resulting in several delays in the next scheduled authorization bill and the elimination of the federal earmarks this year.

On May 11th, the STA Board adopted its updated Overall Work Program for FY 2011-12/ FY 2012-13 that contains a list of 42 plans, projects and programs. Many of these items could be impacted or delayed based on the availability of state and/or federal funding.

On May 2nd, the Executive Committee authorized staff to schedule a Board Workshop to discuss a range of policy topics and priorities listed as Attachment B. The Board Workshop has been scheduled for Monday, June 27th from 10 am to 2 p.m. at the Solano County Events Center. All Board Members and Board Alternates have been invited to attend. Members of the STA TAC are invited to attend as well.

Recommendation:

Informational.

Attachments:

- A. STA’s Adopted Overall Work Program (Priority Projects) for FY 2011-12 and FY 2012-13
- B. List of Agenda Topics for June 27th STA Board Workshop

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**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2011-12, & FY 2012-13
Board Adopted May 11, 2011**

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

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



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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2011-12	FY 2012-13	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead - Projects	3.	<p><u>I-80 HOV Projects</u></p> <p>A. <u>Red Top to Air Base Parkway</u> –8.7 miles new HOV Lanes. COMPLETED (Fall 2009)</p> <p><u>Ramp Metering (HOV Lane Component)</u> PA/ED: 4/07 PS&E: 10/09 R/W: None Begin Construction: 2/2011</p> <p>B. <u>WB I-80 Carquinez Bridge to SR 29</u> – This project has a completed PSR approved by Caltrans. Project is currently unfunded (\$20M).</p> <p>Note: HOV Lanes to be implemented as part of Express Lanes OWP# 4</p>	STA	CMIA \$6M	X	X	CMIA \$6M	Projects Janet Adams



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STA Lead – Projects	4.	<p><u>Express Lanes (HOT Lanes)</u></p> <p>A. Convert Existing I-80 HOV Lanes to Express Lanes</p> <p>B. I-80 Air Base Pkwy to I-505</p> <p>C. I-80 SR 29 to SR 4</p> <p>D. I-80 SR 37 to SR 29</p> <p><u>Status:</u> STA approved to complete PSR/PR for Project (Red Top Rd to I-505) by Caltrans, \$16.4 M allocated from Bridge Toll funds for the PA/ED of this Project. PA/ED underway with estimated 2 years to complete this phase of the Project.</p> <p><u>Milestones:</u> \$16.4M Allocation from Bridge Tolls. Consultants selected for first 2 priority segments.</p> <p>PA/ED – March 2013</p>	STA PA/ED Design	\$16.4 M Bridge Tolls	X	X	\$100 to \$150M (Red Top to I-505)	Projects Janet Adams
STA Lead – Projects	5.	<p><u>Redwood Parkway – Fairgrounds Drive Improvement Project</u></p> <p>STA, City and County began PA/ED 2010, Scoping Meeting held January 2011.</p> <p><u>Milestones:</u> The PA/ED for Redwood Pkwy – Fairgrounds Dr Improvement Project began 2010.</p>	STA PA/ED	Federal Earmark	X	X	\$65M	



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STA Lead – Projects	6.	<p><u>Jepson Parkway Project</u></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&E allocated by CTC in 2010.</p> <p><u>ECD:</u> PA/ED: 3/09 (EIR), 6/11 (EIS) PS&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	<p>Projects Janet Adams</p>



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



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



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STA Lead – Studies	10.	<p><u>I-80 Corridor Management Policy(s)</u> This includes, but is not limited to ITS Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features).</p> <p><u>Status</u> The Study has been completed and set a foundation to initiate the discussions for Ramp Metering Implementation and other Operational Improvements implementation along the I-80 corridor.</p> <p><u>Milestones:</u> I-80 Corridor Management - COMPLETED</p> <p><u>ECD:</u> Operational Analysis – Fall 2011 Ramp Metering MOU – Jan 2012</p>	STA		X	X	N/A	Projects Janet Adams/ Sam Shelton
STA Lead – Studies	11.	<p><u>Regional Traffic Impact Fee (RTIF) Nexus Study</u></p> <ul style="list-style-type: none"> • Public Outreach • Technical Study • Options/Scenario <p><u>Status:</u> The traffic demand model land use and 2010 base year have been updated. The initial county wide project list has been developed by working groups.</p> <p><u>ECD:</u> December 2011</p>	STA	PPM	X	X	\$300,000	Projects Robert Macaulay



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STA Lead – Studies	12.	<p><u>Comprehensive Transportation Plan (CTP) Update</u> ALL: Project cost consultant contract RFP released 3/11. Work completion est. 12/11.</p> <p>Arterials, Highways and Freeways <u>Milestones:</u> Adopted Goals, State of the System report, Goal Gap Analysis, updated Routes of Regional Significance, project list.</p> <p>Alternative Modes <u>Milestones:</u> Adopted Goals, State of the System report, Goal Gap Analysis, Project List; Bike plan update completed. Develop State of the System report. TLC Plan update consultant contract RFP released 3/11.</p> <p>Transit <u>Milestones:</u> Adopted Goals, State of the System report, Goal Gap Analysis, Transit Capital List updated. Senior and Disabled Transit Study update underway. Rail Crossing Inventory adopted 2/11.</p> <p>Safe Routes to Transit Consultant contract RFP released 3/11. Plan completion est. 12/11.</p>	STA	Combination of STIP/STP fund swap and TDA fund swap	X X X	X X X		Planning Robert Macaulay/ Robert Guerrero/ Sara Woo



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STA Lead – Studies	13.	<p><u>Countywide Transit Consolidation Study</u></p> <p>Implementation of recommended options</p> <p>A. Option 1: Benicia/Vallejo Transit Consolidation JPA and Transition Plan approved; SolTrans Board organized 4c: Interregional express bus route consolidation pending</p> <p><u>Status:</u> Implementation of Transition Plan underway. STA funding and coordinating transition team. Option 4c FY 2011-12 after transition process completed, evaluation will begin.</p> <p><u>ECD:</u> July-Dec. 2011 SolTrans agency formed and operating .</p>	STA/Vallejo/Benicia	STAF	X	X	\$400,000	Transit/SNCI Elizabeth Richards
STA Lead – Studies	14.	<p><u>Community Based Transportation Plan (CBTP)</u></p> <p>A. Vacaville FY 2009-10; B. East Fairfield/TAFB FY 2010-11</p> <p><u>Milestones:</u> Vacaville CBTP Completed; E Fairfield RFP to be released by Fall 2011.</p> <p><u>ECD</u> Vacaville Study completed Fall 2010; East Fairfield study to be completed by June 2012</p>	STA/MTC	MTC/CBTP STAF	X	X	\$120,000	Transit/SNCI Liz Niedziela



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STA Lead – Programs	15.	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></p> <ol style="list-style-type: none"> 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Funding of Program 6. Update of Plan <p><u>Status:</u> Over \$2 million in SR2S funding obtained to date. Two-Year Work SR2S Plan approved. STA to continue to seek additional grant funds. SR2S 2011 Plan update initiated along with countywide mapping project. As of March 2011, 15 schools have held 41 events while 11 additional schools have 28 more events scheduled for school year ending June 2011. Staff to plan countywide SR2S event in Fall 2011.</p>	STA	STP Planning Gas Tax ECMAQ TFCA Yolo/Solano BAAQMD	X	X	Total cost \$32 M Engineering \$1 M/year Encouragement, Education and Enforcement (29 schools out of 100 schools in Plan)	Projects Sam Shelton Transit/SNCI Danelle Carey
STA Lead – Programs	16.	<p><u>Abandoned Vehicle Abatement Program</u></p> <p><u>Status:</u> Ongoing – 1,195 vehicles abated in of the first 6 months of FY 2010-11.</p>	STA	DMV	X	X	09-10 \$254,180 county wide distribution	Projects/ Finance Susan Furtado
STA Lead – Programs	17.	<p><u>Congestion Management Program (CMP)</u></p> <p><u>Status:</u> Conduct 2011 CMP bi-annual update.</p> <p><u>Milestones:</u> Draft CMP 6/11; final CMP 9/11.</p>	STA	STP Planning	X			Planning Robert Macaulay



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



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STA Monitoring:	Project# 37 - 42

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STA Lead – Programs	19.	<p><u>Development of STA’s Transportation for Livable Communities (TLC) Program and MTC’s Transportation Planning for Land Use Solutions (T-PLUS) Program</u></p> <p>A. TLC Corridor Studies 1. Update Jepson Parkway TLC Plan</p> <p>B. County TLC Plan Update – Update and integrate Priority Development Areas implementation plan</p> <p><u>Status:</u> TLC Planning Grants prepared for award. TLC Plan update consultant contract RFP issued 3/11.</p>	STA	Regional TLC CMAQ STP Planning	X	X X		Planning Robert Guerrero
STA Lead – Programs	20.	<p><u>Implementation of Countywide Bicycle Plan Priority Projects</u></p> <p>A. Solano Bikeway Phase 2 McGary Road completed in 2010</p> <p>B. Jepson Parkway Bikeway (next phase) – Roadway design to include TLC components</p> <p>C. Benicia Bike Route: Rose Drive/I-780 OC – Constructed in 2010</p> <p>D. Vacaville-Dixon Bike Route 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



**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2011-12, & FY 2012-13
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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>Countywide Pedestrian Plan and Implementation Plan</u> <ul style="list-style-type: none"> • Vacaville Creekwalk Extension • SR 12 Jameson Canyon Trail Study • Develop Ped Project Implementation Plan Update of Solano Pedestrian Master Plan; underway. EDC Fall 2010 <ul style="list-style-type: none"> • West B Street Ped Crossing <u>Status:</u> Vacaville Creekwalk ready for construction (NOTE – may be delayed); Jameson Canyon Trail Study completed. Ped Plan update release pending. Funding plan for West B Street Ped Crossing drafted <u>ECD:</u> Pedestrian Plan update scheduled for July 2011	STA Solano County Vacaville Fairfield Fairfield Dixon STA County County	State TEA Bay Trails TDA-ART3 Regional Bike/Ped Program RM 2 Safe Routes to Transit	X X X		\$3-\$5M (Capital Cost) \$1 million \$100,000 Bay and Delta Trail Planning Grants TDA – Art 3	Planning Sara Woo



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OVERALL WORK PLAN (OWP)
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STA Lead – Programs	22.	<u>Clean Air Fund Program and 3-Monitoring</u> A. BAAQMD/TFCA B. YSAQMD Five year funding plan and project monitoring completed for BAAQMD; pending for YSAQMD. 3-part funding priority plan established. <u>Status:</u> Allocated annually	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.	<u>STA Marketing/Public Information Program</u> A. Website B. Events C. STATUS D. Project Fact Sheets and Public Outreach 1. I-80 STATUS E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy H. Annual report <u>Status:</u> 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.	STA	TFCA Gas Tax Sponsors	X	X		Planning Jayne Bauer



**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2011-12, & FY 2012-13
Board Adopted May 11, 2011**

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



**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
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		funds for transit. Worked with transit operators to update Intercity Transit Funding agreement. Intercity operating plan to be updated FY 2011-12.						
STA Lead – Programs	26.	<p><u>Lifeline Program Management</u></p> <p>A. Call for Projects B. Project Selection C. Monitor Projects</p> <p><u>Status:</u> Monitor projects selected in first and second call for projects Administer third Call for Projects summer of 2011. State budget constraints slowing implementation of Lifeline projects.</p>	STA/MTC	TDA/STAF	X	X	\$15,000	Transit/SNCI Liz Niedziela
STA Lead – Programs	27.	<p><u>Solano Napa Commuter Information (SNCI) Program</u></p> <p>A. Marketing SNCI Program B. Full Incentives Program C. Emergency Ride Home (ERH) Program D. Employer Commute Challenge E. Vanpool Program F. Coordination with Napa G. Campaigns/Events</p> <p><u>Status:</u> Implement Spring Bike to Work campaign and continue to deliver overall services to Solano and Napa employers and the general public.</p> <p>Fourth Commute Challenge completed with increased employer and employee participation 620; 45 new vans were started to/from Solano/Napa counties and SNCI supported 171 vanpools; Staffed 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



SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2011-12, & FY 2012-13
Board Adopted May 11, 2011

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STA Co-Lead	28.	<p><u>Regional Transportation Plan Update</u></p> <p>A. <u>RTP Call for Projects</u></p> <p>B. <u>Participate in RTP update</u></p> <p>C. <u>Participate in Regional Housing Needs Allocation</u></p> <p>Status: MTC has initiated RTP update; ABAG is preparing Sustainable Communities Strategy (SCS). Draft SCS land use plan scheduled Fall 2011. RTP Draft in 2012. Regional Housing Needs Assessment (RHNA) local participation approved 2/11; steering committee established.</p> <p><u>Status:</u> Developing project cost estimates, prioritized project list and implementing policies. Developing prioritized list of follow-up studies and plans, including: Alt Fuels Strategy Safe Routes to Transit Plan Safe Routes to School Plan Update</p> <p><u>ECD:</u> Jan. 2012</p>	MTC/STA	STA Planning	X	X		Planning Robert Macaulay



**SOLANO TRANSPORTATION AUTHORITY
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STA Co-Lead Projects	29.	<p><u>Travis Air Force Base Access Improvement Plan (North & South Gates)</u></p> <p>A. South Gate Access (priority) B. North Gate Access</p> <p><u>Status:</u> County lead working with STA, City of Suisun City, and Travis AFB for South Gate implementation. Environmental Studies for South Gate underway. Work on the North Gate has been suspended pending City of Fairfield Train Station Specific Plan and how it may impact planned improvements along Cannon Rd and North Gate Rd. County initiated Environmental Study.</p> <p>EDC (South Gate): PA/ED: 12/12 PS&E: 3/13 R/W: 12/13 Beg Con: 8/14</p>	<p>STA Funding lead</p> <p>County Implementing lead</p>	<p>\$3.2M Federal Earmark</p> <p>South Gate Fully Funded</p> <p>North Gate Funding Short Fall \$5 M</p>	X	X	<p>South Gate \$3M</p> <p>North Gate \$7.6 M</p>	Projects Janet Adams
STA Co-Lead Projects	30.	<p><u>SR 12 West (Jameson Canyon)</u></p> <p>Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Project will be built with 2 construction packages.</p> <p><u>Status:</u> All design work has been completed; all right-of-way rights have been obtained. All utility agreements have been executed. Ready for CTC construction allocation. Project ready for Construction.</p> <p><u>ECD:</u> Begin Con 2011 Delayed Due to State Budget Crisis</p>	Caltrans STA NCTPA	<p>\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark</p>			\$139 M	Projects Janet Adams NCTPA Caltrans



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STA Co-Lead Plans	31.	<p><u>SR 29 MIS</u></p> <p><u>Status:</u> NCTPA seeking Partnership Planning Grant and MTC support. Previous submittals have not received grant funding. Target for FY 2012-13</p>	NCTPA	Unfunded – seeking Partnership Planning Grant and MTC funds		X	\$650,000	Planning Robert Macaulay
STA Co-Lead Plans	32.	<p><u>SR 12 MIS</u></p> <p>Develop MIS for SR 12 corridor (I-80 to I-5); create Corridor Advisory Committee to steer MIS and implementation. Coordinate MIS with Rio Vista bridge study. Meetings of Corridor Advisory Committee (STA, Sac County, SJCOG elected officials). Initiate Economic Assessment of SR 12 Corridor in partnership with SolanoEDC.</p> <p><u>Status:</u> Complete MIS funding package assembled; MTC has contracted with PBS&J; study work is underway, with draft Existing Conditions, Environmental Scan and Safety reports out to technical advisory group; future conditions report reviewed by project development team and CAC.</p> <p><u>ECD:</u> Complete Economic Assessment of SR 12 in Oct. 2011. Draft MIS complete in 2012.</p>	STA SJCOG, SACOG, MTC, Caltrans	STP PPM, SJCOG and SACOG funds Caltrans HQ funds	X	X	\$950,000 (STA \$150,000)	Planning Robert Macaulay Daryl Halls



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



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STA Co-Lead Programs	35.	<p><u>Solano Climate Action Program</u></p> <p>A. Conduct county-wide greenhouse gas emission inventory</p> <p>B. Develop STA-specific GHG emission inventory (Fall 2011)</p> <p>C. Develop and implement county-wide and agency-specific GHG reduction programs and projects, with 4Cs guidance</p> <p><u>Status:</u> AECOM under contract to conduct GHG inventory for county and five cities; 75% complete. STA lead on state grant application for subsequent Climate Action Plan.</p>	STA	YSAQMD BAAQMD TFCA Program Manager Funds	X	X	\$60,000 to initiate	Planning Robert Macaulay
STA Co-Lead Programs	36.	<p><u>SolanoExpress Route Management</u></p> <p>A. Rt. 30/78/90 1. Performance &-Monitoring 2. Funding Agreement Update</p> <p>B. Countywide Intercity SolanoExpress Marketing & Capital Replacement</p> <p>C. Development of multi-year funding plan</p> <p><u>Status:</u> STA will work with FAST on proposed service changes for Rt. 30/90 and Vallejo Transit regarding Rt. 78. Rt. 30/90 agreement extension option approved with FAST.</p>	[ER]STA	TDA RM2 Lifeline	X	X		Transit/Rideshare Elizabeth Richards Liz Niedziela



