



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY
BOARD MEETING AGENDA

5:30 p.m., Closed Session
6:00 p.m., Regular Meeting

Wednesday, June 10, 2009
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

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

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period (Agenda Item IV) although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

Speaker cards are helpful but not required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board.

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

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

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

ITEM

BOARD/STAFF PERSON

I. CLOSED SESSION:

(5:30 – 6:00 p.m.)

- 1. PERSONNEL CLOSED SESSION pursuant to California Code Section § 549547 et seq.; Public Employee Performance Review – Executive Director; and
2. LABOR RELATIONS CLOSED SESSION pursuant to California Code Section § 54054.6 et seq.; Conference with Labor Negotiator

STA BOARD MEMBERS

Table with 8 columns listing board members: Jim Spering (Chair, County of Solano), Pete Sanchez (Vice-Chair, City of Suisun City), Elizabeth Patterson (City of Benicia), Jack Batchelor, Jr. (City of Dixon), Harry Price (City of Fairfield), Jan Vick (City of Rio Vista), Len Augustine (City of Vacaville), and Osby Davis (City of Vallejo).

STA BOARD ALTERNATES

Table with 8 columns listing board alternates: Mike Reagan, Mike Segala, Alan Schwartzman, Rick Fuller, Chuck Timun, Ron Jones, Curtis Hunt, and Tom Bartee.

II. CALL TO ORDER/PLEDGE OF ALLEGIANCE

(6:00 – 6:05 p.m.)

Chair Spering

III. CONFIRM QUORUM/ STATEMENT OF CONFLICT

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

Chair Spering

IV. APPROVAL OF AGENDA

(6:05 – 6:10 p.m.)

V. OPPORTUNITY FOR PUBLIC COMMENT

(6:10 – 6:15 p.m.)

VI. EXECUTIVE DIRECTOR'S REPORT

(6:15 – 6:20 p.m.)

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Daryl K. Halls

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

(6:20 – 6:30 p.m.)

A. Caltrans Report:

- 1. Status of I-80 Rehabilitation and SR 12 East Safety Project**

Doanh Nguyen, Caltrans

B. MTC Report:

Chair Spering

C. STA Reports:

- 1. State Budget and Legislative Update**
- 2. Presentation of the 2009 Bike to Work Winners**
- 3. STA Directors Update**

Gus Khouri, Shaw/Yoder, Inc.
Judy Leaks

A. Projects

Janet Adams

B. Planning

Robert Macaulay

C. Transit and Rideshare

Elizabeth Richards

VIII. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:30 – 6:35 p.m.)

A. STA Board Meeting Minutes of May 13, 2009

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of May 13, 2009.

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- B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of May 27, 2009** Johanna Masiclat
Recommendation:
Receive and file.
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- C. Cordelia Sky Hills Funding Agreement** Janet Adams
Recommendation:
Approve the following:
 - 1. Authorize the Executive Direction to execute a funding agreement with Solano County and the Solano Land Trust for the Cordelia Sky Hills Acquisition Project; and*
 - 2. Approve \$400,000 of TDA Article 3 funds through FY 2011-12 for the Cordelia Sky Hills Acquisition Project.***Pg. 23**
- D. Solano County Fiscal Year (FY) 2009-10 Transportation Funds for Clean Air (TFCA) 40% Program Manager Call for Projects** Robert Guerrero
Recommendation:
Approve a revised TFCA Resolution No. 2009-09 which includes the following:
 - 1. A revised funding amount of \$250,000 for SNCI's FY 2009-10 TFCA allocation; and*
 - 2. A total of \$60,000 of FY 2009-10 TFCA funds for the Solano Safe Routes to School Program (previously approved on March 11, 2009).***Pg. 25**
- E. Federal Economic Stimulus Update for Transportation in Solano County** Sam Shelton
Recommendation:
Approve the American Recovery and Reinvestment Act (ARRA) Tier 2 projects for Solano local agencies as shown in Attachment C.
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- F. Solano Paratransit Vehicle Reassignment** Elizabeth Richards
Recommendation:
Authorize the Executive Director to develop a plan for the reassignment of the Solano Paratransit vehicles.
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- G. Contract Amendment for Marketing Consultant Services - Moore Iacofano Goltsman (MIG)** Elizabeth Richards
Recommendation:
Approve Contract Amendment No. 4 with Moore Iacofano Goltsman (MIG) for STA marketing services through June 30, 2010.
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- H. Contract Amendment for Transit Project Management Consultant - John Harris** Elizabeth Richards
Recommendation:
Authorize the Executive Director to extend the consultant contract with John Harris for Transit Project Management until June 30, 2010 for an amount not to exceed \$15,000.
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- I. Contract Amendment for Transit and Funding Consultant - Nancy Whelan Consulting** Elizabeth Richards
Recommendation:
Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Technical Services until June 30, 2010 for an amount not to exceed \$35,000.
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- J. Regional Measure 2 (RM 2) Vacaville Intermodal Station Resolution of Support** Janet Adams
Recommendation:
Approve Resolution No. 2009-12 authorizing the funding allocation for Regional Measure 2 funds from the Metropolitan Transportation Commission to the City of Vacaville for the Solano County Express Bus North Intermodal Facilities – Vacaville Intermodal Station.
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IX. ACTION FINANCIAL ITEMS

- A. Award of Construction Contract for the North Connector - Phase 2 Project** Janet Adams
Recommendation:
Approve the following:
 1. *The North Connector –North Connector Phase Contract, Notice to Contractors and Special Provisions, including issued Addenda Nos. 1 through 5;*
 2. *Authorize the Executive Director or his designee to sign the contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance;*
 3. *Authorize the Executive Director or his designee to execute required contract change orders for up to 15% of the bid amount and enter in a contract amount not to exceed \$20,840,000; and*
 4. *Resolution No. 2009-13 for the North Connector –Phase 2 Contract.*
(6:35 – 6:40 p.m.)
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B. Fiscal Year (FY) 2009-10 Transportation Development Act Article 3

Robert Guerrero

Recommendation:

Approve Resolutions 2009-10 and 2009-11 as attached for the following FY 2009-10 TDA Article 3 projects:

- 1. \$270,017 for the County of Solano's Vacaville Dixon Bike Route (this includes a transfer of \$110,000 in TDA Article 3 from the Suisun Valley Bridge Project);*
- 2. \$85,000 for the 2009 Countywide Bicycle Pedestrian Plan Update; and*
- 3. \$40,000 for the Solano Safe Routes to School Program.*

(6:40 – 6:45 p.m.)