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FY 2011-12, & FY 2012-13
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STA Monitoring Projects	37.	<u>I-80 SHOPP Rehabilitation Projects</u> A. <u>In Vallejo – Tennessee Street to American Canyon</u> --COMPLETED B. <u>Near Vallejo – American Canyon to Green Valley Road</u> -- COMPLETED C. <u>Air Base to Leisure Town OC</u> – COMPLETED D. <u>SR 12 East to Air Base</u> – COMPLETED E. <u>Leisure Town OC to SR 113 South</u> Programmed in 2010 SHOPP for FY 2011-12 F. <u>SR 113 South to Yolo County Line</u> – COMPLETED	Caltrans	SHOPP	X	X	\$124 M \$50 M	Projects Caltrans



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STA Monitoring Projects	38.	<p><u>Capitol Corridor Rail Stations/Service</u></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"> • Identify right-of-way preservation needs • Implement action plan <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>



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STA Monitoring Projects	39.	<p><u>Baylink Ferry Support and Operational Funds</u></p> <p>A. Vallejo Station B. Maintenance Facility C. Ferry Service Transition Plan</p> <p><u>Status:</u> Monitor project schedule and phasing plan for Vallejo Station. Phases I and II of the Maintenance Facility are funded. STA is supporting Vallejo's efforts on WETA Transition Plan and implementation issues. Support Rt. 200 ferry complementary service and NCTPA VINE's new Ferry Feeder service. Bus Transfer Center under construction; Vallejo Station Phase II has begun</p>	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD	X	X	\$65M \$10.8M \$0.5M	Transit/SNCI Elizabeth Richards
STA Monitoring – Programs	40.	<p><u>Monitor Delivery of Local Projects/Allocation of Funds</u></p> <p>A. Monitor and manage local projects. B. Develop Pilot Solano Project Mapper and Management Webtools</p> <p><u>Status:</u> Monitoring of local projects is an on-going activity; STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. The new pilot Mapper project is being developed in partnership with Solano County GIS group. Expect a roll out of the draft project tool summer 2011.</p> <p>ECD: Ongoing activity.</p>	STA	STIP-PPM	X	X	N/A	Projects Jessica McCabe Sam Shelton
STA Monitoring Project	41.	<p><u>Peabody Road</u></p> <p>Work with County to develop a funding strategy for improvements to the roadway in unincorporated County. Project proposed to be added to RTIF.</p>	County	Unfunded				Projects



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

Completed Work FY 2010-11:

- I-80/I-680/SR 12 Draft EIR/EIS - COMPLETED
- North Connector East and Central Segments -- COMPLETED
- Jepson Parkway FEIS – EXPECTED MAY 2011
- I-80 EB Cordelia Truck Scales PS&E and R/W COMPLETED
- Rio Vista Bridge Study – COMPLETED
- SR 12/Church Rd PSR - COMPLETED
- SR 12 Jameson Canyon PS&E and R/W COMPLETED
- I-80 Rehabilitation – SR 113 to Yolo County – COMPLETED
- Vacaville Intermodal – Phase 1 – COMPLETED
- SR 12 East Roadway Reconstruction - COMPLETED
- Solano Rail Crossing Inventory and Improvement Plan COMPLETED.
- SR 12 Jameson Canyon Bicycle and Pedestrian Connection Plan – COMPLETED
- Solano Countywide Bicycle Plan – COMPLETED
- Solano Countywide Pedestrian Plan – COMPLETED

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STA BOARD WORKSHOP

10:00 a.m. – 2:00 p.m., Monday, June 27, 2011
Conference Room B
Solano County Events Center

MEETING AGENDA

- I. Solano County's Comprehensive Transportation System**
- II. STA Priorities for SR 12 Corridor – (Funding, 2 Lanes versus 4 Lanes, Rio Vista Bridge, and Economic Analysis)**
- III. Implementation on I-80 Corridor - Express Lanes, Freeway Performance Initiative and Ramp Metering on I-80**
- IV. Opportunities for Public Private Partnerships**
 - a. P3 Study for Transit Centers**
 - b. Partnerships with Private Sector to Deliver Local Corridor Improvements (i.e., Jepson Parkway)**
- V. Development of Long Range Transit Sustainability Plan**
- VI. Implementation of Sustainable Communities Strategy – Development of Alternative Fuels Strategy and Infrastructure for Transit**
- VII. Funding of Local Priorities such as Safe Routes to School, Senior and Disabled Mobility, and Local Streets and Roads**

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DATE: May 13, 2011
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Highway Projects Status Report:
1.) I-80/I-680/State Route (SR) 12 Interchange
2.) I-80 Eastbound Cordelia Truck Scales Relocation
3.) I-80 Express Lanes
4.) I-80 Freeway Performance Initiative
5.) Redwood Pkwy -Fairgrounds Dr. Access Improvements
6.) Jepson Parkway
7.) State Route 12 (Jameson Canyon)
8.) State Route 12 East SHOPP Project
9.) I-80 SHOPP Rehabilitation Projects

Background:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. With the passage of the Proposition 1B Bond in November 2006, the county was able to secure additional funding from the Corridor Mobility Improvement Account (CMIA) for the State Route (SR) 12 Jameson Canyon. In addition, the I-80 Eastbound Cordelia Truck Scales Relocation Project received nearly \$50 million in funding from the Trade Corridor Improvement Fund of Proposition 1B. With the Proposition 1B funded projects ready for construction, it will be necessary for the STA to seek non-traditional fund sources to deliver the major freeway and highway projects during this critical financial .

Discussion:

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

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

The responses to comments from the circulation of the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) Report is being reviewed by Caltrans with a final environmental document date of fall 2011. The biological Assessment (BA) was submitted to the US Fish and Wildlife Service (USFWS) in mid April 2011. Two full-build alternatives (Alternatives B and C) and two first phases (Alternative B Phase I and Alternative C Phase I) are currently being considered for the improvement of the I-80/I-680/SR 12 Interchange relocation, upgrade, and expansion of the westbound truck scales on I-80. Alternatives B and C each include improvements to SR 12 East (SR12E).

The California Transportation Commission (CTC) did award the \$24 million of Proposition 1B CMIA savings from the I-80 High Occupancy Vehicle (HOV) Lanes Project to the Interchange. Construction of the first construction package must start construction by 2012 as a requirement of this fund source.

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

The Project will construct a larger, more efficient truck scale facility on eastbound I-80 approximately ½ mile to the east of the current facility in a large oval configuration. Associated on- and off-ramps would be constructed, and, upon completion of the project, the existing facility would be demolished.

STA completed the Plans, Specifications & Estimate (PS&E) and the Project is Ready to List, which means it is ready to have the CTC allocate programmed state funds to the Project at the June 2011 meeting. Once the CTC allocates the state funding, the Project is on track to start construction in 2011. Initial minor construction jobs will occur this summer to make way for the larger truck scales relocation project. These include a Solano Irrigation District utility relocation, the demolition of two buildings and tree removal. PG&E will also begin to relocate the transmission and distribution lines this Summer.

3.) I-80 Express Lanes

The first segment (Red Top Road to I-505) of the I-80 Express Lanes has been initiated with an allocation of \$16.4 million of bridge toll funds for environmental documentation. The environmental process is estimated to take 2 years. Initial steps include the traffic forecasting and requests for Right-of-Entry for property owners along the I-80 corridor are underway.

4.) I-80 Freeway Performance Initiative

I-80 Freeway Performance Initiative is traffic operation system improvements to improve the operations of the existing transportation infrastructure. On February 20, 2010, the STA Board approved the Solano Highways Operations Study, which recommends maximizing highway flow using Solano County's current highway corridor with traffic operations system improvements, such as Express Lanes & carpool lanes, changeable message signs, closed-circuit television cameras, incident management programs, and ramp metering. This Study was developed under the guidance of the Solano Highways Partnership (SoHIP), a partnership involving all Solano County cities along I-80 as well as the Metropolitan Transportation Commission (MTC), Caltrans, and STA. MTC has dedicated an estimated \$55M to fund various traffic operations system improvements along I-80 over the next four years.

5.) Redwood Pkwy -Fairgrounds Dr. Access Improvements

The Project Study Report (PSR) for the I-80 HOV Lane/Fairground Access Project has been completed. The environmental documentation for to this project has been initiated with the Scoping Meeting that was held on January 26, 2011. The purpose and need of the project is to address existing congestion and improve operations; provide improved local access for businesses and residences; provide needed capacity to accommodate existing and future traffic demand; and reduce impacts to local residents, businesses and the environment. The environmental documentation process is expected to be completed by the fall of 2012.

6.) Jepson Parkway

Since 2002, STA has been working to prepare alignment plans for the four (4) Environmental Impact Report/Environmental Impact Statement (EIR/EIS) alternatives and to complete a range of environmental studies. The overall estimated construction cost of the remaining segments is estimated at \$185 million.

The Final EIR was certified by the STA Board for in March 2009. On May 12, 2011, the project reached a major project milestone with Caltrans signing the Final EIS. An allocation request of \$3.8 million in State Transportation Improvement Program (STIP) programmed funds for Right-of-Way is planned to be made to the CTC in June 2011. However, due to the State budget crisis, the allocation is likely to not be approved by the CTC. At the May STA Board Meeting, the project reached another milestone in the implementation of the project with the approval of the Memorandum of Understanding (MOU) and a Funding Agreement with the City of Vacaville. This MOU outlines the path toward working together to implement the project. A Funding Agreement with the City of Fairfield and Solano County is planned for the July STA Board Meeting. The first segment that is being moved forward to construction is the 4.5 mile segment between the new Fairfield/Vacaville Train Station at Cement Hill Road and Vanden Road to north of the Alamo Drive/ Leisure Town Road Intersection. Construction is planned to begin in 2014.

7.) State Route 12 (Jameson Canyon)

The existing State Route (SR) 12 has one lane in each direction with no median barrier. It has sections that do not meet current highway standards and consistently maintains a poor level of service in many sections. This Project will widen approximately 6 miles of SR 12 from two to four lanes and upgrade the highway to current standards from I-80 in Solano County to SR 29 in Napa County. The purpose of this Project is to add capacity to relieve traffic congestion and upgrade the facility to improve safety and operations along the route.

STA's consultants have completed the design for both construction contracts, Napa and Solano. Unfortunately, due to the state budget crisis, the CTC has deferred the allocation vote on these contracts. Selling of bonds is necessary in order to provide the cash flow to initiate the projects for construction.

8.) State Route 12 East Projects

The next safety project on SR 12 East is \$9 million improvements designed to reduce accidents and minimize accident severity involving fixed objects, and provide a clear recovery zone off the roadway between Azevedo Road and Liberty Island Road. This process involves removing trees to widen the shoulders, correcting the vertical curves to meet the stopping sight distance for a 55 mph design speed, constructing left-turn pockets, and installing a 6" asphalt overlay. Caltrans has obtained environmental clearance and has initiated the right-of-way acquisition process. Construction is expected to start by mid-2012.

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

Caltrans has completed over \$120 million of State Highway Operations & Protection Program (SHOPP) rehabilitation projects programmed for I-80 between Dixon and Vallejo. These projects started in Fiscal Year (FY) 2007-08.

The remaining section on I-80 to be rehabilitated is the section between Vacaville and Dixon. This section is programmed for 2012.

Recommendation:
Informational.

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DATE: May 16, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update Status –
Alternative Modes Element

Background:

The Solano Comprehensive Transportation Plan (CTP) is the STA's primary long-range transportation planning document and consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and Transit. The STA Board initiated an update of the 2004 CTP in 2009. As part of the new update, a fourth element focusing on Land Use will be included.

To date, the CTP Update was completed entirely in-house. Each element has an approved Purpose Statement and Goals and an approved State of the System report. STA staff has since concentrated time and resources in the CTP subsidiary documents for each of the elements. In addition, STA staff shifted focus from the CTP Update to complete the Travel Demand Model Update in 2009 and participated in the Regional Sustainable Communities Strategy and Regional Transportation Plan Update development. The CTP Update was slightly delayed as result of these separate efforts.

Discussion:

In the coming months, STA staff will be meeting with the STA policy committees associated with each element with the goal of completing the CTP update by December 2011. Fehr and Peers was recently selected to provide consultant services to assist in completing the CTP. Fehr and Peers will be focused on assisting with the production of CTP maps, illustrations and overall format.

The first in a series of CTP meetings over the next few months is the Alternative Modes Committee meeting scheduled for May 31, 2011. STA staff has completed several tasks since the last Alternative Modes Committee. The Committee members will be provided a comprehensive overview on tasks completed to date as a refresher for existing Committee members and for the benefit of the new Committee members. The Committee is anticipated to discuss action items related to the Countywide Bicycle and Pedestrian Plans. Other agenda topics include scope of work for upcoming planning efforts related to the Alternative Modes Element, such as:

- Alternative Fuels Plan and Infrastructure Plan
- Bicycle and Pedestrian Data Collection Report
- Solano County Bike Locker Study

The Transit Element and Arterials, Highways and Freeways Element will have similar committee meetings in the months of August and September. Primary discussion topics for both elements will be regarding performance measures and policies. The STA TAC will continue to be provided with regular updates and CTP committee agendas as the CTP is developed and finalized.

Fiscal Impact:

Funding for Fehr and Peers consultant services have been approved as part of the STA's budget for CTP update.

Recommendation:

Informational.

Attachment:

- A. Alternative Modes Committee Agenda dated May 31, 2011

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.comALTERNATIVE MODES COMMITTEE
MEETING AGENDA11:00 a.m., Tuesday, May 31, 2011
STA Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585

ITEM	BOARD/STAFF PERSON
I. CALL TO ORDER – SELF INTRODUCTIONS (a.m.)	Jim Spering, Chair
II. APPROVAL OF AGENDA (a.m.)	Jim Spering, Chair
III. APPROVAL OF MINUTES FROM PREVIOUS MEETING: March 15, 2010 (a.m.)	Jim Spering, Chair
IV. INFORMATIONAL ITEMS-Pg	
A. Status of the Alternative Modes Element	Robert Macaulay
B. Alternative Fuels Infrastructure Plan Scope of Work	Robert Guerrero
C. Bicycle and Pedestrian Data Collection Scope of Work	Sara Woo
D. Bike Locker Study Scope of Work	Robert Guerrero
V. ACTION ITEMS	
A. CTP Land Use Chapter <u>Recommendation:</u> <i>Forward a recommendation to the STA Board to approve the Solano CTP Land Use Chapter.</i> (4:05 – 4:30 p.m.) Pg	Robert Macaulay
B. Solano Countywide Bicycle Plan <u>Recommendation:</u> <i>Forward a recommendation to the STA Board to approve the Solano Countywide Bicycle Transportation Plan.</i> (4:05 – 4:30 p.m.) Pg	Sara Woo
C. Solano Countywide Pedestrian Plan <u>Recommendation:</u> <i>Forward a recommendation to the STA Board to approve the Solano Countywide Pedestrian Plan.</i> (4:05 – 4:30 p.m.) Pg	Sara Woo

Alternative Modes Subcommittee Members

<u>Jim Spering</u> , Chair County of Solano	<u>Mike Ioakimedes</u> City of Benicia	<u>Jack Batchelor, Jr.</u> City of Dixon	<u>Chuck Timm</u> City of Fairfield	<u>Ron Jones</u> City of Rio Vista	<u>Curtis Hunt</u> City of Vacaville
<u>Erin Hannigan</u> City of Vallejo	<u>Mike Hudson</u> City of Suisun City	<u>VACANT</u> Bicycle Advisory Committee	<u>Larry Mork</u> Pedestrian Advisory Committee	<u>VACANT</u> Technical Advisory Committee	

VI. Proposed Future Agenda Items

Robert Macaulay, STA

- **Draft Alternative Modes Element**
- **Transportation For Livable Communities Plan Update**
- **Safe Routes to Transit**

VII. Committee Member Comments

Jim Spering, Chair

(p.m.)

VIII. ADJOURNMENT –

Jim Spering, Chair

(p.m.)

Questions? Please Contact STA Staff, Robert Macaulay,
(707) 424-6006, rmacaulay@sta-snci.com

Alternative Modes Subcommittee Members

Jim Spering, Chair
County of Solano

Mike Ioakimedes
City of Benicia

Jack Batchelor, Jr.
City of Dixon

Chuck Timm
City of Fairfield

Ron Jones
City of Rio Vista

Curtis Hunt
City of Vacaville

Erin Hannigan
City of Vallejo

Mike Hudson
City of Suisun City

VACANT
Bicycle Advisory
Committee

Larry Mork
Pedestrian Advisory
Committee

VACANT
Technical Advisory
Committee



DATE: May 16, 2011
TO: STA TAC
FROM: Jessica McCabe, Project Assistant
RE: Project Delivery Schedule for Fiscal Year (FY) 2011-12

Background

The STA Project Delivery Department is responsible for the delivery of STA led projects and monitors and assists in the delivery of STA supported & funded projects (e.g., local street rehabilitation projects, bridge toll funded transit center projects, bicycle and pedestrian projects, etc.). Most project funding does not come directly from the STA itself, it is approved by the STA and then comes from either federal, state, or regional funding sources. STA project delivery staff help 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.

On May 19, 2011, the STA Board adopted the STA Project Delivery Policy (Attachment A) in an effort to formalize the STA's procedures regarding the programming and monitoring of projects. The goal of the 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, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Air Quality Management Districts.

The policy states that STA will support projects with reasonable delivery schedules which describe 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 deadlines. 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.

Discussion

In accordance with the STA Project Delivery Policy, STA staff is currently in the process of collecting project delivery schedules from local project sponsors with projects programmed in FY 2011-12 (Attachment B). For projects that could encounter significant delays and potentially fail to meet project delivery deadlines, a more detailed project schedule will be requested and will be subject to review by both the PDWG and TAC. As part of this peer review process, STA staff will suggest recommendations to further assist project sponsors in meeting delivery deadlines. This was recently the case with Suisun City's Grizzly Island Trail project, where recommended milestones and funding alternatives were provided (Attachment C), in response to project delivery delays identified by both STA and City of Suisun City staff.

Next Steps

On May 17, 2011, the Solano PDWG reviewed submitted project delivery schedules for FY 2011-12 projects. The STA TAC will be asked to recommend approval of the FY 2011-12 projects to the STA Board at their July 2011 meeting.

Fiscal Impact

None.

Recommendation

Informational.

Attachments:

- A. STA Project Delivery Policy, 2-28-11
- B. Fiscal Year (FY) 2011-12 Projects, 3-10-11
- C. Suisun City's Grizzly Island Trail Project Schedule, 3-21-11

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)

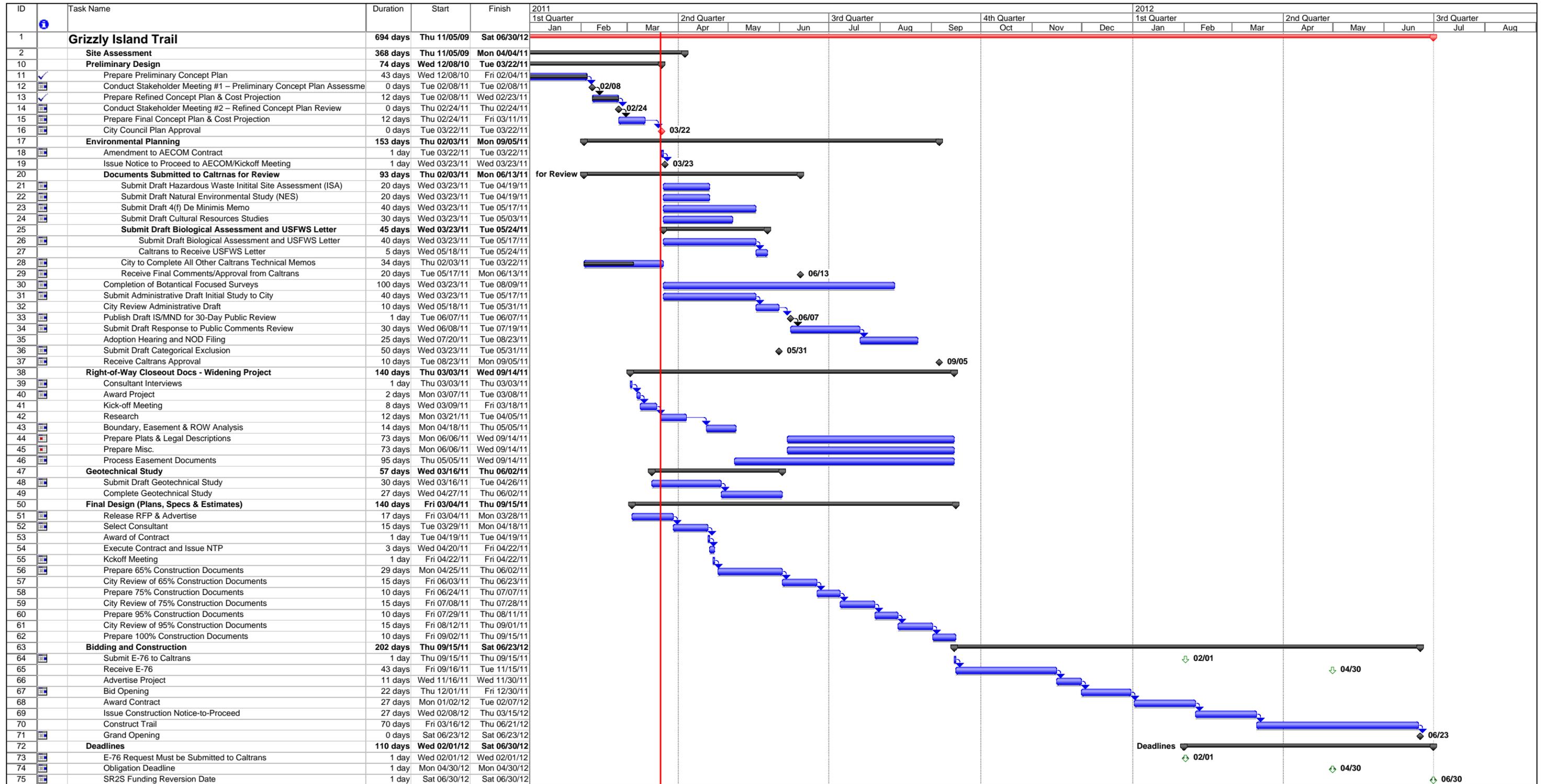
1.3.1. These funding sources have quarterly and semi-annual reporting requirements as well as final report performance measure documentation.

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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Fiscal Year (FY) 2011-2012 Projects
Updated 5-10-11

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		
Dixon	SOL050007	I-80/Pedrick Road Interchange Modification	Local Impact Fee	Future	150	200	500		19120	Concept	Local \$ programmed for ROW, FY 11/12
Fairfield	SOL030002	Fairfield/Vacaville Intermodal Station	RM2/STIP/Earmark	2013	125	4793	2790	31892		PE	Request \$4M STIP FY 11/12
Fairfield	SOL110010	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012				1370		PE	Request E76 by Feb 2012
Suisun City	SOL110012	Grizzly Island Trail	CMAQ (Bike/SR25)	2012	50	250		1764		PE	Clear NEPA, ROW
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis Dr to L Town Rd)	ECMAQ/YSAQMD	2013	66	195	180	630		ROW	Request E76 for CON by Feb 2012
Vacaville	SOL110016	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012				1324		PE	Request E76 by Feb 2012
Vallejo	SOL110014	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012				1595		PE	Request E76 by Feb 2012
Vallejo	SOL050012	Vallejo Curtola Transit Center	RM2	Future	705			11045		PE	Clear CEQA, req't RM2 for CON 2012
Vallejo	SOL950035	Vallejo Station Intermodal	STIP/RM2/5309/Earmark	2012	200	5800	9000	64128		CON	Invoice every 6 months, req't RM2 2012
Solano County	SOL070012	Cordelia Hills Sky Valley Ped Corridor	Earmark (SAFETEA-LU)	2013		175	2475	50		PE	Clear NEPA/Earmark \$ prog FY 11/12
Solano County	SOL070048	Travis AFB: North Gate Improvement Project	Earmark (SAFETEA-LU)	Future	558				4050	PE	Clear NEPA/Earmark \$ prog FY 11/12
Solano County	SOL110017	Solano County:STP overlay 2012 (cycle 1)	LS&R, BP Flex, TDA	2012		10		1908		PE	Submit E76 req by Feb 2012
STA	SOL070020	I-80/I-680/SR 12 Interchange Project	RM2, STIP, CMIA, TCRP	2015	30000	75036	26525	73264		PE	Clear NEPA/CEQA/ STIP req't 2012
STA	SOL090003	EB I-80 Cordelia Truck Scales Relocation	RM2, TCIF	2014	5800	17700	3000	74400		ROW	RM2/SHOPP programmed for FY 11/12
STA	SOL110019	STA Safe Routes to School Program	CMAQ	Prgm				1066		ongoing	CMAQ \$ Prog for FY 11/12
STA	SOL970033	CMA Planning Activities and PPM	STP, 4% planning	Prgm	2019				2447	ongoing	





DATE: May 16, 2011
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On December 8, 2010, the STA Board adopted its 2011 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2011. A matrix listing legislative bills of interest is included as Attachment A. Legislative Updates for April are provided as Attachments B (State) and D (Federal).

Discussion:

On May 16th, Governor Brown released his May Revision to the 2011-12 State Budget proposing a General Fund level of spending not seen since 1972-73. The Governor reported that revenues were up by more than \$6.6 billion, including \$2.8 billion for the current year and \$3.5 billion for the budget year which begins on July 1, 2011. The rise in revenues will be used to reduce the amount of tax extensions needed, and increase funding for K-12 education (\$3 billion), public safety and health and human services.

After accounting for the solutions adopted by the legislature in March (\$13.4 billion), higher revenues, and updated spending projections, the state's \$26.6 billion deficit has been reduced to \$9.6 billion. The remaining \$9.6 billion deficit is comprised of a \$4.8 billion shortfall for the remainder of FY 2010-11, and a structural deficit of \$4.8 billion in 2011-12. In the future, the state projects to continue to have a structural deficit of \$10 billion through at least 2014-15 if solutions are not adopted. The Governor proposes the elimination of 43 commissions and boards, the reduction of 5,500 of state personnel positions, and tax extensions in order to balance the budget and build a \$1.2 billion reserve. For detail on the proposed extensions and further information on the Governor's budget revisions, see the May Revise Memo (Attachment C).

Recommendation:

Informational.

Attachments:

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

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STA Matrix as of 5/19/2011

Bill ID/Topic	Location	Summary	Position
AB 57 Beall D Metropolitan Transportation Commission.	ASSEMBLY FLOOR- THIRD READING	The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and establishes a 4-year term of office for members of the commission. This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would, effective with the commission term commencing February 2015, prohibit more than 3 members of the commission from being residents of the same county, as specified. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 4/27/2011	Support 5/11/11
AB 105 Committee on Budget Transportation.	ASSEMBLY CHAPTERED 3/24/2011 – Chaptered by the Secretary of State, Chapter Number 6, Statutes of 2011	Existing law provides for payment of current general obligation bond debt service for specified voter-approved transportation bonds from gasoline excise tax revenue in the Highway Users Tax Account and revenue in the Public Transportation Account, and requires the Controller to make specified transfers of revenues in that regard to the Transportation Debt Service Fund. Existing law, pursuant to the Budget Act of 2010, provides for a loan of \$761,639,000 from gasoline excise tax revenue in the Highway Users Tax Account to the General Fund, to be repaid with interest by June 30, 2013. This bill, in fiscal years 2010-11 and 2011-12, would require the Controller to transfer specified amounts of revenues deposited in the State Highway Account from vehicle weight fees to the Transportation Debt Service Fund to be used for reimbursement of the General Fund for payment of current general obligation bond debt service for specified voter-approved transportation bonds, in lieu of the previously authorized gasoline excise tax revenues and Public Transportation Account revenues. In subsequent years, the bill would require all vehicle weight fee revenues to be transferred for this purpose. The bill would make appropriations in this regard. The bill would require the Department of Finance to notify the Controller of the amount of debt service relating to expenditures for eligible mass transit guideway projects that may be paid from revenues restricted by Article XIX of the California Constitution. This bill contains other related provisions and other existing laws. Last Amended on 3/16/2011	
AB 147 Dickinson D Subdivisions.	SENATE RULES	The Subdivision Map Act authorizes a local agency to require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. The Mitigation Fee Act authorizes a local agency to charge a variety of fees, dedications, reservations, or other exactions in connection with the approval of a development project, as defined. This bill would authorize a local ordinance to require payment of a fee subject to the Mitigation Fee Act, as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing transportation facilities, as defined. Last Amended on 5/2/2011	

Bill ID/Topic	Location	Summary	Position
<p>AB 286 Berryhill, Bill R</p> <p>State highways: Routes 108 and 120.</p>	<p>ASSEMBLY APPR. 4/28/2011 - Re-referred to Com. on APPR.</p>	<p>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. Last Amended on 4/27/2011</p>	
<p>AB 294 Portantino D</p> <p>Design-sequencing contracts.</p>	<p>ASSEMBLY FLOOR-THIRD READING 5/19/2011.</p>	<p>Until January 1, 2010, the Department of Transportation was authorized to conduct a pilot project to let design-sequencing contracts, as defined, for design and construction of not more than 12 transportation projects. These provisions are now repealed. This bill would reenact similar provisions, authorizing the department to let design-sequencing contracts for the design and construction of not more than 5 transportation projects, to be effective until January 1, 2015. The bill would require the department to compile data on the transportation projects pursuant to the design-sequencing contracts awarded under these provisions and to include that material in a report to the Legislature each year during which the projects are underway, as specified.</p>	
<p>AB 296 Skinner D</p> <p>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. Last Amended on 4/25/2011</p>	
<p>AB 320 Hill D</p> <p>Environmental quality: California Environmental Quality Act (CEQA): determination: dispute.</p>	<p>SENATE RULES</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, which includes a local agency, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires a lead agency to file a notice of approval or a notice of determination containing specified information with the Office of Planning Research or the county clerk of each county in which the project is located, as appropriate. CEQA provides a procedure by which a party may attack, review, set aside, void, or annul the determination, finding, or decision of a public agency on specified grounds and requires that a petitioner or plaintiff name, as a real party in interest, a recipient of an approval that is the subject of an action or proceeding challenging the determination, finding, or decision of a public agency pursuant to CEQA. This bill would require that the named recipient be as identified by the public agency in its notice of determination or notice of exemption. The bill would require that a petition or complaint be subject to dismissal if a petitioner or plaintiff fails to serve any recipient of an approval within the statute of limitations period. This bill contains other related provisions and other existing laws. Last Amended on 4/12/2011</p>	

Bill ID/Topic	Location	Summary	Position
AB 333 Grove R California Global Warming Solutions Act of 2006: unemployment.	ASSEMBLY NAT. RES.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. This bill would require the state board to exempt from an emission reduction requirement adopted pursuant to the act an emissions source located within a county that on January 1, 2012, has an unemployment rate of 7% or greater, until that county's unemployment rate drops below 7% for 6 consecutive months.	
AB 348 Buchanan D Highways: Safety Enhancement-Double Fine Zone.	SENATE RULES	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. Last Amended on 4/27/2011	
AB 365 Galgiani D High-speed rail: contracts: small businesses.	ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - Action From APPR: Do pass. To APPR. SUSPENSE FILE.	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects. This bill would enact similar penalties relative to the certification of businesses as small business enterprises by the authority and for other unlawful actions. This bill contains other existing laws. Last Amended on 4/14/2011	
AB 381 Alejo D Department of Transportation.	ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.	Existing law creates the Department of Transportation, within the Business, Transportation and Housing Agency, under the administration of the Director of Transportation, who is required to organize the department, as specified, with the approval of the Governor and the Secretary of the Business, Transportation and Housing Agency. This bill would make a non-substantive, grammatical change to that provision.	

Bill ID/Topic	Location	Summary	Position
AB 385 Harkey R 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. Last Amended on 4/25/2011	
AB 516 V. Manuel Pérez D 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 . Last Amended on 4/13/2011	
AB 522 Bonilla D Vacation of public streets, highways, and public service easements.	ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.	Existing law establishes the processes and procedures necessary for vacation of public streets, highways, and public service easements, and defines "vacation" for these purposes to mean the complete or partial abandonment or termination of the public right to use a public street, highway, or public service easement. Under these provisions, proof of publication of a required notice is made by affidavit. This bill would make a non-substantive change to these provisions.	
AB 535 Morrell R Regulations: 5-year review and report.	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.	The Administrative Procedure Act generally sets forth the requirements for the adoption, publication, review, and implementation of regulations by state agencies. This bill would additionally require a state agency to review and report on regulations that it adopts or amends on and after January 1, 2012, 5 years after adoption, as specified. The bill would require that the review and report include 10 specified factors, including a summary of the written criticisms of the regulation received by the agency within the immediately preceding 5 years and the estimated economic, small business, and consumer impact of the regulation. The bill would require the Office of Administrative Law to make the review and report available on the office's Internet Web site.	