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C. Safe Routes to School – Part Time Program Coordinator and Safety Coordinator

Sam Shelton

Recommendation:

Authorize the Executive Director to enter into agreements not to exceed \$90,000 for a Safe Routes to School part time program coordinator and safety coordinator as described in Attachments A and B, contingent on entering into funding agreements with the Yolo Solano Air Quality Management District (YSAQMD) and the Bay Area Air Quality Management District (BAAQMD).

(6:45 – 6:50 p.m.)

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X. ACTION NON-FINANCIAL ITEMS

A. Transit Consolidation Study - Phase 2 Analysis and Recommendations

Elizabeth Richards

Recommendation:

Approve the following:

- 1. Option 1: Consolidation of Benicia and Vallejo transit services;*
- 2. Option 4c: Decentralize intercity paratransit service to local transit operators and continue study of consolidation of interregional Solano transit services under one operator to be selected by the STA Board;*
- 3. Forward the STA recommended transit consolidation recommendations to the affected agencies for their consideration and participation;*
- 4. Direct STA staff to work with the affected local transit staff to develop Implementation Plans for Option 1 and Option 4c; and*
- 5. Report back to the STA Board by September 2009 on the status of the Implementation Plan.*

(6:50 – 7:05 p.m.)

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- B. Comprehensive Transportation Plan (CTP) - Update of Local Agency Project Lists** Robert Guerrero

Recommendation:

Authorize the Executive Director to:

1. Request the 8 member jurisdictions review and update projects and programs to be included in the Solano CTP; and
2. Request Caltrans, MTC, CCJPB, BAAQMD, YSAQMD and WETA identify projects and programs to be included in the Solano CTP.

(7:05 – 7:10 p.m.)

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- C. Legislative Update** Jayne Bauer

Recommendation:

Approve a position of support for Assembly Constitutional Amendment (ACA) 15 (Arambula).

(7:10 – 7:15 p.m.)

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XI. INFORMATIONAL- DISCUSSION ITEMS

- A. Senior and Disabled Transportation Summit** Jayne Bauer

Informational

(7:15 – 7:25 p.m.)

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- B. State Route (SR) 12 Rio Vista Bridge Study Update** Janet Adams

Informational

(7:25 – 7:30 p.m.)

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NO DISCUSSION

- C. Yolo Solano Air Quality Management District Clean Air Funds Committee Recommendation for Fiscal Year (FY) 2009-10** Robert Macaulay

Informational

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- D. Model Technical Advisory Committee (TAC) and Model Update** Robert Guerrero

Informational

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- E. Project Delivery Update** Kenny Wan

Informational

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F. Funding Opportunities Summary
Informational
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Sara Woo

**G. STA Board and Advisory Committee Meeting Schedule
for 2009**
Informational
Pg. 233

Johanna Masielat

XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **Wednesday, July 8, 2009, 6:00 p.m., Suisun City Hall Council Chambers.**

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MEMORANDUM

DATE: June 1, 2009
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – June 2009

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

State Budget Treavils Cast Shadow Over State and Transportation

On May 28th, State Controller John Chiang forwarded a letter to the Governor and the State Legislature informing them of the State of California's dire cash flow problems. According to the letter, unless a State Budget solution is agreed to by June 15th, California's cash flow will go into a \$1.02 billion deficit on July 31, 2009 and the deficit will increase to \$22 billion by April 1, 2010.

Transit Consolidation Study - Phase 2 Analysis and Recommendations *

After an estimated 18 months of analysis, data collection and discussion, the STA's Transit Consolidation Study – Phase 2 Analysis and Recommendations have been completed by the project's consultant team. The Study analyzed a total of seven transit consolidation Options, which ranged from consolidation of specific transit operators and services to full consolidation of all six transit operators. Based on the analysis and discussion process, the Study recommends Option 1, the consolidation of Benicia and Vallejo's transit services, and Option 4c, decentralization of intercity paratransit service to local transit operators and the continued study of consolidation of interregional Solano transit services under one operator to be selected by the STA Board. Both of these recommendations were supported by the STA Board's Transit Consolidation Steering Committee, Technical Advisory Committee and Transit Consortium. For the past several months, the STA staff has been working with the cities of Benicia and Vallejo through a staff and policy board working group to assist in the development of the Option 1 recommendation. Subject to approval of the Study's recommendations, it is proposed that STA staff would continue to work with the Benicia/Vallejo Transit Working Group to facilitate the analysis and implementation for Option 1. Additional analysis and the implementation for Option 4c would be coordinated by STA staff with the funding partners for the Intercity Transit Funding Agreement and the Transit Consolidation Steering Committee.

Bid Opening for North Connector East Project *

The construction bids for the North Connector East Project are scheduled to be opened on June 9, 2009 and be awarded by the STA at the June 10, 2009 Board meeting. The results of the bidding process will be provided under separate cover.

Rio Vista Bridge Study Goes Public *

On May 28th, the STA co-hosted with Caltrans and the City of Rio Vista, a public work shop on the Rio Vista Bridge Study. An estimated 50 people attended the public workshop and a number of concerns and issues were raised at the meeting. This study is being funded by a federal earmark provided by Congressman Dan Lundgren to the City of Rio Vista. The STA is managing the project in partnership with Rio Vista and Caltrans.

Countywide Senior and Disabled Transportation Summit Scheduled *

A Countywide Senior and Disabled Transportation Summit has been scheduled for Friday, June 26, 2009, from 9 am to 2 pm at the Joseph Nelson Community Center in Suisun City. The STA is co-hosting the event with the County of Solano and the Solano County Senior Coalition. The intent of this first summit is to solicit and receive input from the array of senior and disabled transportation users, providers and destinations of the various senior and disabled transportation programs and services. Over 4,000 invitees have been notified of the event and they have been invited to fill out a survey regarding obstacles and issues facing transportation for seniors and the disabled.

Program and Safety Coordinators to Help Support Popular STA Safe Routes to Schools Program *

Since the establishment of the STA's Safe Routes to School Program (SR2S) in January of 2008, staff has been working with the Solano County Board of Education, Solano County's seven schools districts, cities, and various Safe Routes to School Advisory Committees to fund the SR2S priorities for each of the seven school districts. Since its inception, the SR2S Program has already identified and obtained about \$1 million (\$976,000) in SR 2S grants and funding for various aspects of the Program. Recently, the Bay Area Air Quality Management District approved a regional air quality grant for the STA to fund a SR2S Program and Safety Coordinator. The coordinators will provide the STA with the resources necessary to assist the school districts in a number of their SR2S education and encouragement activities over the next two years.

15th Annual Bike to Work Day a Success

STA's Solano Napa Commuter Information program staff recently completed a successful 15th Annual Bike to Work Day campaign. A total of 19 energizer stations were organized in Napa and Solano Counties with a total of 7,651 participants.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated April 2009)

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

SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
STA	Solano Transportation Authority
STAF	State Transit Assistance Fund
STIA	Solano Transportation Improvement Authority
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
T	
TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement Program
TEA-21	Transportation Efficiency Act for the 21 st Century
TFCA	Transportation Funds for Clean Air Program
TIF	Transportation Investment Fund
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TOS	Traffic Operation System
TRAC	Trails Advisory Committee
TSM	Transportation System Management
U, V, W, Y, & Z	
UZA	Urbanized Area
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
May 13, 2009

I. CALL TO ORDER

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

MEMBERS

PRESENT:

Jim Spring, Chair	County of Solano
Pete Sanchez, Vice-Chair	City of Suisun City
Elizabeth Patterson	City of Benicia
Jack Batchelor, Jr.	City of Dixon
Harry Price	City of Fairfield
Jan Vick	City of Rio Vista
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo

*Arrived at the
meeting at 6:20 p.m.*

STAFF

PRESENT:

Daryl K. Halls	Executive Director
Charles Lamoree	Legal Counsel
Johanna Masiclat	Clerk of the Board
Janet Adams	Deputy Executive Director/Director of Projects
Robert Macaulay	Director of Planning
Elizabeth Richards	Director of Transit and Rideshare Svcs.
Liz Niedziela	Transit Manager/Analyst
Sam Shelton	Project Manager
Kenny Wan	Assistant Project Manager

ALSO

PRESENT:

In Alphabetical Order by Last Name:

Birgitta Corsello	County of Solano
Royce Cunningham	City of Dixon
John Fadhl	Member of the Public
George Gwynn	Member of the Public
Anthony Intintoli	Vice Chair, Water Emergency Transportation Authority (WETA)
Howard Jennings	Member of the Public
Ron Jones	Vice Mayor, City of Rio Vista
Gary Leach	City of Vallejo

Wayne Lewis
Judy McDowell
Brian McLean
Rod Moresco
Nina Rannells
Paul Wiese

City of Fairfield
Member of the Public
City of Fairfield
City of Vacaville
Executive Director, WETA
County of Solano

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

On a motion by Board Member Harry Price, and a second by Board Member Elizabeth Patterson the STA Board approved the agenda with the following modifications:

- Agenda Item VII.H, STA Safe Routes to School (SR2S) Radar Speed Sign Program, delete Recommendation No. 3;
- Agenda Item IX.E, Legislative Update, reported on AB 277, Support on AB 744, and Sponsor and Support on AB 1219

IV. OPPORTUNITY FOR PUBLIC COMMENT

Howard Jennings, Jr. addressed the STA Board on his concerns regarding the countywide transit system.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- Governor and Caltrans Celebrate First California ARRA Project in Solano
- Solano Paratransit Transitional Plan and Proposal to Dissolve Solano Paratransit Service Partnership
- STA Proposal to Advance Express/HOT lane Projects on I-80 in Solano
- Formation of Stakeholders Group to Provide Public Input for Development of Proposed Regional Transportation Impact Fee (RTIF)
- Adoption of STA Overall Work Plan (OWP) for FY 2009-10 & FY 2010-11
- Regional Measure 2 (RM 2) and Intercity Transit Funding Agreement
- Caltrans Approves SR 113 Investment Study
- 15th Annual Bike to Work Day

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

A. Caltrans Report:

Nicolas Endrawos, Caltrans District 4 Project Manager, provided an update on various construction projects in Solano County.

B. MTC Report:

None reported.

C. STA Reports:

1. Overview Process of the Water Emergency Transportation Authority (WETA) Transitional Plan was presented by WETA Vice-chair Anthony Intintoli, WETA Executive Director Nina Rannells, and Vallejo Transit's Crystal Odum-Ford

Board Member Osby Davis arrived at the meeting at 6:20 p.m.

2. STA Status Reports:

- A. Projects – Updates of the I-80 EB Truck Scales Relocation and SR 12 Jameson Canyon Right of Way Acquisition options were provided by Janet Adams
- B. Planning – Updates of the SR 12 East Project and the Development of Sustainable Committees Strategy for SB 375 were provided by Robert Macaulay
- C. Transit and Rideshare – The California Bike to Work Day (Thursday, May 14, 2009) was announced by Elizabeth Richards

VII. CONSENT CALENDAR

The following items were pulled for public and staff comment:

- Item VII.F, Intercity Transit Funding Agreement Fiscal Year (FY) 2009-10 – Comments provided by George Gwynn, Jr.; and
- Item VII.I, State Route (SR) 113 Major Investment and Corridor Study – Comments provided by John Fadl.