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

Bill ID/Topic	Location	Summary	Position
<p>AB 598 Grove R</p> <p>Environmental quality: CEQA: standing.</p>	<p>ASSEMBLY 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. Bill would limit the standing to file and maintain the above action or proceeding to the Attorney General. Last Amended on 3/31/2011</p>	
<p>AB 605 Dickinson D</p> <p>Environmental quality: California Environmental Quality Act: transportation impacts.</p>	<p>ASSEMBLY 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. Bill contains other related provisions and laws.</p>	
<p>AB 650 Blumenfield D</p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - Action From APP.: Do pass. To APPR. SUSPENSE FILE.</p>	<p>Existing law establishes various boards and commissions within state government, and various transit districts and other local entities for development of public transit on a regional basis and makes various state revenues available to those entities for those purposes. Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. The Public Transportation Account is designated as a trust fund and funds in the account shall be available to the Department of Transportation only for specified transportation planning and mass transportation purposes. This bill would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century. The bill would require the task force to be comprised of 12 specified members and would require the Senate Committee on Rules and the Speaker of the Assembly to jointly appoint these members, including a chair, by March 31, 2012. The bill would require the task force to issue a written report that contains specified findings and recommendations relating to, among other things, the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by March 31, 2013, to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force , for purposes of collecting information for the written report, to consult with appropriate state agencies and departments and would require the task force to contract with consultants for preparation of the report. The bill would require the department to provide administrative staffing to the task force. The bill would appropriate \$750,000 from the Public Transportation Account to the department, as specified, to accomplish the purposes of these provisions. Last Amended on 3/31/2011</p>	

Bill ID/Topic	Location	Summary	Position
AB 676 Torres D Transportation funds.	ASSEMBLY TRANS.5/2/2011 - In committee: Set, second hearing. Hearing canceled at the request of author.	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.	
AB 710 Skinner D Local planning: infill and transit-oriented development.	ASSEMBLY APPROPS.	The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions. This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill contains other related provisions and other existing laws. Last Amended on 4/25/2011	
AB 819 Wieckowski D Bikeways.	ASSEMBLY TRANS.	Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law defines 3 classes of bikeways for its purposes. This bill would include a class IV bikeway among the bikeways subject to the above provisions and would define a class IV bikeway to include a segregated bike lane which provides exclusive use of bicycles on streets, as specified. Last Amended on 3/31/2011	
AB 845 Ma D Transportation: bond funds.	ASSEMBLY FLOOR- SECOND READING	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.	

Bill ID/Topic	Location	Summary	Position
<p>AB 890 Olsen R</p> <p>Environment: CEQA exemption: roadway improvement.</p>	<p>ASSEMBLY NAT. RES. 5/2/2011 - In committee: Set first hearing. Failed passage. Reconsideration granted.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would additionally exempt a roadway improvement project or activity that is undertaken by a city, county, or city and county. Because a lead agency would be required to determine whether a project falls within the above exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 3/29/2011</p>	
<p>AB 892 Carter D</p> <p>Department of Transportation: environmental review process: federal pilot program.</p>	<p>SENATE RULES</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. Last Amended on 4/27/2011</p>	
<p>AB 912 Gordon D</p> <p>Local government: organization.</p>	<p>ASSEMBLY FLOOR- THIRD READING</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 recommended for dissolution by a prior action of the commission, to immediately order the dissolution if the dissolution was initiated by the district board, or to, within 60 days following the application being deemed complete by the commission, hold at least one noticed public hearing on the proposal, and order the dissolution without an election, unless a majority protest exists, as specified.</p>	
<p>AB 957 Committee on Transportatio n</p> <p>Transportation omnibus bill.</p>	<p>SENATE RULES</p>	<p>Existing law, the Sacramento Regional Transit District Act, creates the Sacramento Regional Transit District, with specified powers and duties relative to providing transit services in the Sacramento region. Existing law provides that the district is comprised of specified cities and unincorporated territories in the Counties of Sacramento and Yolo. Existing law sets forth provisions for transition from the Sacramento Transit Authority to the district and also sets forth provisions applicable to the establishment of the first board of the district. This bill would provide that the district includes the Cities of Citrus Heights, Elk Grove, Rancho Cordova, and West Sacramento. The bill would delete obsolete provisions relating to the transition from the authority to the district and establishment of the district's first board. This bill contains other related provisions and other existing laws. Last Amended on 4/13/2011</p>	

Bill ID/Topic	Location	Summary	Position
AB 988 Grove R Prevailing wages.	ASSEMBLY L. & E.	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.	
AB 1097 Skinner D Transit projects: domestic content.	ASSEMBLY CONSENT CALENDAR	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. Last Amended on 4/25/2011	
AB 1105 Gordon D High-occupancy toll lanes: roadway markings.	SENATE RULES	Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in Santa Clara County. This bill would provide that such a HOT lane established on State Highway Route 101 may extend into San Mateo County as far as the high-occupancy vehicle lane in that county existed as of January 1, 2011, subject to agreement of the City/County Association of Governments of San Mateo County . This bill contains other related provisions and other existing laws. Last Amended on 4/13/2011	
AB 1126 Calderon, Charles D Sales and use taxes.	ASSEMBLY PRINT 2/20/2011 - From printer. May be heard in committee March 22.	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.	

Bill ID/Topic	Location	Summary	Position
<p>AB 1134 Bonilla D</p> <p>Department of Transportation: project study reports.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE</p> <p>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 (CTC) applicable to project studies reports commenced after October 1, 1991. Bill would instead authorize the department to prepare project study reports for any project on the state highway system. 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. 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. 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. 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. 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. Bill would require the CTC adopt final guidelines by October 1, 2012, and would make the guidelines applicable to project study reports upon adoption of the guidelines. Last Amended on 3/21/2011</p>	
<p>AB 1229 Feuer D</p> <p>Transportation: financing: federal highway grant anticipation notes.</p>	<p>ASSEMBLY APPR.</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. Last Amended on 4/11/2011</p>	

Bill ID/Topic	Location	Summary	Position
AB 1298 Blumenfeld D Vehicles: parking: 72- hour restriction.	SENATE RULES	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. Last Amended on 4/7/2011	
AB 1308 Miller R Highway Users Tax Account: appropriation of funds.	ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - Action From APPR: Do pass. To APPR. SUSPENSE FILE.	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.	
AB 1332 Donnelly R State Air Resources Board: abolishment.	ASSEMBLY NAT. RES. 4/25/2011 - In committee: Set first hearing. Failed passage. Reconsideration granted.	Existing law establishes the State Air Resources Board as the state agency with primary jurisdiction over the regulation of air pollution, including greenhouse gas emissions. Existing law creates the state board within the California Environmental Protection Agency with prescribed membership. This bill would abolish the State Air Resources Board and transfer its authority, duties, powers, purposes, responsibilities, and jurisdiction to the California Environmental Protection Agency.	
AB 1335 Lara D Local government: officials: salary increases.	ASSEMBLY PRINT 2/22/2011 - From printer. May be heard in committee March 22.	Existing law makes certain findings and declarations relating to the prohibition against the availability of state surplus or state loan funds, in the 1978-79 fiscal year, to any local public agency that provides an increase in salary in that fiscal year to any elected or appointed official, and cost-of-living increase for other individuals. This bill would make technical, non-substantive changes to these findings and declarations.	

Bill ID/Topic	Location	Summary	Position
AJR 5 Lowenthal, Bonnie D Transportation revenues.	SENATE FLOOR-THORD READING	This measure would request the President and the Congress of the United States to consider and enact legislation to conduct a study regarding the feasibility of the collection process for a transportation revenue source based on vehicle miles traveled, in order to facilitate the creation of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure. Last Amended on 3/29/2011	
SB 125 Emmerson R Vehicles: toll highways or vehicular crossings: evading toll payments: penalties.	SENATE TRANS & HOUSING	This bill would authorize a law enforcement officer to impound, or cause to be impounded, a vehicle that is registered to a chronic evader of toll payments, as defined, until all outstanding tolls and all required penalties are paid to the issuing agency. Last Amended on 4/25/2011	
SB 126 Steinberg D California Transportation Commission: guidelines.	SENATE FLOOR-Consent Calendar	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.	
SB 211 Emmerson R California Global Warming Solutions Act of 2006: tire inflation regulation: enforcement.	SENATE APPROPS.	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 , until January 1, 2017, 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). Last Amended on 3/14/2011	

Bill ID/Topic	Location	Summary	Position
SB 241 Cannella R Environment: California Environmental Quality Act (CEQA).	SENATE E.Q. 5/2/2011-Failed passage in committee.	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.	
SB 316 Emmerson R Meal periods: exemption: transportation industry.	SENATE LABOR. 4/26/2011 - Set, first hearing. Hearing canceled at the request of author.	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.	
SB 475 Wright D Infrastructure financing.	ASSEMBLY DESK	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. Last Amended on 5/3/2011	
SB 522 Walters R 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. Last Amended on 3/22/2011	

Bill ID/Topic	Location	Summary	Position
SB 523 Walters R Public employees' retirement: elected local officials.	SENATE P.E. & R. 4/28/2011 - Set, first hearing. Hearing canceled at the request of author.	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 creation of districts, the governing bodies of which may be elected. 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 office. Bill would also apply these prohibitions to a person 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 or is reelected to that office. Last Amended on 3/22/2011	
SB 524 Walters R Public employees' retirement: retroactive benefits.	SENATE PERS 4/28/2011 - Set, first hearing. Hearing canceled at the request of author.	The Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions commonly referred to as the Educational Employment Relations Act, the Higher Education Employer-Employee Relations Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act each provide for the representation of state or local public employees by recognized employee organizations, and provide that the scope of this representation includes negotiations concerning wages, hours, and other terms and conditions of employment between the state or local public employer and representatives of those employee organizations. This bill would exclude matters relating to the retroactive effect of pension benefit increases from the scope of representation of public employees by recognized employee organizations, and would thereby prohibit these employee organizations from negotiating for a retroactive effect of pension benefit increases with public employers. This bill contains other related provisions and other existing laws. Last Amended on 3/22/2011	
SB 545 Anderson R Transportation.	SENATE RULES 3/3/2011 - Referred to Com. on RLS.	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.	
SB 582 Emmerson R Commute benefit policies.	SENATE FLOOR-THIRD READING	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. Last Amended on 5/17/2011	

Bill ID/Topic	Location	Summary	Position
<p>SB 624 Harman R</p> <p>Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p>	<p>SENATE RLS. 3/3/2011 - Referred to Com. on RLS.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board, on or before January 1, 2011, to adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in emissions of greenhouse gases, in furtherance of achieving the statewide greenhouse gas emissions limit, with the regulations to become operative beginning January 1, 2012. This bill would make technical, non-substantive changes to the above requirements.</p>	
<p>SB 683 Correa D</p> <p>Environment: California Environmental Quality Act: noncompliance allegations: public comment.</p>	<p>SENATE E.Q. 4/4/2011 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for a public review period for the public to review a draft EIR, proposed negative declaration, or proposed mitigated negative declaration. CEQA requires a lead agency to evaluate and respond to comments on a draft EIR, proposed negative declaration, or proposed mitigated negative declaration made during the public review period and authorizes a lead agency to evaluate and respond to comments made on a draft EIR when the comments are submitted after the public review period. CEQA requires an action or proceeding alleging noncompliance with its requirements to be based on grounds that were presented to the public agency orally or in writing by any person unless the person objected to the approval of the project orally or in writing, during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the issuance of the notice of determination. This bill instead would prohibit these actions or proceedings unless the oral or written presentation or objection occurs during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the filing, rather than issuance, of the notice of determination.</p>	
<p>SB 693 Dutton R</p> <p>Public contracts: local agencies.</p>	<p>SENATE T. & H. 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. Last Amended on 4/13/2011</p>	

Bill ID/Topic	Location	Summary	Position
<u>SB 775</u> <u>Walters</u> 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.	
<u>SB 783</u> <u>Dutton</u> R Environment: CEQA.	SENATE RULES	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.	
<u>SB 785</u> <u>Dutton</u> R Environmental quality CEQA: compliance: environmentally mandated projects.	SENATE RULES	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.	
<u>SB 832</u> <u>Strickland</u> R California Global Warming Solutions Act of 2006.	SENATE RULES	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.	
<u>SB 851</u> <u>Anderson</u> R Transportation.	SENATE RULES	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.	

Bill ID/Topic	Location	Summary	Position
<p>SB 864 Fuller R</p> <p>Emissions of greenhouse gases: market-based compliance mechanisms.</p>	<p>SENATE RULES</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 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.</p>	
<p>SB 867 Padilla D</p> <p>Build California Bonds.</p>	<p>SENATE T. & H. 4/27/2011 - Testimony taken. Hearing postponed by committee. (Refers to 4/26/2011 hearing)</p>	<p>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.</p>	

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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

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 16th.

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 30th to 5-cents without voter approval. If extended, the proposal is expected to generate \$4.549 billion in FY 11-12 and \$5.5 billion in FY 14-15.
- **Vehicle License Fee (VLF):** Effective July 1, the 1.15% VLF rate would continue for five years. Of the 1.15% rate, 0.5% would be used to fund local programs including public safety. If extended, this proposal is expected to generate \$1.382 billion in FY 11-12 and nearly \$1.7 billion in FY 14-15.

These tax extensions are the linchpin to funding the Governor’s realignment proposal and staving off additional cuts in June. 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 27th and again on April 28th 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 16th.

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

May 16, 2011

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

RE: STATE LEGISLATIVE UPDATE- GOVERNOR'S MAY REVISE

On May 16, Governor Brown released his May Revision to the 2011-12 State Budget proposing a General Fund level of spending not seen since 1972-73. The Governor reported that revenues were up by more than \$6.6 billion, including \$2.8 billion for the current year and \$3.5 billion for the budget year which begins on July 1, 2011. The rise in revenues will be used to reduce the amount of tax extensions needed, and increase funding for K-12 education (\$3 billion), public safety and health and human services.

After accounting for the solutions adopted by the legislature in March (\$13.4 billion), higher revenues, and updated spending projections, the state's \$26.6 billion deficit has been reduced to \$9.6 billion. The remaining \$9.6 billion problem is comprised of a \$4.8 billion shortfall for the remainder of FY 10-11, and a structural deficit of \$4.8 billion in 11-12. In the future, the state projects to continue to have a structural deficit of \$10 billion through at least 2014-15 if solutions are not adopted. The Governor proposes the elimination of 43 commissions and boards, the reduction of 5,500 of state personnel positions, and tax extensions in order to balance the budget and build a \$1.2 billion reserve. The extensions would include the following:

- **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 (FY15-16). The rate would sunset on June 30th to 5-cents without voter approval. If extended, the proposal is expected to generate \$4.520 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.

Given the current revenue situation, the Governor does not seek a 2011 personal income surcharge, but would reinstate it for the 2012 through 2015 tax years in order to fund core services. In addition, the Governor has backed off of his January proposal to eliminate enterprise zones. The Governor still proposes to eliminate redevelopment agencies and, on a one-time basis, use \$1.7 billion in redevelopment funding to reimburse Medi-Cal and trial court services.

Impact on Transportation

Overall, the May Revision does not make any significant changes to funding for transportation or public transit. The Governor's May Revision states that the reenactment of the gas tax swap (AB 105, Chapter 6, Statutes of 2011), which was enacted in March, provides the General Fund with \$903.5 million in relief for FY 10-11 through the use of weight fees to pay transportation-related bond debt service in addition to the \$799.6 million in General Fund relief realized prior to the enactment of Proposition 22. Weight fees will provide \$777.5 million in General Fund reimbursements for debt service costs in FY 11-12.

Proposition 1B Funding

In addition to the \$2.3 billion in Proposition 1B bond appropriations proposed in January, the May Revision proposes an additional \$1 billion to start funding the construction of additional projects which Caltrans anticipates starting in FY 11-12. This amount includes:

- \$593.6 million for the Corridor Mobility Improvement Account (CMIA) program.
- \$191.9 million for the Trade Corridor Improvement Fund
- \$122.9 million for the Public Transportation Modernization and Service Enhancement Account
- \$134.8 million for State Route 99
- \$47.6 million for the SHOPP
- \$8.2 million for local bridge seismic safety.

High-Speed Rail

In January, the Governor proposed \$12.6 million in state operations and \$179.3 million in capital outlay funding for FY 11-12. This level of funding is intended to provide resources for legal costs, contracts, program oversight, environmental outreach and financial consulting. Capital outlay funds are proposed to be used for environmental work, preliminary design and engineering of the seven Phase I segments, with half of the funding coming from Proposition 1A and half from federal funding.

The May Revision proposes an increase of \$3.9 million in state operations and a decrease of \$46.2 million in capital outlay funding, bringing the total of funding to \$149.6 million for FY 11-12. The High Speed Rail Authority's revised cost estimate for capital outlay work on Phase I projects in FY 11-12 is \$180.5 million. Due to \$47.5 in current year savings which can be used in the current year, the Authority's capital outlay budget has been reduced to \$133.1 million.