On a motion by Vice Chair Sanchez, and a second by Board Member Price, the STA Board unanimously approved Consent Calendar Items A thru O to include modifications made to Item H, STA Safe Routes to School (SR2S) Radar Speed Sign Program shown in ~~**italics**~~.

A. STA Board Meeting Minutes of April 8, 2009

Recommendation:

Approve STA Board Meeting Minutes of April 8, 2009.

B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of April 29, 2009

Recommendation:

Receive and file.

C. Continuation of Administrative Services Contract with the City of Vacaville

Recommendation:

Authorize the Executive Director to renew the Administrative Services Contract with the City of Vacaville for Accounting and Personnel Services for an additional three-year contract term for FY 2009-10 through 2011-12 for \$153,900.

D. Fiscal Year (FY) 2008-09 Third Quarter Budget Report

Recommendation:

Receive and file.

- E. Fiscal Year (FY) 2009-10 Regional Measure 2 (RM 2) Transit Operating Funding Plan**
Recommendation:
Approve the RM 2 Solano Transit Operating Funding Plan for FY 2009-10 as shown on Attachment A.
- F. Intercity Transit Funding Agreement Fiscal Year (FY) 2009-10**
Recommendation:
Approve the following:
1. The FY 2009-10 Cost-Sharing Intercity Transit Funding Agreement as shown on Attachment A; and
 2. Authorize the Executive Director to enter into a funding agreement with the seven local funding partners.
- G. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – May 2009**
Recommendation:
Approve the May 2009 TDA Matrix for Fiscal Year (FY) 2009-10.
- H. STA Safe Routes to School (SR2S) Radar Speed Sign Program**
Recommendation:
Approve the following:
1. Funding for 28 radar speed feedback signs as shown in Attachment A; and
 2. Swapping \$40,000 of Transportation Enhancements funding with \$40,000 of FY 2009-10 TDA Article 3 funding for SR2S Radar Speed Signs.
- ~~3. *Resolution No. 2009-09, requesting \$40,000 from MTC for SR2S Radar Speed Signs as shown in Attachment B.*~~
- I. State Route (SR) 113 Major Investment and Corridor Study**
Recommendation:
Approve the SR 113 Major Investment and Corridor Study.
- J. Federal Economic Stimulus Update for Transportation in Solano County**
Recommendation:
Approve the American Recovery and Reinvestment Act (ARRA) Tier 2 funding distribution for Solano local agencies as shown in Attachment C.
- K. North Connector Project – Contract Amendment for Right of Way Relocation Services**
Recommendation:
Approve a contract amendment with ARWS in the not-to-exceed amount of \$30,000 to complete the right-of-way relocation services for the North Connector Project.
- L. North Connector Project Contract Amendment - BKF Engineers**
Recommendation:
Approve a contract amendment for BKF Engineers to cover design related services, including the design of the mitigation site, for an amount not-to-exceed \$417,100.

M. Contract Award for Building Demolition for North Connector Project

Recommendation:

Approve the following:

1. Approve Resolution No. 2009-08 for the North Connector Building Demolition Contract; and
2. Authorize the Executive Director to award the Building Demolition Contract to the lowest responsive and responsible bidder.

N. I-80 High Occupancy Vehicle (HOV) Lanes Project Mitigation

Recommendation:

Authorize the Executive Director to execute an agreement with Elsie Gridley Mitigation Bank for the purchase of conservation credits for mitigation to impacts to the wetlands in the amount of \$25,000.00.

O. Environmental Mitigation for the North Connector and Other I-80 Projects

Recommendation:

Authorize the Executive Director to:

1. Enter into an agreement with the Solano Community College for implementation of the mitigation site for the North Connector and other projects on Solano Community College property, with the construction of commensurate amount of additional parking and/or pathway improvements on Solano Community College property; and
2. Enter into an agreement to purchase 13 Valley Longhorn Elderberry Beetle (VELB) mitigation credits at the off-site French Camp Conservation Bank in the amount of \$45,000.00

VIII. ACTION – FINANCIAL ITEMS

A. Redwood Parkway – Fairgrounds Drive Improvement Project

Janet Adams reviewed the next steps to begin the environmental document for the I-80 High Occupancy Vehicle (HOV) Lanes between the Carquinez Bridge and Hwy 37 and for the access improvements to the Solano County Fairgrounds. She added that prior to initiating the environmental document work, a funding agreement between the agencies will be required, including identification of matching funds to the federal earmark, a cooperative agreement with Caltrans allocation and obtaining an authorization from Caltrans for federal earmark fund allocation is required.

Board Comments:

None presented.

Public Comments:

None presented.

Recommendation:

Approve the following:

1. Authorize the STA to be the lead agency for the environmental document for the Redwood Parkway – Fairgrounds Drive Improvement Project;
2. Authorize the Executive Director to initiate a funding agreement between the Solano Transportation Authority, the City of Vallejo, and the County of Solano for the environmental document for the Redwood Parkway – Fairgrounds Drive Improvement Project; and
3. Authorize the Executive Director to initiate a cooperative agreement with Caltrans for the environmental document and project approval for the Redwood Parkway – Fairgrounds Drive Improvement Project.

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

B. Initiation of Solano County’s Priority Express/ High Occupancy Toll (HOT) Lanes Network on I-80

Janet Adams reviewed the STA’s combined request of \$31.98 million from MTC for conversion of the new HOV lanes between Red Top Road and Air Base Parkway to Express Lanes and the new Express Lanes between Air Base Parkway and I-505. Janet Adams stated that to use the Express Lane for a single driver you would need to have a Fast Track device and current HOV eligible vehicles would use the lanes without charge. STA TAC members were invited to tour Alameda and Santa Clara in early June with the STA Board to tour their Express Lanes projects.

Board Comments:

None presented.

Public Comments:

None presented.

Recommendation:

Authorize the Executive Director to forward a letter to the MTC/Bay Area Toll Authority (BATA) requesting funds to complete the environmental document and detailed preliminary engineering for the priority Express/High Occupancy Toll (HOT) Lanes on I-80 in Solano County as shown in Attachments C and D.

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

IX. ACTION NON-FINANCIAL ITEMS

A. Public Hearing on Proposed Changes in the Provision of Paratransit Services:

- **Receive the Solano Paratransit Transitional Plan, and**
- **Approval of Proposed Dissolution of Solano Paratransit**

Elizabeth Richards outlined the transitional plan options for the American with Disabilities Act (ADA) required service to be transitioned to the individual cities and County that participated in the Solano Paratransit service. She specified that the proposal to dissolve Solano Paratransit and transfer the responsibility for intercity paratransit to the individual agencies was discussed at both the Transit Consortium and TAC on April 29, 2009. She added that both committees recommended forwarding the recommendation to the STA Board to dissolve Solano Paratransit and transfer the responsibility for the passengers served by the Solano Paratransit to the local operators, authorize the STA to work with the riders residing in the County unincorporated area, and authorize the Executive Director to send out notification of the Solano Paratransit riders.

Under this recommendation, the STA will assist the County of Solano to identify service and funding options for paratransit services in the County unincorporated area, continue to monitor the performance of intercity paratransit services in the role of providing staff support for the Paratransit Coordinating Council, and updating the Solano County Senior and Disabled Transit Study. The STA Board role in providing policy oversight and funding support for the intercity ADA plus paratransit service for Solano Paratransit would cease beginning July 1, 2009.

Chairman Spring opened the Public Hearing at 7:11 p.m.

The following members of the Public addressed comments to the Board:

Judy McDowell addressed her concerns to the STA Board regarding their decision to approve the proposed dissolution of Solano Paratransit.

Chairman Spring closed the Public Hearing at 7:15 p.m.

Board Comments:

Board Chair Spring and Board Member Patterson expressed their concerns about the recommended actions. Daryl Halls commented about the basis for the recommendation and expressed concerns about the impact on the ADA riders.

Recommendation:

CONDUCT a Public Hearing to consider changes in the provision of Paratransit services:

1. Staff Presentation of the Summary of Potential Service Strategies and Preliminary Transition Plan as shown in Attachments C and E to the staff report;
2. Open Public Hearing and receive public comment;
3. Close Public Hearing;

4. Board Consideration of the following proposed actions:

- a. Dissolve the Solano Paratransit service and transfer the responsibility for the passengers served by Solano Paratransit to the local transit operators serving the communities in which they reside;

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

- b. Authorize the STA to work with the County of Solano to develop a transitional plan for Solano Paratransit riders residing in the County unincorporated area; and

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

- c. Authorize the Executive Director to send out notification of the dissolution of Solano Paratransit to all registered Solano Paratransit passengers providing contact information for each transit agency to address questions and for clarification.

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

B. Regional Transportation Impact Fee (RTIF) Stakeholders Committee and Governance

Janet Adams provided an overview of the RTIF Stakeholder Committee and Governance issues. She recommended the STA Board approve the establishment of a 29-member Stakeholders Committee consisting of representatives for business, developers, the environment and local government to serve as an advisory committee to STA as part of the development of the Nexus Study and proposed RTIF.

Public Comments:

None presented.

Board Comments:

George Gwynn, Jr., Member of the Public, commented on the STA's development and initiation of a Regional Transportation Impact Fee.

Recommendation:

Approve the following:

1. The formation of a RTIF Stakeholder Committee as specified in Attachment B, and authorize the STA Executive Director to work with the RTIF Working Group and STA Board Executive Committee to identify and invite interested participants; and
2. Designate the Solano Transportation Improvement Authority (STIA) as the recommended governance body to develop, approve and administer the proposed Regional Transportation Impact Fee (RTIF).

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

C. Adoption of STA's Overall Work Plan (OWP) for Fiscal Year FY) 2009-10 and FY 2010-11

Daryl Halls reviewed the amended work plan since the last Board meeting in April. He indicated that once adopted, the OWP will guide the development of the STA's Budget for FY 2009-10 and FY 2010-11.

Board Member Batchelor requested to add the City of Dixon's Park Blvd. Overcrossing Project which will allow the City to advance their train station project.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the STA's Overall Work Program for Fiscal Year (FY) 2009-10 and FY 2010-11.

On a motion by Board Member Augustine, and a second by Board Member Batchelor, the STA Board unanimously approved the STA's Overall Work Plan for FY 2009-10 and FY 2010-11 and to include the City of Dixon's request to add Park Blvd. Overcrossing Project to the OWP.

D. Water Emergency Transportation Authority (WETA) Transition Plan Status

Elizabeth Richards reviewed the transition plan that will guide the consolidation of the Vallejo Baylink, Alameda/Oakland and Harbor Bay ferries under WETA. She stated that Vallejo staff is working closely with WETA on this transition.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Authorize the STA Chair to forward a letter on behalf of the STA requesting WETA's consideration of ferry transitional issues as specified in Attachment D.