California Transportation Commission (CTC) & Bond Funding

On May 11 and 12, your advocacy team attended the CTC meeting in Los Angeles to make a pitch to the other regional transportation planning agencies in the state on the need to assist with asking the Governor to allow for the Treasurer to conduct a bond sale.

In 2006, state voters approved Proposition 1B, authorizing \$19.975 billion in supplemental funding to improve the state's transportation infrastructure through the sale of bonds. This bond program has become the sole source of funding for several regional transportation planning agencies for some highway and most transit capital projects. It is our understanding that in January the Governor placed a moratorium on bond sales due to the state's then \$24

billion deficit (which escalated to \$26.6 billion in February) and the uncertainty of the reenactment of the “gas tax swap.” A solution was provided, however, thanks to the passage and subsequent reenactment of the “gas tax swap” in March, which essentially converts Proposition 1B into a revenue bond program. Therefore, the sale of bonds and allocation to transportation programs is critical. Otherwise, the state is collecting revenue and hindering its use to keep projects moving on schedule and in a cost effective manner.

We are working with a broad statewide coalition to conduct a bond sale so that projects such as Jameson Canyon, among others, are not jeopardized.

Caltrans has reported that cost savings associated with the Corridor Mobility Improvement Account (CMIA) program in the neighborhood of \$60 million have materialized in the north, and \$120 million in the south. The CTC is in the process of compiling a list of projects that may receive funding. Action is expected to be taken in either July or August. It is our understanding the Jameson Canyon project is on the list to be considered.

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**AKIN GUMP
STRAUSS HAUER & FELD LLP**

Attorneys at Law

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.

Solano Transportation Authority
April 28, 2011
Page 2

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.

Solano Transportation Authority

April 28, 2011

Page 3

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

Solano Transportation Authority

April 28, 2011

Page 4

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

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. 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. 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.

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 April 2011, the STA's Technical Advisory Committee (TAC) was presented with the Second Quarter activity report for the FY 2010-11. For the Third Quarter, STA received the allocation from the State Controller's Office in the amount of \$90,057.05 and has deducted \$2,701.71 for administrative costs. The remaining AVA fund balance after the third quarter allocation disbursement to the member agencies is \$152,711.52. This amount includes the carryover funds from FY 2009-10 of \$91,808.27. This amount will be disbursed in the fourth quarter FY 2010-11 utilizing the funding formula.

Attachment A is a matrix summarizing the AVA Program Third Quarter Report for 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. Third Quarter FY 2010-11 AVA Program Statistics

Third 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	28	11	6,138.20	327	17	9,254.64	219.22	9%
City of Dixon	19	19	1,754.55	16	18	1,512.83	92.34	119%
City of Fairfield	263	0	22,981.60	359	0	36,106.20	87.38	73%
City of Rio Vista	0	0	0.00	0	0	0.00	0.00	0%
Solano County Unincorporated area	143	4	8,055.75	14	287	10,039.72	56.33	1021%
City of Suisun City	112	392	22,160.02	149	1,296	32,526.98	197.86	75%
City of Vacaville	103	796	35,712.86	141	1,757	57,246.13	346.73	73%
City of Vallejo	1,397	1,345	99,808.17	2,151	10	107,494.24	71.44	65%
Total	2,065	2,567	\$196,611.15	3,157	3,385	\$254,180.74	\$95.21	65%

The AVA Funding balance as of March 31, 2011 is \$152,711.52



DATE: May 10, 2011
TO: STA TAC
FROM: Jessica McCabe, Project Assistant
RE: Local Project Delivery Update

Background:

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

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

Discussion:

STA Board Recommendations and Improvement Programs

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

Programmed Funding Does Not Guarantee Project Funding

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

Staying on Top of Deadlines and Making Timely Choices

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

Projects that have Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds programmed in the TIP for FY 2010-11 are subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606) (Attachment B), including the Request for Authorization (E-76) submittal deadline of February 1st and the obligation deadline of April 30th. In order to ensure funds are obligated or transferred to Federal Transit Administration (FTA) in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1st of the year the funds are programmed in the TIP. STP and CMAQ funds are subject to an obligation/FTA transfer deadline of April 30th of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1st of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30th of the fiscal year programmed in the TIP.

Projects programmed in the 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. 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, 5-11-11
- B. MTC Resolution 3606, "Milestones, Deadlines, and Consequences", pg 11, 07-23-08
- C. 2011 Budget Impacts/HR1473-Rescissions, 4-27-11

Solano Transportation Authority (STA)

Project Delivery Update, 5-11-2011

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

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)				Shortfall	Status	Next Task and Deadlines
					Preliminary Engineering (PE)						
					Environmental	Design	Right-of-Way	Construction			
Benicia	SOL070045	State Park Road Bridge Widening	CMAQ/ARRA	2010				\$ 2,406	\$ -	Complete	Closeout Project
Benicia	SOL010031	Benicia Intermodal Trans Stations (Military)	RM2	2011	\$ 92	\$ 224	\$ 170	\$ 2,514	\$ -	PE	PE Started
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	CON in FY 11/12
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	CON in FY 11/12
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	Get estimates to reobligate \$
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)	2012	\$ 50	\$ 250	\$ -	\$ 1,764	\$ -	PE	Clear NEPA, ROW
Suisun City	REG090032	Main Street Rehabilitation	ARRA	2011	\$ -	\$ -	\$ -	\$ 670	\$ -	CON	invoice every 6 months
Suisun City	SOL110011	Pintail Dr. Resurface (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 437	\$ -	CON	CON in 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 - DN
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	Deobligate \$
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis Dr to L Town Rd)	ECMAQ/YSAQMD	2013	\$ 66	\$ 195	\$ 180	\$ 630	\$ -	ROW	Request E76 for CON by Feb 2012
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 approval in March 2011
Vallejo	SOL010027	Lemon Street Rehabilitation	STP	2009	\$ -	\$ 29	\$ -	\$ 759	\$ -	Complete	Closeout Project
Vallejo	SOL050048	Vallejo Downtown Streetscape (all phases)	ARRA/TE/CMAQ	2009	\$ 664	\$ -	\$ -	\$ 5,196	\$ -	CON	Invoice every 6 months
Vallejo	REG090032	Sereno Dr/Tennessee St. Overlay	ARRA	2009	\$ -	\$ -	\$ -	\$ 1,020	\$ -	Complete	Closeout Project
Vallejo	SOL110014	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,595	\$ -	PE	Request E76 by Feb 2012
Vallejo	SOL050012	Vallejo Curtola Transit Center	RM2	Future	\$ 705	\$ -	\$ -	\$ 11,045	\$ -	PE	Clear CEQA, req't RM2 for CON
Vallejo	SOL050023	Vallejo Station Pedestrian Links	CMAQ (TLC)	2012	\$ -	\$ -	\$ -	\$ 2,340	\$ -	CON	Invoice every 6 months
Vallejo	SOL950035	Vallejo Station Intermodal	STIP/RM2/5309/Earmark	2012	\$ 200	\$ 5,800	\$ 9,000	\$ 64,128	\$ -	CON	Invoice every 6 months
Vallejo	SOL990018	I-80/American Canyon Rd overpass Improv	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ 5,230	\$ -	PE	Complete PSR
Vallejo	SOL991032	Vallejo Ferry Maintenance Facility	STIP-PTA	2012	\$ -	\$ -	\$ -	\$ 4,300	\$ -	PE	Submitted allocation req 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
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	\$ -	\$ 150	\$ 128	\$ 1,943	\$ -	PE	TIP Amendment (in progress)
Solano County	SOL070048	Travis AFB: North Gate Improvement Project	Earmark (SAFETEA-LU)	Future	\$ 187	\$ 150	\$ 190	\$ -	\$ 4,050	PE	TIP Amendment (in progress)

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	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-DN
Solano County	SOL090027	2011 Pavement Overlay Program	FAS	2011	\$ -	\$ -	\$ -	\$ 1,807	\$ -	PE	Submit E76 req by April 2011-DN
Solano County	SOL110017	Solano County:STP overlay 2012 (cycle 1)	LS&R, BP Flex, TDA	2012	\$ -	\$ 10	\$ -	\$ 1,908	\$ -	PE	Submit E76 req by Feb 2012
Solano County	SOL050006	Bridge No. 23C0077 Suisun Valley Rd over Suisun Creek	HBP	2012	\$ -	\$ 430	\$ -	\$ 1,000	\$ -	PE	Obligation by June 2011
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	SOL110019	STA Safe Routes to School Program	CMAQ	Prgm	\$ -	\$ -	\$ -	\$ 1,066	\$ -	ongoing	Advertise
STA	SOL110018	STA Safe Routes to Schools Maps	CMAQ	Prgm	\$ -	\$ -	\$ -	\$ 283	\$ -	ongoing	Advertise
STA	SOL991066	Eastern Solano / SNCI Rideshare Program	CMAQ, AQ	Prgm	\$ 445	\$ -	\$ -	\$ -	\$ -	ongoing	request E76 for PE
STA	SOL970033	CMA Planning Activities	STP, 4% planning	Prgm	\$ 500	\$ -	\$ -	\$ -	\$ -	ongoing	N/A
*GRAND TOTAL					\$ 64,756	\$ 126,918	\$ 74,517	\$ 508,279	\$ 626,920		
					\$774,470						

* 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

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



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Jessica McCabe

From: sam shelton [sshelton@sta-snci.com]
Sent: Wednesday, April 27, 2011 9:39 AM
To: Jessica McCabe
Subject: FW: 2011 Budget Impacts/HR1473-Rescissions
Attachments: Rescission list-ISTEA and TEA21.xlsx; Rescission list-ISTEA and TEA21.xlsx

fyi

From: Moe Shakernia [mailto:moe_shakernia@dot.ca.gov]
Sent: Tuesday, April 26, 2011 1:50 PM
To: jkoster@ci.dixon.ca.us
Cc: sshelton@sta-snci.com; Johnson C Lee
Subject: Fw: 2011 Budget Impacts/HR1473-Rescissions

Please see below email .

Moe Shakernia, PE
Caltrans District 4 - Local Assistance
Telephone: (510) 286-5236
CALNET: 8-541-5236
Fax: (510) 286-5229
E-Mail: Moe_Shakernia@dot.ca.gov

----- Forwarded by Moe Shakernia/D04/Caltrans/CAGov on 04/26/2011 01:49 PM -----

Louis Schuman/D04/Caltrans/CAGov

To Moe Shakernia/D04/Caltrans/CAGov@DOT, Chien Wu/D04/Caltrans/CAGov@DOT,
John Brewster/D04/Caltrans/CAGov@DOT, Hin Kung/D04/Caltrans/CAGov@DOT
cc Sylvia Fung/D04/Caltrans/CAGov@DOT

04/26/2011 10:33 AM

Subject Fw: 2011 Budget Impacts/HR1473-Rescissions

Please contact the effected local agencies immediately that have projects on this list. The draft list attached shows that District 4 has 3 project where funds have funding that has been rescinded immediately in **Solono** and **Santa Clara** Counties and 3 projects with pending rescissions at the end of September in **San Mateo County**. Information on the new law can be seen below. April Nitsos is finalizing this list and reconciling it with FHWA.

Louis Schuman
State of California Department of Transportation
Office of Local Assistance
(510) 286-5232

HR1473, which was signed by the President on 4/15/2011, 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.

With the new law, I have summarized the following:

The following earmarks are **immediately rescinded**:

23USC320-Bridges on Federal Dams
PL 95-599 Sec. 147-**STA Demo**
PL 97-134 Sec. 9(c)-Ammendment to STA
PL 100-17 Sec. 149-**STURA Demo**
PL 102-240 **ISTEA** -Sec-1006-NHS
 -1069-Misc. Hwy Project Authorization
 -**1103 thru 1108-Demo**
 -6005-Applied Research and Technology Program-Seismic Research
 -6015-Border Crossing
 -6023-University Transportations Centers

The following are **rescinded as of 9/30/2011**:

All **HPP earmarks from TEA-21** for which less than **10%** of the *authorization* has been obligated.

Attached here is the draft list of effected earmarks updated 4/13/2011.

STATUS	DEMO		COUNTY	SPONSOR	PUBLIC LAW	PROGRAM REIMB		LEGISLATED DESCRIPTION	FUNDS		OBLIGATED AS		OA AVAILABLE AS OF		STATUS
	ID	DIST				CODE	RATE		AUTHORIZED	OA	OF 1/12/11	1/12/11			
RESCIENDED TO BE RESCIENDED 9/30/2011 IF LESS THAN 10% OF AUTH. NOT OBLIGATED	3	1	Humboldt	Humboldt County	STA	1570	100%	Redwood Bypass Demonstration Project	\$105,000,000	\$105,000,000	\$104,722,414	\$277,586		Fort Bragg project completed; allow remaining funds (\$10k) to lapse, per City of Willits.	
	94	1	Humboldt	North Coast Rail Authority DEL NORTE COUNTY LOCAL TRANS. COMMISSION	TEA21	Q920	80%	Improve Highway and Freight Rail access to Humboldt Bay and Harbor Port	\$275,000	\$257,997	\$0	\$257,997			
TO BE RESCIENDED 9/30/2011 IF LESS THAN 10% OF AUTH. NOT OBLIGATED	174	1	DEL NORTE		TEA21	Q920	80%	STABILIZE SR 101 AT WILSON CREEK	\$650,000	\$609,811	\$0	\$609,811			
RESCIENDED	21	4	Solano	City of Dixon Santa Clara Valley Transportation Authority	ISTEA	3610	80%	To improve 3 grade crossings in Dixon	\$1,755,772	\$1,755,772	\$1,096,921	\$658,851			
RESCIENDED	23	4	Santa Clara		ISTEA	3660	80%	For safety improvements on Highway 152 in the vicinity of Gilroy Upgrade Rt. 87 from 4 to 6 lanes including 2 HOV lanes, a new freeway interchange and local circulation system for San Jose International Airport	\$5,755,029	\$5,755,029	\$4,697,466	\$1,057,563			
RESCIENDED TO BE RESCIENDED 9/30/2011 IF LESS THAN 10% OF AUTH. NOT OBLIGATED	49	4	Santa Clara		ISTEA	3680	80%		\$14,436,344	\$14,436,344	\$9,916,222	\$4,520,122			
TO BE RESCIENDED 9/30/2011 IF LESS THAN 10% OF AUTH. NOT OBLIGATED	97	4	San Mateo	City of San Bruno	TEA21	Q920	80%	Construct I-380 connector between Sneath Lane and San Bruno Avenue, San Bruno	\$2,100,000	\$1,970,161	\$0	\$1,970,161			
TO BE RESCIENDED 9/30/2011 IF LESS THAN 10% OF AUTH. NOT OBLIGATED	100	4	SAN MATEO	City of San Mateo	TEA21	Q920	80%	UPGRADE SR 92/EL CAMINO INTERCHANGE, SAN MATEO CONSTRUCT TUNNEL WITH APPROACHES AS A PART OF DEVILS SLIDE PROJECT IN SAN MATEO COUNTY	\$2,775,000	\$2,603,425	\$0	\$2,603,425			
TO BE RESCIENDED 9/30/2011 IF LESS THAN 10% OF AUTH. NOT OBLIGATED	105	4	SAN MATEO		TEA21	Q920	80%		\$6,000,000	\$5,629,026	\$0	\$5,629,026			
RESCIENDED	22	5	San Benito	SAN BENITO COUNTY COUNCIL OF GOVERNMENT TS	ISTEA	3670	80%	Construct Route 156 Hollister Bypass, San Benito, California FOR THE POURPOSE OF DEMONSTRATING METHODS OF IMPROVING THE MOTOR VEHICLE TRANSPORTATION OF FREIGHT TO AND FROM AREAS FOR THE TRANSSHIPMENT OF WATERBORNE COMMERCE.	\$877,886	\$877,886	\$812,567	\$65,319	City is not aware of the funds and do not intend to use them.		
RESCIENDED	5	7	Los Angeles		STA	2200	100%	A HIGHWAY PROJECT IN LA, FOR THE PURPOSE OF DEMONSTRATING METHODS OF IMPROVING VEHICULAR CIRCULATION RELATED TO THE INTERMODAL TRANSPORTATION OF PORT-RELATED TRAFFIC AND ALLEVIATING CONGESTION CAUSED BY INCREASED PORT ACTIVITIES CARRY OUT highway projects for construction of grade separations on routes on the Federal-aid urban system in Compton, California, for the purpose of demonstrating methods of relieving traffic congestion and enhancing economic development.	\$58,000,000	\$58,000,000	\$57,959,248	\$40,752	Awaiting approval of FSTIP Amendment No. 1 approval from FHWA so Request for Authorization can be submitted to obligate the funds.		
RESCIENDED	5	7	Los Angeles		STURA	3070	80%		\$36,898,238	\$36,898,238	\$36,658,989	\$239,249			
RESCIENDED	7	7	Los Angeles County	City of Compton	STURA	3090	80%		\$2,243,812	\$2,243,812	\$2,064,464	\$179,348			
RESCIENDED	16	7	LOS ANGELES	City of Burbank	STURA	3090	80%	IMPROVE BURBANK AIRPORT ACCESS A highway project to increase capacity of a tunnel in the vicinity of El Segundo, California, which will demonstrate methods of mitigating increased traffic congestion which is projected to result from the completion of a segment of the Interstate System	\$1,795,049	\$1,795,049	\$1,458,670	\$336,379			
RESCIENDED	17	7	LOS ANGELES	Los Angeles County	STURA	3090	80%		\$877,215	\$877,215	\$695,377	\$181,838	not needed		
RESCIENDED	41	7	Los Angeles	MTA	ISTEA	3610	80%	Construction of HOV Lanes on I-710 For grade separation project @ West Alameda Street and Mealy St. Corridor in the City of Compton	\$7,218,171	\$7,218,171	\$6,754,534	\$463,637			
RESCIENDED	35	7		City of Compton	ISTEA	3660	80%		\$6,437,829	\$6,437,829	\$400,000	\$6,037,829			