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

E. Legislative Update

Jayne Bauer introduced Assembly Bill (AB) 277 regarding local retail transaction and use taxes for transportation and Senate Bill (SB) 716 which would authorize transportation planning agencies to allocate funds from the ¼ percent local sales and use tax for vanpool service operation expenditures and capital improvement expenditures, including for vanpool services for purposes of farmworker transportation to and from work.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the following positions:

- AB 277 (Ammiano) – Watch
- SB 716 (Wolk) – Watch

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

X. INFORMATIONAL ITEMS – NO DISCUSSION ITEMS

- A. Development of Sustainable Communities Strategy for SB 375**
- B. Transportation for Livable Communities (TLC)/ American Recovery and Reinvestment Act (ARRA) TE Funding Status Update**
- C. Highway Projects Status Report:**
 - 1.) I-80/I-680/SR 12 Interchange**
 - 2.) I-80 EB Cordelia Truck Scales Relocation**
 - 3.) North Connector**
 - 4.) I-80 HOV Lanes: Red Top Road to Air Base Parkway**
 - 5.) I-80 HOV Lanes Vallejo/Fairgrounds Access**
 - 6.) Jepson Parkway**
 - 7.) State Route 12 (Jameson Canyon)**
 - 8.) State Route 12 East SHOPP Project**
 - 9.) I-80 SHOPP Rehabilitation Projects**
- D. Regional Transportation Plan (RTP) Update**
- E. Comprehensive Transportation Plan (CTP) Update**
- F. Model Technical Advisory Committee (TAC) Update**
- G. Disadvantaged Business Enterprise – Race Conscious**
- H. Project Delivery Update**
- I. Bike to Work Week May 11-15, 2009**
- J. Funding Opportunities Summary**
- K. STA Board and Advisory Committee Meeting Schedule for 2009**

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TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
May 27, 2009

I. CALL TO ORDER

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

Present:

TAC Members Present:

	Michael Throne	City of Benicia
	Royce Cunningham	City of Dixon
	Gene Cortright	City of Fairfield
<i>Arrived at the meeting at 2:10 p.m.</i>	Dan Kasperson	City of Suisun City
	Rod Moresco	City of Vacaville
	Crystal Odum Ford	City of Vallejo
<i>Arrived at the meeting at 1:40 p.m.</i>	Paul Wiese	County of Solano

STA Staff Present:

Daryl Halls	STA
Janet Adams	STA
Robert Macaulay	STA
Elizabeth Richards	STA
Sam Shelton	STA
Johanna Masiclat	STA

Others Present:

(In Alphabetical Order by Last Name)

Ed Huestis	City of Vacaville
Jeff Knowles	City of Vacaville
Wayne Lewis	City of Fairfield
Alysa Majer	City of Suisun City

II. APPROVAL OF THE AGENDA

On a motion by Royce Cunningham, and a second by Michael Throne, the STA TAC unanimously approved the agenda with the exception to table Agenda Item VII.A, Public Release of the Draft I-80/I-680/I-780 Corridors Highway Operations Study and Implementation Plan until the next TAC meeting in June.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Janet Adams provided an update of Regional Measure 2 (RM 2) and noted that the STA Board added the Park Blvd. Overcrossing in the City of Dixon to the Overall Work Plan (OWP) at the May Board meeting.

V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by Michael Throne, the STA TAC approved Consent Calendar Items A thru C.

A. Minutes of the TAC Meeting of April 29, 2009

Recommendation:

Approve TAC Meeting Minutes of April 29, 2009.

B. Cordelia Sky Hills Funding Agreement

Recommendation:

Forward a recommendation to the STA Board for the following:

1. Authorize the Executive Direction to execute a funding agreement with Solano County and the Solano Land Trust for the Cordelia Sky Hills Acquisition Project; and
2. Approve \$400,000 of TDA Article 3 funds through FY 2011-12 for the Cordelia Sky Hills Acquisition Project.

C. Solano County Fiscal Year (FY) 2009-10 Transportation Funds for Clean Air (TFCA) 40% Program Manager Call for Projects

Recommendation:

Forward a recommendation to the STA Board to approve a revised TFCA Resolution No. 2009-09 which includes the following:

1. A revised funding amount of \$250,000 for SNCI's FY 2009-10 TFCA allocation; and
2. A total of \$60,000 of FY 2009-10 TFCA funds for the Solano Safe Routes to School Program (previously approved on March 11, 2009).

VI. ACTION FINANCIAL ITEMS

A. Federal Economic Stimulus Update for Transportation in Solano County

Sam Shelton distributed and reported on a revised State American Recovery and Reinvestment Act (ARRA) Tier 2 Solano County Projects. He noted that the City of Benicia has requested to swap this funding for another agency's local funds. He also reviewed the Local Streets and Roads (LS&R) Shares which compares the previously approved Tier 1 and Tier 2 funding amounts, the future redistribution of funding based on ARRA Tier 1 advances to Solano County, Vacaville, and Vallejo, and the larger \$1.87 M Tier 2 program recently released by MTC.

Recommendation:

Forward a recommendation to the STA Board to approve the American Recovery and Reinvestment Act (ARRA) Tier 2 projects for Solano local agencies as shown in Attachment C.

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

B. Safe Routes to School (SR2S) – Part Time Program Coordinator and Safety Coordinator

Sam Shelton outlined and distributed the draft set of duties (job descriptions) for both the SR2S Part Time Program Coordinator and Safety Coordinator. He cited that on April 9, 2009, the STA SR2S Advisory Committee (AC) provided preliminary direction regarding the Safety Coordinator position, requesting that additional preferred qualifications include bicycle officer or police officer experience.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to enter into an agreement not to exceed \$90,000 for a Safe Routes to School part time program coordinator and safety coordinator as described in Attachment A, contingent on entering into funding agreements with the Yolo Solano Air Quality Management District (YSAQMD) and the Bay Area Air Quality Management District (BAAQMD).

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

C. Fiscal Year (FY) 2009-10 Transportation Development Act Article 3 Allocation

Robert Macaulay summarized STA's recommendation that \$40,000 in FY 2009-10 TDA Article 3 funds replace the originally approved \$40,000 TE funds that are required as part of the \$400,000 TFCA grant. He also cited that future TE allocations of up to \$40,000 would backfill the TDA Article 3 funds if approved by the STA Board and the SR2S-AC unanimously supported STA staff's recommendation at their April 9, 2009 meeting.