STATUS	DEMO		COUNTY	SPONSOR	PUBLIC LAW	PROGRAM REIMB		LEGISLATED DESCRIPTION	FUNDS		OBLIGATED AS	OA AVAILABLE AS OF	STATUS
	ID	DIST				CODE	RATE		AUTHORIZED	OA	OF 1/12/11	1/12/11	
RESCINDED	31	7	Los Angeles	Santa Fe Springs	ISTEA	3670	80%	Construct Norwalk Blve. Grade Separation on Santa Fe Springs 1995 NHS Act replaced the single project description with a 4 projects description as follows: For the Los Angeles International Airport central terminal ramp access project, \$3,500,000; for the widening of Aviation Boulevard south of Imperial Highway, \$3,500,000; for the widening of Aviation Boulevard north of Imperial Highway, \$1,000,000; and for transportation systems management improvements in the vicinity of the Sepulveda Boulevard/Los Angeles International Airport tunnel, \$950,000.	\$4,584,515	\$4,584,515	\$0	\$4,584,515	
RESCINDED	17	7	LOS ANGELES	Los Angeles County	ISTEA	3680	80%	For construction of a multi-modal transit parkway that includes both highway and transit improvements on Santa Monica Blvd. from the San Diego Freeway to Hollywood Freeway, Los Angeles, Ca. (I-405 to US 101)	\$8,950,000	\$8,730,085	\$4,333,701	\$4,396,384	
RESCINDED	48	7	Los Angeles	City of Los Angeles	ISTEA	3680	80%	Extend Rice Rd. Widen Huenemene Rd. construct Rte. 1/Rice Rd. IC in Oxnard in order to improve access to Port Hueneme, Oxnard, California	\$8,681,314	\$8,681,314	\$7,055,948	\$1,625,366	
RESCINDED	50	7	Vermtura County	City of Oxnard	ISTEA	3680	80%	In Palmdale, Avenue P8 improvements Preliminary work on a project to enhance capacity of I-5 in Los Angeles and Orange County from the downtown area to the SR 91 interchange in Buena Park.	\$8,681,314	\$8,681,314	\$8,521,943	\$159,371	To be obligated Fall 2011
RESCINDED	52	7	Los Angeles	City of Los Angeles	ISTEA	3680	80%	PLAN, DESIGN AND CONSTRUCT INTERCHANGE BETWEEN I-15 AND SANTAFE ROAD BARSTOW	\$3,511,543	\$3,511,543	\$0	\$3,511,543	
RESCINDED	27	7 and 12	Los Angeles/Orange	JPA	ISTEA	3670	80%	CONSTRUCT I-10 BARTON ROAD WEST/ ANDERSON STREET CONNECTION	\$5,535,372	\$5,535,372	\$5,137,809	\$397,563	
TO BE RESCINDED 9/30/2011 IF LESS THAN 10% OF AUTH. NOT OBLIGATED	140	8	SAN BERNARDINO	Barstow	TEA21	Q920	80%	CONSTRUCT I-10 BARTON ROAD WEST/ ANDERSON STREET CONNECTION	\$3,000,000	\$2,814,514	\$0	\$2,814,514	
TO BE RESCINDED 9/30/2011 IF LESS THAN 10% OF AUTH. NOT OBLIGATED	151	8	SAN BERNARDINO	CITY OF LOMA LINDA	TEA21	Q920	80%	IMPLEMENT ENHANCED TRAFFIC ACCESS BETWEEN I-10, AREA HOSPITALS AND SOUTHERN PORTION OF LOMA LINDA	\$3,750,000	\$3,518,142	\$0	\$3,518,142	
TO BE RESCINDED 9/30/2011 IF LESS THAN 10% OF AUTH. NOT OBLIGATED	152	8	SAN BERNARDINO	CITY OF LOMA LINDA	TEA21	Q920	80%	MODESTO GRADE SEPARATION AND CROSSING PROJECT	\$1,500,000	\$1,407,257	\$0	\$1,407,257	Planned Obligation- 10/1/2011
RESCINDED	8	10	Stanislaus	City of Modesto	STURA	3070	80%	Construct SR 78/Rancho Del Oro Interchange in Oceanside	\$6,482,123	\$6,482,123	\$6,212,585	\$269,538	
TO BE RESCINDED 9/30/2011 IF LESS THAN 10% OF AUTH. NOT OBLIGATED	25	11	San Diego	Oceanside	TEA21	Q920	80%	CONSTRUCT PARKING LOT, PEDESTRIAN BRIDGE AND RELATED IMPROVEMENTS TO IMPROVE INTERMODAL TRNSPORTATION IN YORBA LINDA- Yorba Linda has stated they are no longer pursuing this project-OK to Rescind	\$3,750,000	\$3,518,142	\$0	\$3,518,142	
TO BE RESCINDED 9/30/2011 IF LESS THAN 10% OF AUTH. NOT OBLIGATED	103	12	ORANGE	Orange County Transportation Authority	TEA21	Q920	80%		\$1,000,000	\$938,171	\$0	\$938,171	
									\$312,521,526	\$310,768,257	\$258,498,857	\$52,269,400	

SF Bay Area Earmarks Remaining as of January 19, 2011
Sorted by County, Sponsor, Unobligated Balance Remaining

Attachment C

DEMO ID	DIST	COUNTY	SPONSOR	PROGRAM CODE	REIMB RATE	LEGISLATED DESCRIPTION	FUNDS AUTHORIZED	AVAILABLE OA AMOUNT	OBLIGATED AS OF 1/19/11	UNOBLIGATED BALANCE
										REMAINING AS OF 1/19/11
Selected Earmarks with remaining unobligated balance greater than \$1,000										
818	4	Alameda	Alameda (City)	LY90	100%	Park Street Streetscape Improvement, Alameda, CA	\$490,000	\$490,000	\$0	\$490,000
780	4	Alameda	Alameda (City)	LY60	100%	Park Street Streetscape Project, Alameda, CA	\$693,000	\$693,000	\$400,000	\$293,000
339	4	Alameda	Alameda County	HY10/LY10	80%	STREETSCAPE IMPROVEMENTS AT EAST 14TH ST-MISSION BLVD. IN ALAMEDA COUNTY	\$600,000	\$539,940	\$0	\$59,940
742	4	Alameda	Alameda County CMA	LY30	80%	ENGINEERING RIGHT OF WAY AND CONSTRUCTION OF I-580 IN THE LIVERMORE VALLEY	\$6,000,000	\$5,439,846	\$2,850,000	\$2,589,846
480	4	Alameda	Alameda County CMA	HY10/LY10	80%	ENGINEERING, RIGHT-OF- WAY AND CONSTRUCTION OF HOV LANES ON I-580 IN THE	\$9,600,000	\$8,639,040	\$6,840,927	\$1,798,113
532	4	Alameda	Alameda County CMA	HY10/LY10	80%	CONSTRUCT OPERATIONAL AND SAFETY IMPROVEMENTS TO I-880 N 29TH AVE. IN	\$2,000,000	\$1,799,800	\$1,425,193	\$374,607
711	4	Alameda	Alameda County CMA	HY20/LY20	80%	I-680: CONSTRUCT HIGH OCCUPANCY TOLL LANES IN ALAMEDA COUNTY	\$2,000,000	\$1,799,612	\$1,425,005	\$374,607
497	4	Alameda	Alameda County CMA	HY10/LY10	80%	INSTALL EMERGENCY VEHICLE PREEMPTION EQUIPMENT ALONG MAJOR ARTERIALS IN	\$400,000	\$359,960	\$0	\$39,960
299	4	Alameda	Alameda County Public Works	H660	100%	Streetscape Improvements in Cherryland/Ashland	\$1,229,910	\$1,229,910	\$0	\$1,229,910
828	4	Alameda	Alameda County Public Works	LY90	100%	Sidewalk Construction in Ashland/Cherryland, CA	\$735,000	\$735,000	\$0	\$735,000
553	4	Alameda	Alameda County Public Works	HY10/LY10	80%	CONSTRUCT SAFE ROUTES TO SCHOOL IN CHERRYLAND AND ASHLAND	\$800,000	\$719,921	\$0	\$719,921
787	4	Alameda	Alameda County Public Works	LY60	100%	School Pedestrian Safety, Alameda County, CA	\$643,500	\$643,500	\$0	\$643,500
419	4	Alameda	Alameda County Transportation Improvement Authority	HY10/LY10	80%	WIDEN STATE ROUTE 262, REPLACE TWO RAILROAD OVERPASS STRUCTURES, AND	\$3,200,000	\$2,879,680	\$0	\$2,879,680
289	4	Alameda	Alameda County Transportation Improvement Authority	H660	100%	SR 262/Warren Ave-I-880 Grade Separation, Phase 1B	\$1,229,910	\$1,229,910	\$0	\$1,229,910
452	4	Alameda	Alameda County Transportation Improvement Authority	HY10/LY10	80%	CONSTRUCT I-580 INTERCHANGE IMPROVEMENTS IN CASTRO VALLEY	\$960,000	\$863,904	\$684,093	\$179,811
572	4	Alameda	Alameda County Transportation Improvement Authority	HY10/LY10	80%	WIDEN I-238 BETWEEN I-580 AND I-880 IN ALAMEDA COUNTY	\$800,000	\$719,921	\$570,078	\$149,843
856	4	Alameda	BART	56C0	100%	LAKE MERRITT IMPROVEMENT PROJECT, CA	\$827,900	\$827,758	\$0	\$827,758
575	4	Alameda	Hayward	HY10/LY10	80%	RECONSTRUCT INTERSTATE 880- ROUTE 92 INTERCHANGE IN HAYWARD	\$1,400,000	\$1,259,860	\$0	\$1,259,860
157	4	Alameda	Hayward	Q920	80%	UPGRADE D STREET BETWEEN GRAND AND SECOND STREETS, HAYWARD	\$900,000	\$844,355	\$839,353	\$5,002
160	4	Alameda	Livermore	Q920	80%	CONSTRUCT I-580 INTERCHANGE, LIVERMORE	\$9,900,000	\$9,287,895	\$6,954,800	\$2,333,095
432	4	Alameda	Livermore	HY10/LY10	80%	UPGRADE AND RECONSTRUCT I-580/VASCO ROAD INTERCHANGE, CITY OF LIVERMORE	\$2,000,000	\$1,799,800	\$0	\$1,799,800
414	4	Alameda	Newark	HY10/LY10	80%	CONSTRUCT OVERPASS ON CENTRAL AVE. AT THE RAILROAD CROSSING IN NEWARK	\$600,000	\$539,940	\$0	\$539,940
283	4	Alameda	Port of Oakland	H660	100%	Port of Oakland California Inter-Regional Intermodal System	\$983,928	\$983,928	\$150,000	\$833,928
360	4	Alameda	Port of Oakland	HY10/LY10	80%	CONSTRUCT AIR CARGO ACCESS ROAD TO OAKLAND INTERNATIONAL AIRPORT	\$720,000	\$647,928	\$0	\$647,928
139	4	Alameda	San Leandro	Q920	80%	UNDERTAKE MEDIAN IMPROVEMENTS ALONG E. 14TH STREET, SAN LEANDRO	\$750,000	\$703,628	\$695,933	\$7,695
394	4	Alameda	San Leandro	HY10/LY10	80%	REPLACE I-880 OVERPASS AT DAVIS ST. IN SAN LEANDRO	\$600,000	\$539,940	\$0	\$539,940
803	4	Contra Costa	Brentwood	LY90	100%	John Muir Parkway Project, Brentwood, CA Brentwood Boulevard/SR 4 Improvements, Brentwood	\$735,000	\$735,000	\$0	\$735,000
233	4	Contra Costa	Brentwood	H170	100%	Lone Tree Way Undercrossing of Union Pacific Railway	\$250,000	\$250,000	\$0	\$250,000
15	4	Contra Costa	CCTA	Q920	80%	UPGRADE SR 4 EAST IN CONTRA COSTA COUNTY	\$8,500,000	\$7,974,456	\$7,970,000	\$4,456
355	4	Contra Costa	Concord	HY10/LY10	80%	UPGRADE AND EXTEND COMMERCE AVENUE, CITY OF CONCORD	\$1,600,000	\$1,439,840	\$0	\$1,439,840
703	4	Contra Costa	Contra Costa County	HY20/LY20	80%	CONSTRUCT BICYCLE AND PEDESTRIAN TRAIL BETWEEN PORT COSTA AND MARTINEZ	\$1,000,000	\$899,806	\$0	\$899,806
512	4	Contra Costa	Contra Costa County Public Works	HY10/LY10	80%	CONDUCT STUDY AND CONSTRUCT CA STATE ROUTE 239 FROM STATE ROUTE 4 IN	\$4,000,000	\$3,599,600	\$2,960,000	\$639,600
392	4	Contra Costa	Contra Costa Transportation Authority	HY10/LY10	80%	UPGRADE CA SR 4 EAST FROM THE VICINITY OF LOVERIDGE ROAD TO G STREET,	\$16,000,000	\$14,398,401	\$11,636,800	\$2,761,601
619	4	Contra Costa	East Bay Regional Park District	HY10/LY10	80%	IMPROVE PEDESTRIAN AND BIKING TRAILS WITHIN EAST BAY REGIONAL PARK DISTRICT,	\$800,000	\$719,921	\$32,000	\$687,921
620	4	Contra Costa	Oakley	HY10/LY10	80%	REALIGN SR 4 WITHIN THE CITY OF OAKLEY	\$1,600,000	\$1,439,840	\$0	\$1,439,840
377	4	Contra Costa	Richmond	HY10/LY10	80%	RECONSTRUCT INTERCHANGE FOR SOUTH-BOUND TRAFFIC ENTERING I-80 FROM	\$3,120,000	\$2,807,689	\$1,071,563	\$1,736,126
77	4	Marin	Marin County Public Works	Q920	80%	Reconstruct Tennessee Valley Bridge, Marin County	\$750,000	\$683,878	\$250,000	\$433,878
687	4	Marin	SONOMA CO. TRANSP. AUTHORITY/split w/Transportation Authority Marin	HY20/LY20	80%	CONSTRUCT HWY 101 BICYCLE PEDESTRIAN PROJECT IN MARIN AND SONOMA	\$500,000	\$449,903	\$404,863	\$45,040
219	4	San Francisco	Caltrain	H170	100%	CalTrain Train Tracking Information System	\$500,000	\$500,000	\$0	\$500,000
854	4	San Francisco	Golden Gate Highway Bridge District	56C0	100%	GOLDEN GATE BRIDGE SEISMIC RETROFIT CONSTRUCTION PROJECT, CA	\$1,948,000	\$1,947,667	\$0	\$1,947,667
354	4	San Francisco	Golden Gate Highway Bridge District	HY10/LY10	80%	SEISMIC RETROFIT OF THE GOLDEN GATE BRIDGE	\$8,800,000	\$7,919,120	\$5,981,687	\$1,937,433
431	4	San Francisco	Golden Gate National Parks Conservancy	HY10/LY10	80%	GOLDEN GATE NATIONAL PARKS CONSERVANCY--PLAN FOR THE GOLDEN GATE	\$5,000,000	\$4,499,499	\$0	\$4,499,499
243	4	San Francisco	San Francisco	H170	100%	San Francisco Muni Transportation Communications System	\$1,500,000	\$1,500,000	\$0	\$1,500,000
661	4	San Francisco	San Francisco City/County Department of Public Works	HY10/LY10	80%	IMPLEMENT SFGO VAN NESS CORRIDOR IMPROVEMENTS	\$5,600,000	\$5,039,440	\$0	\$5,039,440
570	4	San Francisco	San Francisco City/County Department of Public Works	HY10/LY10	80%	IMPLEMENT SAN FRANCISCO STREET IMPROVEMENTS PROGRAM	\$6,400,000	\$5,759,360	\$1,957,407	\$3,801,953
786	4	San Francisco	San Francisco City/County Department of Public Works	LY60	100%	San Francisco 19th Avenue Improvements, CA	\$990,000	\$990,000	\$0	\$990,000
840	4	San Francisco	San Francisco County	56A0	100%	Hamey Way Roadway Improvements, CA	\$475,000	\$475,000	\$0	\$475,000
825	4	San Francisco	San Francisco County/City	LY90	100%	SF go Market Street Improvements, San Francisco, CA	\$490,000	\$490,000	\$0	\$490,000
242	4	San Francisco	San Francisco Muni	H170	100%	San Francisco Muni Third Street Project	\$2,500,000	\$2,500,000	\$0	\$2,500,000
96	4	San Francisco	San Francisco	Q920	80%	Construct San Francisco Regional Intermodal Terminal	\$9,375,000	\$8,795,355	\$0	\$8,795,355
105	4	San Mateo	Caltrans	Q920	80%	CONSTRUCT TUNNEL WITH APPROACHES AS A PART OF DEVILS SLIDE PROJECT IN SAN	\$6,000,000	\$5,629,026	\$0	\$5,629,026
100	4	San Mateo	City of San Mateo	Q920	80%	UPGRADE SR 92/EL CAMINO INTERCHANGE, SAN MATEO	\$2,775,000	\$2,603,425	\$0	\$2,603,425
691	4	San Mateo	East Palo Alto	HY20/LY20	80%	IMPROVEMENTS TO BAY ROAD AND NORTHERN ACCESS (CITY OF EAST PALO ALTO)	\$6,000,000	\$5,398,836	\$0	\$5,398,836
385	4	San Mateo	East Palo Alto	HY10/LY10	80%	BAY ROAD IMPROVEMENTS BETWEEN UNIVERSITY AVENUE TO FORDHAM, AND FROM	\$4,800,000	\$4,319,521	\$709,954	\$3,609,567
693	4	San Mateo	East Palo Alto	HY20/LY20	80%	UNIVERSITY AVENUE OVERPASS: CONSTRUCTION OF BICYCLE AND PEDESTRIAN LANES--	\$2,000,000	\$1,799,612	\$0	\$1,799,612
784	4	San Mateo	East Palo Alto	LY60	100%	Ravenswood Road Improvement Project, East Palo Alto, CA	\$495,000	\$495,000	\$0	\$495,000
628	4	San Mateo	Menlo Park	HY10/LY10	80%	MODIFIES 9 TRAFFIC SIGNALS BETWEEN WILLOW ROAD AND MIDDLEFIELD ROAD AND	\$240,000	\$215,977	\$0	\$215,977
601	4	San Mateo	Millbrae	HY10/LY10	80%	CONSTRUCT ROUTE 101 BICYCLE/PEDESTRIAN OVERPASS AT MILLBRAE AVE. FOR THE	\$1,000,000	\$899,899	\$0	\$899,899
315	4	San Mateo	Pacifica	HY10/LY10	80%	ROUTE 1 SAN PEDRO CREEK BRIDGE REPLACEMENT IN PACIFICA	\$2,500,000	\$2,249,750	\$0	\$2,249,750
164	4	San Mateo	Pacifica	Q920	80%	WIDEN SR 23 BETWEEN MOORPARK AND THOUSAND OAKS	\$1,125,000	\$1,055,443	\$120,000	\$935,443
539	4	San Mateo	Palo Alto	HY10/LY10	80%	OREGON-PAGE MILL EXPRESSWAY IMPROVEMENTS BETWEEN U.S. 101 AND SR 82, PALO	\$3,200,000	\$2,879,680	\$240,000	\$2,639,680
514	4	San Mateo	Peninsula Joint Powers Board/Samtrans	HY10/LY10	80%	EL CAMINOT REAL GRAND BLVD. INITIATIVE IN SAN MATEO COUNTY	\$3,000,000	\$2,699,699	\$1,681,710	\$1,017,989
97	4	San Mateo	San Bruno	Q920	80%	Construct I-380 connector between Sneath Lane and San Bruno Avenue, San Bruno	\$2,100,000	\$1,970,161	\$0	\$1,970,161
633	4	San Mateo	San Mateo City/County Association of Governments	HY10/LY10	80%	CONDUCTS ENVIRONMENTAL REVIEW OF PROPOSED IMPROVEMENTS RELATED TO THE	\$400,000	\$359,960	\$0	\$359,960
412	4	San Mateo	San Mateo County Transportation Authority	HY10/LY10	80%	CONSTRUCTION OF CA 101 AUXILIARY LANES, MARSH RD. TO SANTA CLARA COUNTY	\$1,800,000	\$1,619,820	\$0	\$1,619,820