Recommendation:

Forward a recommendation to the STA Board to adopt resolutions approving the following for FY 2009-10 TDA Article 3 funding:

1. \$270,015 for the County of Solano's Vacaville Dixon Bike Route (this includes a transfer of \$110,000 in TDA Article 3 from the Suisun Valley Bridge Project); and
2. \$85,000 for the 2009 Countywide Bicycle Pedestrian Plan Update; and
3. \$40,000 for the Solano Safe Routes to School Program.

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

VII. ACTION NON-FINANCIAL ITEMS

A. Public Release of the Draft I-80/I-680/I-780 Corridors Highway Operations Study & Implementation Plan

This item was tabled at the request of STA staff until the next TAC meeting in June.

B. Comprehensive Transportation Plan (CTP) - Update of Local Agency Project Lists

Robert Macaulay distributed and reviewed the Local Agency Projects Listed in the current CTP (sorted by jurisdiction). He indicated that each jurisdiction will be asked to update this list by removing projects which have been completed or are no longer proposed and adding projects and programs that should be included in the CTP. He added that the STA plans on presenting the completed draft list to the TAC at its August 26, 2009 meeting.

Recommendation:

Forward a recommendation to the STA Board authorizing the Executive Director to:

1. Request the 8 member jurisdictions review and update projects and programs to be included in the Solano CTP; and
2. Request Caltrans, MTC, CCJPB, and WETA identify projects and programs to be included in the Solano CTP.

On a motion by Michael Throne, and a second by Rod Moresco, the STA TAC unanimously approved the recommendation.

C. Transit Consolidation Study - Phase 2 Analysis and Recommendations

Elizabeth Richards presented and outlined the recommendations to the Consortium for their input and consideration. She stated that all jurisdictions were represented at the May 2009 Transit Consolidation Steering Committee which took an action to support all the recommendations. She indicated that this item is scheduled for Board action on June 10, 2009.

At an earlier meeting, the Consortium recommended to modify Recommendation No. 2 to read as follows:

2. Option 4c: ~~Consolidation of interregional Solano transit services under one operator to be selected by the STA Board and Decentralize intercity paratransit service to local transit operators and continue study of consolidation of interregional Solano transit services under one operator to be selected by the STA Board;~~

After further discussion, the TAC concurred.

Recommendation:

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

1. Option 1: Consolidation of Benicia and Vallejo transit services;
2. Option 4c: ~~Consolidation of interregional Solano transit services under one operator to be selected by the STA Board and Decentralize intercity paratransit service to local transit operators and continued study consolidation of interregional Solano transit services under one operator to be selected by the STA Board;~~
3. Forward the STA recommended transit consolidation recommendations to the affected agencies for their consideration and participation;
4. Direct STA staff to work with the affected local transit staff to develop Implementation Plans for Option 1 and Option 4c; and
5. Report back to the STA Board by September 2009 on the status of the Implementation Plan.

On a motion by Michael Throne, and a second by Gene Cortright, the STA TAC unanimously approved the recommendation as amended shown above in ~~strikethrough bold italics~~.

- D. STA Safe Routes to School Advisory Committee – TAC Representatives**
Sam Shelton recommended that the TAC appoint a replacement engineering representatives to the SR2S-AC to replace City of Benicia's Public Works Director who plans to retire in July as well as reaffirm Gary Leach's appointment to the Committee.

Recommendation:

Appoint two TAC member representatives to the Safe Routes to School Advisory Committee.

On a motion by Rod Moresco, and a second by Gene Cortright, the STA TAC unanimously approved the recommendation and appointed City of Vacaville's Jeff Knowles and City of Fairfield's Garland Wong to serve on the SR2S-AC.

- E. Solano Paratransit Vehicle Reassignment**
Elizabeth Richards cited that staff is currently working with transit operators to identify how to best utilize the nine vehicles in Solano County. She indicated that the seven of the nine vehicles are past their useful life thus allowing greater flexibility on how they can reassigned. She added that the remaining two vehicles must be utilized consistent with the grant requirements which funded the procurement of these vehicles.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to develop a plan for the reassignment of the Solano Paratransit vehicles.

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

VIII. INFORMATIONAL ITEMS

A. State Route (SR) 12 Rio Vista Bridge Study Update

Janet Adams provided an update to the development of the SR 12 Rio Vista Bridge Study. She cited that the study is being conducted in context with the entire SR 12 corridor and will coordinate with and be included in the planned SR 12 Major Investment Study (MIS). She also stated that a Strategic Public Outreach Plan has been developed with a project website constructed and launched as well as preparations are being made for the first public workshop scheduled for May 28, 2009 at 6:00 p.m. in Rio Vista.

NO DISCUSSION

B. Yolo Solano Air Quality Management District Clean Air Funds Committee Recommendation for Fiscal Year (FY) 2009-10

C. Model Technical Advisory Committee (TAC) and Model Update

D. Senior and Disabled Transportation Summit

E. Legislative Update

F. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – May 2009

G. Project Delivery Update

H. Funding Opportunities Summary

I. STA Board Meeting Highlights of May 13, 2009

J. STA Board and Advisory Committee Meeting Schedule for 2009

ADJOURNMENT

The meeting was adjourned at 2:20 p.m. The next meeting of the STA TAC is scheduled at 1:30 p.m. on Wednesday, June 24, 2009.