SF Bay Area Earmarks Remaining as of January 19, 2011
Sorted by County, Sponsor, Unobligated Balance Remaining

Attachment C

DEMO ID	DIST	COUNTY	SPONSOR	PROGRAM CODE	REIMB RATE	LEGISLATED DESCRIPTION	FUNDS AUTHORIZED	AVAILABLE OA AMOUNT	OBLIGATED AS OF 1/19/11	UNOBLIGATED BALANCE
										REMAINING AS OF 1/19/11
Selected Earmarks with remaining unobligated balance greater than \$1,000										
649	4	Santa Clara	Palo Alto	HY10/LY10	80%	CITYWIDE TRAFFIC SIGNAL UPGRADES REQUIRING THE INSTALLATION OF HARDWARE	\$400,000	\$359,960	\$0	\$359,960
520	4	Santa Clara	San Jose	HY10/LY10	80%	CONSTRUCT THE SILICON VALLEY TRANSPORTATION INCIDENT MANAGEMENT CENTER	\$6,400,000	\$5,759,360	\$1,250,000	\$4,509,360
449	4	Santa Clara	San Jose	HY10/LY10	80%	COYOTE CREEK TRAIL PROJECT STORY ROAD TO MONTAGUE EXPRESSWAY	\$2,000,000	\$1,799,800	\$0	\$1,799,800
331	4	Santa Clara	San Jose	HY10/LY10	80%	CONSTRUCT COYOTE CREEK TRAIL PROJECT FROM STORY ROAD TO MONTAGUE	\$2,000,000	\$1,799,800	\$1,317,999	\$481,801
528	4	Santa Clara	San Jose	HY10/LY10	80%	CONSTRUCT ALVISO BAY TRAIL FROM GOLD STREET IN HISTORIC ALVISO TO SAN	\$800,000	\$719,921	\$422,156	\$297,765
254	4	Santa Clara	San Jose	H660	100%	Almaden Express Pedestrian Overcrossing, San Jose	\$491,964	\$491,964	\$352,000	\$139,964
347	4	Santa Clara	Santa Clara County	HY10/LY10	80%	RECONSTRUCT I-880 AND COLEMAN AVENUE INTERCHANGE AND IMPLEMENT OTHER I-	\$8,000,000	\$7,199,201	\$0	\$7,199,201
443	4	Santa Clara	Santa Clara County	HY10/LY10	80%	ALAMDEN EXPRESSWAY IMPROVEMENTS BETWEEN BRANHAM LANE AND BLOSSOM	\$2,800,000	\$2,519,721	\$0	\$2,519,721
470	4	Santa Clara	Santa Clara County	HY10/LY10	80%	ADD TURN LANE AND ADAPTIVE TRAFFIC CONTROL SYSTEM AT INTERSECTION OF SAN	\$1,280,000	\$1,151,872	\$912,124	\$239,748
23	4	Santa Clara	Santa Clara Valley Transportation Authority	3660	80%	For safety improvements on Highway 152 in the vicinity of Gilroy	\$5,755,029	\$5,755,029	\$4,697,466	\$1,057,563
709	4	Santa Clara	Santa Clara Valley Transportation Authority	HY20/LY20	80%	MODIFY I-880 AND STEVENS CREEK BOULEVARD INTERCHANGE TO EASE TRAFFIC	\$3,000,000	\$2,699,418	\$0	\$2,699,418
226	4	Santa Clara	Santa Clara Valley Transportation Authority	H170	100%	I-880/Coleman Avenue Interchange Reconstruction	\$1,000,000	\$1,000,000	\$0	\$1,000,000
768	4	Santa Clara	Santa Clara Valley Transportation Authority	LY60	100%	Guaranteed Ride Home Prog. Santa Clara County, CA	\$297,000	\$297,000	\$0	\$297,000
450	4	Santa Clara	Valley Transportation Authority - Santa Clara CMA	HY10/LY10	80%	MODIFY I-880 AND STEVENS CREEK BOULEVARD INTERCHANGE TO EASE TRAFFIC	\$9,600,000	\$8,639,404	\$5,065,867	\$3,573,173
500	4	Santa Clara	Valley Transportation Authority - Santa Clara CMA	HY10/LY10	80%	RECONFIGURE INTERSECTION AT HIGHWAYS 152 AND 156 IN SANTA CLARA COUNTY	\$11,120,000	\$10,006,888	\$7,924,074	\$2,082,814
568	4	Santa Clara	Valley Transportation Authority - Santa Clara CMA	HY10/LY10	80%	ACQUIRE LANDS FOR MITIGATION ADJACENT TO U.S. 101 AS PART OF SOUTHERN SANTA	\$400,000	\$359,960	\$0	\$359,960
493	4	Santa Clara	Valley Transportation Authority - Santa Clara CMA	HY10/LY10	80%	HIGHWAYS 152-156 INTERSECTION IMPROVEMENTS, CA	\$800,000	\$719,921	\$570,078	\$149,843
739	4 and 10	Santa Clara		LY30	80%	FEASIBILITY STUDY FOR CONSTRUCTING SR 130 REALIGNMENT PROJECT CONNECTING	\$6,000,000	\$5,439,847	\$0	\$5,439,847
49	4	Santa Clara		3680	80%	Upgrade Rt. 87 from 4 to 6 lanes including 2 HOV lanes, a new freeway interchange and local	\$14,436,344	\$14,436,344	\$9,916,222	\$4,520,122
57	4	Solano	Dixon	5590	100%	CA 113 Railroad Grade Separation	\$668,000	\$668,000	\$0	\$668,000
21	4	Solano	Dixon	3610	80%	To improve 3 grade crossings in Dixon	\$1,755,772	\$1,755,772	\$1,096,921	\$658,851
21	4	Solano	Dixon	5190	80%	California feasibility study:Dixon grade separation projects (3)	\$115,000	\$115,000	\$97,511	\$17,489
224	4	Solano	Fairfield	H170	100%	Fairfield/Vacaville Intermodal Transit Station	\$800,000	\$800,000	\$0	\$800,000
369	4	Solano	Solano County	HY10/LY10	80%	UNDERTAKE CORDELIA HILL SKY VALLEY TRANSPORTATION ENHANCEMENT PROJECT,	\$2,400,000	\$2,159,760	\$140,000	\$2,019,760
720	4	Solano	Solano County	HY20/LY20	80%	Route 80 from Route 29 to Route 37 in City of Vallejo. HOV Lane	\$2,000,000	\$1,799,612	\$1,440,079	\$359,533
658	4	Solano	Solano Transportation Authority	HY10/LY10	80%	UPGRADE JEPSON PARKWAY AT NORTH AND SOUTH GATES OF TRAVIS AIR FORCE BASE	\$3,200,000	\$2,879,680	\$300,000	\$2,579,680
460	4	Solano	Solano Transportation Authority	HY10/LY10	80%	RIO VISTA BRIDGE REALIGNMENT STUDY AND STREET SIGN SAFETY PROGRAM	\$560,000	\$503,944	\$295,509	\$208,435
253	4	Solano	Vallejo	H170	100%	Vallejo Station Intermodal Center	\$1,250,000	\$1,250,000	\$0	\$1,250,000
351	4	Solano		HY10/LY10	80%	COMPLETE THE BAY TRAIL ALONG THE WESTERN EDGE OF THE AMERICAN CANYON	\$800,000	\$719,921	\$670,173	\$49,748
266	4	Sonoma	Healdsburg	H660	100%	Healdsburg Pedestrian and Bicycle Path	\$1,229,910	\$1,229,910	\$0	\$1,229,910
686	4	Sonoma	Sonoma County Transportation Authority	HY20/LY20	80%	WIDEN HIGHWAY 101 IN MARIN AND SONOMA COUNTIES FROM HWY 37 IN NOVATO TO	\$15,000,000	\$13,497,090	\$0	\$13,497,090
267	4	Sonoma	Sonoma County Transportation Authority	H660	100%	Highway 101 Corridor Widening Project	\$983,928	\$983,928	\$0	\$983,928
494	4	Sonoma	Sonoma County Transportation Authority	HY10/LY10	80%	CONSTRUCT HWY 101 BICYCLE PEDESTRIAN PROJECT IN MARIN AND SONOMA	\$400,000	\$359,960	\$0	\$359,960
Selected Earmarks with remaining unobligated balance less than \$1,000										
18	4	Alameda	ACTA	3090	80%	Nimitz Corridor Study/Intermodal Corridor Study	\$2,393,399	\$2,393,399	\$2,393,389	\$10
18	4	Alameda	ACTA	3070	80%	Nimitz Corridor Study/Intermodal Corridor Study	\$3,988,999	\$3,988,999	\$3,988,994	\$5
18	4	Alameda	ACTA	Q920	80%	UPGRADE I-880, ALAMEDA	\$7,500,000	\$7,036,284	\$7,036,284	\$0
87	4	Alameda	Alameda County CMA	Q920	80%	Upgrade I-680 corridor, Alameda County	\$7,500,000	\$7,036,285	\$7,036,225	\$60
102	4	Alameda	Alameda County CMA	Q920	80%	CONSTRUCT CAPITAL IMPROVEMENTS ALONG I-680 CORRIDOR	\$2,250,000	\$2,110,885	\$2,110,885	\$0
529	4	Alameda	Alameda County Public Works	HY10/LY10	80%	VASCO ROAD SAFETY IMPROVEMENTS, CONTRA COSTA TRANSPORTATION AUTHORITY	\$800,000	\$719,921	\$719,921	\$0
492	4	Alameda	Berkeley	HY10/LY10	80%	CONSTRUCT I-80 GILMAN STREET INTERCHANGE IMPROVEMENTS IN BERKELEY	\$1,200,000	\$1,079,880	\$1,079,880	\$0
120	4	Alameda	Fremont	Q920	80%	Upgrade Osgood Road between Washington Boulevard and south Grimmer Boulevard in Fremont	\$1,500,000	\$1,407,257	\$1,407,257	\$0
161	4	Alameda	Hayward	Q920	80%	UPGRADE INDUSTRIAL PARKWAY SOUTHWEST BETWEEN WHIPPLE ROAD AND	\$450,000	\$422,177	\$421,788	\$389
146	4	Alameda	Hayward	Q920	80%	REHABILITATE B STREET BETWEEN FOOTHILL BOULEVARD AND KELLY STREET,	\$525,000	\$492,540	\$492,540	\$0
678	4	Alameda	Livermore	HY10/LY10	80%	CONSTRUCTION AT I-580 AND CALIFORNIA SR 84 (ISABEL AVENUE) INTERCHANGE	\$2,000,000	\$1,799,800	\$1,799,800	\$0
133	4	Alameda	Livermore	Q920	80%	UPGRADE GREENVILLE ROAD AND CONSTRUCT RAILROAD UNDERPASS, LIVERMORE	\$5,100,000	\$4,784,673	\$4,784,673	\$0
119	4	Alameda	Port of Oakland	Q920	80%	Construct Port of Oakland Intermodal Terminal	\$6,000,000	\$5,629,027	\$5,629,027	\$0
386	4	Alameda	San Leandro	HY10/LY10	80%	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE BETWEEN OYSTER BAY REGIONAL	\$600,000	\$539,940	\$539,940	\$0
111	4	Alameda	San Leandro	Q920	80%	CONSTRUCT RAILROAD AT GRADE CROSSINGS, SAN LEANDRO	\$375,000	\$351,815	\$351,815	\$0
29	4	Alameda		3670	80%	Improve I-880/Alvarado Niles Rd Interchange in Union City	\$9,266,572	\$9,266,572	\$9,266,572	\$0
223	4	Alameda		H170	100%	East Bay Incident & Emergency Management	\$200,000	\$200,000	\$200,000	\$0
303	4	Contra Costa	Brentwood	H660	100%	Vasco Road Safety Improvements	\$491,964	\$491,964	\$491,964	\$0
15	4	Contra Costa	CCTA	3070	80%	WIDEN ROUTE 4 BETWEEN CONCORD AND PITTSBURG	\$1,994,499	\$1,994,499	\$1,994,499	\$0
15	4	Contra Costa	CCTA	3090	80%	WIDEN ROUTE 4 BETWEEN CONCORD AND PITTSBURG	\$1,196,700	\$1,196,700	\$1,196,700	\$0
15	4	Contra Costa	CCTA	5590	80%	STATE ROUTE 4 FREEWAY EXPANSION, PITTSBURG	\$1,000,000	\$1,000,000	\$1,000,000	\$0
183	4	Contra Costa	Contra Costa Transportation Authority	Q920	80%	CONSTRUCT I-680 HOV LANES BETWEEN MARINA VISTA TOLL PLAZA TO NORTH MAIN	\$5,250,000	\$4,925,398	\$4,925,398	\$0
129	4	Contra Costa	Contra Costa Transportation Authority	Q920	80%	Upgrade SR 4 West in Contra Costa County	\$7,500,000	\$7,036,284	\$7,036,284	\$0
521	4	Contra Costa	Danville	HY10/LY10	80%	DESIGN AND CONSTRUCTION CAMINO TASSAJARA CROWN CANYON TO EAST TOWN	\$800,000	\$719,921	\$719,921	\$0
741	4	Contra Costa	Danville	LY30	80%	DESIGN AND CONSTRUCTION OF CAMINO TASSAJARA CROWN CANYON TO EAST TOWN	\$5,000,000	\$4,533,205	\$4,533,205	\$0
306	4	Contra Costa	Walnut Creek	H660	100%	Ygnacio Valley Road Pedestrian Bike Improvements	\$787,143	\$787,143	\$787,143	\$0
563	4	Contra Costa	Contra Costa Transportation Authority	HY10/LY10	80%	CONSTRUCT FOURTH BORE OF CALDECOTT TUNNEL ON SR 24, CALIFORNIA	\$1,600,000	\$1,439,840	\$1,439,838	\$2
46	4	Contra Costa		3610	80%	In Richmond, construct I-80 Richmond Parkway Interchange	\$1,755,772	\$1,755,772	\$1,755,772	\$0

SF Bay Area Earmarks Remaining as of January 19, 2011
Sorted by County, Sponsor, Unobligated Balance Remaining

Attachment C

DEMO ID	DIST	COUNTY	SPONSOR	PROGRAM CODE	REIMB RATE	LEGISLATED DESCRIPTION	FUNDS AUTHORIZED	AVAILABLE OA AMOUNT	OBLIGATED AS OF 1/19/11	UNOBLIGATED BALANCE	
										REMAINING AS OF 1/19/11	REMAINING AS OF 1/19/11
Selected Earmarks with remaining unobligated balance greater than \$1,000											
12	4	Marin	North Coast Rail Authority	3090	80%	A HWY PROJ FOR THE PURPOSE OF DEMONSTRATING THE EXTENT TO WHICH TRAFF	\$7,180,198	\$7,180,198	\$7,180,197		\$1
12	4	Marin	North Coast Rail Authority	3680	80%	LARKSPUR TO KORBEL, CA-THE UNOBLIGATED BALANCE OF FUNDS PROVIDED UNDER	\$14,728,972	\$14,728,972	\$14,728,971		\$1
12	4	Marin	North Coast Rail Authority	1020	100%	PUCCHASE R/W, DEVELOP TRANSP. CORRIDOR (LARKSPUR- KORBEL, NOVATO-LOMBARD)--	\$12,000,000	\$12,000,000	\$12,000,000		\$0
12	4	Marin	North Coast Rail Authority	3070	80%	A HWY PROJ FOR THE PURPOSE OF DEMONSTRATING THE EXTENT TO WHICH TRAFF	\$11,966,996	\$11,966,996	\$11,966,997		-\$1
571	4	Marin	Transportation Authority of Marin	HY10/LY10	80%	WIDEN HIGHWAY 101 IN MARIN AND SONOMA COUNTIES FROM HWY 37 IN NOVATO TO	\$12,000,000	\$10,798,800	\$10,798,800		\$0
774	4	Marin	Transportation Authority of Marin	LY60	100%	Marin Novato Narrows Highway 101 Corridor Widening, CA	\$841,500	\$841,500	\$841,500		\$0
192	4	Napa	Caltrans	Q920	80%	REPLACE MAXWELL BRIDGE, NAPA COUNTY	\$8,700,000	\$8,162,090	\$8,162,090		\$0
420	4	Napa	Napa County Transportation Authority	HY10/LY10	80%	WIDEN SR 12 TO FOUR LANES THROUGH JAMIESON CANYON (BETWEEN I-80 AND SR 29)	\$6,400,000	\$5,759,360	\$5,759,360		\$0
239	4	San Francisco	City CarShare	H170	100%	Regional Expansion of City CarShare Pilot Program	\$500,000	\$500,000	\$500,000		\$0
457	4	San Francisco	City Carshare	HY10/LY10	80%	EXPAND CARSHARING PILOT PROGRAM TO SERVE LOW-AND MODERATE-INCOME	\$1,600,000	\$1,439,840	\$1,439,840		\$0
40	4	San Francisco	Golden Gate Highway Bridge District	3600	80%	For preliminary work associated with the seismic upgrading of the Golden Gate Bridge in San	\$5,755,029	\$5,755,029	\$5,755,029		\$0
808	4	San Francisco	Golden Gate Highway Bridge District	LY90	100%	Golden Gate Bridge Moveable Median Barrier, CA	\$490,000	\$490,000	\$490,000		\$0
40	4	San Francisco	Golden Gate Highway Bridge District	Q920	80%	Seismic Retrofit of Golden Gate Bridge	\$750,000	\$703,628	\$703,628		\$0
40	4	San Francisco	Golden Gate Highway Bridge District	Q920	80%	Seismic Retrofit of Golden Gate Bridge	\$26,000,000	\$24,392,449	\$24,392,449		\$0
681	4	San Francisco	Port of San Francisco/ San Francisco Department Parking & Traffic	HY10/LY10	80%	CONSTRUCT ILLINOIS STREET BRIDGE/AMADOR STREET CONNECTION AND	\$3,200,000	\$2,879,680	\$2,879,680		\$0
766	4	San Francisco	San Francisco City/County Department of Public Works	LY60	100%	Fourth Street Bridge, San Francisco	\$1,500,000	\$1,485,000	\$1,485,000		\$0
302	4	San Francisco	San Francisco County/City	H660	100%	Van Ness Avenue Project	\$983,928	\$983,928	\$983,928		\$0
586	4	San Francisco	San Francisco Transportation Authority	HY10/LY10	80%	REPLACE SOUTH ACCESS TO THE GOLDEN GATE BRIDGE-DOYLE DRIVE	\$8,000,000	\$7,199,201	\$7,199,200		\$1
732	4	San Francisco	San Francisco Transportation Authority	HY20/LY20	80%	SR 101 Doyle Drive Replacement. Road Reconstruction Environmental Document and Preliminary	\$6,000,000	\$5,398,836	\$5,398,836		\$0
215	4	San Francisco	City Carshare	4260	100%	San Francisco, Muni, automatic vehicle location/GPS ADMINSTERED BY FTA	\$1,987,000	\$0	\$0		\$0
75	4	San Francisco	City Carshare	Q920	80%	CONSTRUCT Third Street South Baby Basin Bridge, BAYVIEW TRANSPORTATION	\$9,375,000	\$8,795,355	\$8,795,355		\$0
705	4	San Mateo	Belmont	HY20/LY20	80%	BUILDS A PEDESTRIAN BRIDGE FROM HILLER STREET TO THE BAY TRAIL, BELMONT	\$1,000,000	\$899,806	\$899,703		\$103
309	4	San Mateo	Belmont	HY10/LY10	80%	BUILDS A PEDESTRIAN BRIDGE FROM HILL STREET TO THE BAY TRAIL, BELMONT	\$1,960,000	\$1,763,804	\$1,763,804		\$0
368	4	San Mateo	Millbrae	HY10/LY10	80%	CONSTRUCT ROUTE 101 AUXILIARY LANES 3RD AVE. IN THE CITY OF SAN MATEO TO	\$3,000,000	\$2,699,699	\$2,699,699		\$0
802	4	Santa Clara	San Jose	LY90	100%	Blossom Hill/Monterey Highway Crossing, San Jose CA	\$490,000	\$490,000	\$490,000		\$0
821	4	Santa Clara	Santa Clara (City)	LY90	100%	Repair of San Tomas Expressway Box Culvert, Santa Clara County, CA	\$490,000	\$490,000	\$490,000		\$0
831	4	Santa Clara	Santa Clara County	LY90	100%	VTA High Occupancy Toll Lane Demonstration Project, Santa Clara County, CA	\$490,000	\$490,000	\$490,000		\$0
288	4	Santa Clara	Santa Clara Valley Transportation Authority	H660	100%	SR-152 Safety Improvements, Santa Clara County	\$983,928	\$983,928	\$983,928		\$0
408	4	Santa Clara	Valley Transportation Authority - Santa Clara CMA	HY10/LY10	80%	U.S. 101 OPERATIONAL IMPROVEMENTS, SAN JOSE	\$4,000,000	\$3,599,600	\$3,599,600		\$0
550	4	Santa Clara	Valley Transportation Authority - Santa Clara CMA	HY10/LY10	80%	U.S. 101 CORRIDOR IMPROVEMENTS ROUTE 280 TO THE CAPITOL-YERBA BUENA	\$4,000,000	\$3,599,600	\$3,599,600		\$0
6	4	Santa Clara		3090	80%	GREAT AMERICA PARKWAY/SR 237 INTERCHANGE	\$8,676,072	\$8,676,072	\$8,676,071		\$1
47	4	Santa Clara		3610	80%	InSunnyvale, HOV lane improvements on Lawrence Expressway	\$9,851,829	\$9,851,829	\$9,851,829		\$0
187	4	Santa Clara		Q920	80%	CONDUCT PLANNING, PRELIMINARY ENGINEERING AND DESIGN FOR ETIWANDA AVENUE	\$2,145,000	\$2,012,377	\$2,012,377		\$0
6	4	Santa Clara		3070	80%	GREAT AMERICA PARKWAY/SR 237 INTERCHANGE	\$14,460,120	\$14,460,120	\$14,460,121		-\$1
34	4	Santa Clara		3660	80%	In San Jose, improvement of interchange at Highway 85/Highway 17.	\$34,140,001	\$34,140,001	\$34,191,973		-\$51,972
21	4	Solano	Dixon	5190	80%	California feasibility study:Dixon grade separation projects (3)	\$85,000	\$85,000	\$85,000		\$0
547	4	Solano	Solano County	HY10/LY10	80%	CONSTRUCT I-80 HOV LANES AND INTERCHANGE IN VALLEJO	\$800,000	\$719,921	\$719,921		\$0
501	4	Solano	Solano Transportation Authority	HY10/LY10	80%	UPGRADE AND RECONSTRUCT THE I-80/ I-680/ SR 12 INTERCHANGE, SOLANO COUNTY	\$17,480,000	\$15,730,253	\$15,730,238		\$15
191	4	Solano	Solano Transportation Authority	Q920	80%	CONSTRUCT I-80 RELIEVER ROUTE SYSTEM, SOLANO COUNTY	\$12,100,000	\$11,351,871	\$11,351,870		\$1
62	4	Solano		Q920	80%	Upgrade Access Road to Mare Island	\$750,000	\$703,629	\$703,628		\$1
62	4	Solano		5590	100%	Mare Island Access	\$500,000	\$497,967	\$497,967		\$0
44	4	Solano		3BD0	80%	In Fairfield, to construct 2 park and ride facilities, and information center and transfer hub for I-80	\$7,510,800	\$7,510,800	\$7,510,800		\$0
99	4	Solano		Q920	80%	IMPROVE AND CONSTRUCT I-80 RELIEVER ROUTE PROJECT; WALTERS ROAD AND	\$2,350,000	\$2,204,702	\$2,204,702		\$0
11	4	Sonoma	Sonoma County	3070	80%	A highway project for the purpose of demonstrating the extent to which traffic congestion is	\$5,235,562	\$5,235,562	\$5,235,562		\$0
11	4	Sonoma	Sonoma County	3090	80%	A highway project for the purpose of demonstrating the extent to which traffic congestion is	\$3,141,337	\$3,141,337	\$3,141,337		\$0
334	4	Sonoma	Sonoma County Transportation Authority	HY10/LY10	80%	WIDENING THE HIGHWAY AND RECONSTRUCTING OFF RAMP ON HWY 101 BETWEEN	\$5,600,000	\$5,039,440	\$5,039,440		\$0
51	4	Sonoma	Sonoma County Transportation Authority/ City of Rohnert Park	Q920	80%	#0806-Widen SR 101 from Windsor to Arata Interchange	\$1,100,000	\$1,031,989	\$1,031,989		\$0
51	4	Sonoma	Sonoma County Transportation Authority/ City of Rohnert Park	Q920	80%	#1339-MODIFY HOV LANES, MARIN COUNTY	\$5,250,000	\$4,925,398	\$4,925,398		\$0
51	4	Sonoma	Sonoma County Transportation Authority/ City of Rohnert Park	Q920	80%	#1340-WIDEN SR 101 FROM PETALUMA BRIDGE TO NOVATO	\$8,750,000	\$8,208,997	\$8,208,997		\$0
51	4	Sonoma	Sonoma County Transportation Authority/ City of Rohnert Park 1995 AAA	5590	100%	U.S. 101 Congestion Relief, Sonoma County (Park and Ride Lots)	\$500,000	\$500,000	\$500,000		\$0

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DATE: May 12, 2011
 TO: STA TAC
 FROM: Sara Woo, Associate Planner
 RE: Funding Opportunities Summary

Discussion:

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

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

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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Attachment A

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

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

*New Funding Opportunity

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

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

*New Funding Opportunity

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

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

*New Funding Opportunity

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

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

*New Funding Opportunity

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



**STA Board Meeting Highlights
6:00 p.m., May 11, 2011**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Summary Actions of the May 11, 2011 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of May 11, 2011. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

Harry Price, Chair	City of Fairfield
Jack Batchelor, Vice Chair	City of Dixon
Elizabeth Patterson	City of Benicia
Jan Vick	City of Rio Vista
Pete Sanchez	City of Suisun City
Steve Hardy	City of Vacaville
Osby Davis	City of Vallejo
John Vasquez (Alternate Board Member)	County of Solano

ACTION – FINANCIAL ITEMS

A. Jepson Parkway Project Implementation Agreements

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.

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

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

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.

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

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

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 Assessments.

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

ACTION – NON-FINANCIAL ITEMS

A. Fiscally Constrained Solano Regional Transportation Plan (RTP) Project List

Recommendation:

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

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

B. STA’s Draft Overall Work Plan (OWP) for Fiscal Years (FY) 2011-12 and FY 2012-13

Recommendation:

Approve the STA’s Overall Work Program for FY 2011-12 and 2012-13 as specified in Attachment A.

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

C. Legislative Update

Recommendation:

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

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

CONSENT CALENDAR

On a motion by Vice Chair Batchelor, and a second by Board Member Davis, the STA Board approved Consent Calendar Items A through J.

A. STA Board Meeting Minutes of April 20, 2011

Recommendation:

Approve STA Board Meeting Minutes of April 20, 2011.

B. Draft TAC Meeting Minutes of April 27, 2011

Recommendation:

Approve Draft TAC Meeting Minutes of April 27, 2011.

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

Recommendation:

Receive and file.

D. Termination of 401 (a) Define Contribution Benefit Plan with Nationwide Retirement Solution

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.

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

Recommendation:

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

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

Recommendation:

Approve the FY 2011-12 State Transit Assistance Funds (STAF) Project List as shown on Attachment D.

G. Interim Executive Director for Solano County Transit JPA

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.

H. Allocation of Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Funds

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.

I. Funding Agreement from MTC for Solano Napa Commuter Information (SNCI) Program for Regional Rideshare Services

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.

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

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.

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

A. MTC Report:

None presented.

B. Caltrans Report:

None presented.

C. STA Reports:

A. STA Reports:

A. Bike to Work Week May 9-13, 2011 presented by Judy Leaks

B. Solano Senior and People with Disabilities Advisory Committee Update presented by Elizabeth Richards

C. Directors Report:

1. Planning

2. Projects

3. Transit/Rideshare

INFORMATIONAL ITEMS

A. Metropolitan Transportation Commission (MTC) Regional Toll Credit Policy

B. Development of Solano County Alternative Fuels and Infrastructure Plan

C. 2012 State Transportation Improvement Program (STIP)

D. Fiscal Year (FY) 2011-12 STA/ Yolo Solano Air Quality Management District (YSAQMD) Clean Air Fund Application Committee

E. Bike to Work Week May 9-13, 2011

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

- G. Local Project Delivery Update**
- H. STA Funding Opportunities Report**
- I. STA Board Meeting Schedule for Calendar Year 2011**

BOARD MEMBER COMMENTS

ADJOURNMENT

The STA Board meeting was adjourned at 7:00 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, May 11, 2011, 6:00 p.m.**, Suisun City Hall Council Chambers.

Attested by:



Johanna Masielat
Clerk of the Board

January 31, 2011
Date

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

Background:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2011**
(Last Updated: February 2011)

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

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