DATE: May 28, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Cordelia Sky Hills Funding Agreement

Background:

As part of the Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), a \$2,400,000 Priority Project Earmark from Congressman George Miller’s Office was obtained for “Undertake Cordelia Hill Sky Valley transportation enhancement project, including upgrade of pedestrian and bicycle corridors, Solano County.” While the funds were intended for the Solano Land Trust (SLT) to be used to purchase property in the Cordelia Hills area, federal rules prohibit a non-profit agency to be a project sponsor. As a result, the County agreed to be the Project sponsor. In early 2006, the SLT committed to contributing \$500,000 of this earmark to the McGary Road/Solano Bikeway Phase 2 Project, as it would provide the bicycle and pedestrian requirements of the earmark and also facilitate the provision of the required 20% non-federal match required for any federal earmark. The remaining amount of earmark funds is to be used for the purchase of open space land and construct pedestrian and bicycle facility (s) in the Cordelia Sky Hills area.

Discussion:

The original intent was that the local funds that were envisioned for the McGary Road Project would provide a source of funds for the local non-federal 20% match funds for the land acquisition element of the earmark funds. However, the McGary Road Project has moved ahead and will no longer be an available source of local funds match for the land acquisition project. As such, a funding agreement needs to be executed between the STA, the SLT and Solano County that lays out the following:

- ✓ The Parties’ mutual understandings and agreements regarding the use of federal High Priority Project (Earmark) funds for the McGary Road Project;
- ✓ The Parties’ mutual understandings and agreements regarding the use of federal High Priority Project (Earmark) funds for the Acquisition Project;
- ✓ The commitment of local matching funds for the remaining portion of the Earmark funds for the Acquisition Project intended to be used for the construction of pedestrian and bicycle facilities and the purchase of open space lands to be owned by the Trust;
- ✓ Timing requirements for the use of this local match; and
- ✓ Limitations of these local funds.

Of the total \$2,400,000 Federal High Priority Earmark Funds, \$2,040,000 is anticipated to actually be available to be spent based on the obligation authority as determined by Federal Highway Administration. Of the estimated available \$2,040,000, \$500,000 is to be spent on the McGary Road Project and the remaining estimated amount of \$1,540,000 is available to construct pedestrian and bicycle facilities and acquire open space lands,

specifically land in the Cordelia Hills – Sky Valley Open Space Area or the “Acquisition Project”. This is most likely property adjacent to the SLT’s Lynch Canyon property or in Sky Valley Open Space Area.

Currently the proposed terms of the agreement for the Acquisition Project include the following provisions:

For the Acquisition Project, the County will be the Project Sponsor and complete the environmental clearance, right-of-way acquisition, design and construction. The SLT will be required to nominate not more than three parcels for acquisition and the construction of pedestrian and bicycle facilities, within 90 days of the execution of the funding agreement. Should SLT not identify suitable parcels within 90 days or should amicable acquisition of the needed properties not be successfully completed by the end of FY 2011-12, the County may use the federal earmark funds for any other eligible project that the County deems appropriate.

To provide a local 20% match for the Acquisition Project, STA has proposed to commit Transportation Development Act (TDA) Article 3 funds in an amount not to exceed \$400,000. This amount will leverage \$1.5 million of federal funds. To insure that this commitment is not open ended, the STA has proposed the TDA Article 3 local match funds must be allocated no later than Fiscal Year (FY) 2011-12. If the Acquisition Project is unable to utilize the earmark funds by the end of FY 2011-12, the STA will then re-evaluate this three-way funding agreement and consider reprogramming the funds to another TDA Article 3 eligible project.

Should the cost for this Acquisition Project exceed the available funds as provided for through the \$1.5 million of federal funds and the \$400,000 of TDA Article 3 funds, the SLT will be required to obtain the additional funds. The draft funding agreement is attached (Attachment A). The funding agreement is currently being circulated for comments to the other parties in the agreement.

At the May 27, 2009 Technical Advisory Committee (TAC), this proposed action received unanimous support to send a recommendation to the STA Board to approve actions related to the funding agreement for the Cordelia Sky Hills Acquisition Project.

Fiscal Impact:

This funding agreement would commit up to 3 years of TDA Article 3 funding for trail improvements associated with Acquisition Project. Currently, it is estimated the STA will receive \$350,000 per year in TDA Article 3 funds to program on priority bike and pedestrian projects.

Recommendation:

Approve the following:

1. Authorize the Executive Director to execute a funding agreement with Solano County and the Solano Land Trust for the Cordelia Sky Hills Acquisition Project; and
2. Approve \$400,000 of TDA Article 3 funds through FY 2011-12 for the Cordelia Sky Hills Acquisition Project.



DATE: May 29, 2009
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Solano County Fiscal Year (FY) 2009-10 Transportation Funds for Clean Air (TFCA) 40% Program Manager Call for Projects

Background:

The Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program annually provides funding to cities and counties within its jurisdiction for projects that reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects. Funding for the TFCA program is provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. Approximately \$315,000 is available annually; however, funding availability fluctuates year to year based on DMV revenue.

Two air districts, the BAAQMD and the Yolo Solano Air Quality Management District (YSAQMD), divide Solano County. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County are located in the Bay Area Air Basin, and therefore are eligible to apply for BAAQMD TFCA funds.

On March 11, 2009, the STA Board approved a resolution supporting STA staff's recommendation to prioritize and fund the following projects for FY 2009-10 and FY 2010-11 BAAQMD TFCA funds and YSAQMD Clean Air Funds:

1. Solano Napa Commuter Information's (SNCI) Commute Incentives Program (\$205,000)
2. Solano Safe Routes to School Program (SR2S) (\$60,000)
3. Solano Sustainable Communities Strategy (Pursuant to SB 375 Implementation) (\$45,000)

The STA's SNCI Program was approved for \$205,000 in FY 2009-10 TFCA funds. In addition, the SR2S Program was approved for a TFCA fund allocation of \$60,000 and the Solano Sustainable Communities Strategy was approved for an allocation of \$45,000. All three projects have a direct benefit to the STA member agencies by providing enhanced transit and commute services, capital and educational funds for safe routes to school projects and an air emission inventory and reduction strategies required by SB 375. In addition, all three projects were matched with funding provided by the YSAQMD Clean Air Grant Program.

Attachment A includes a table with the STA Board's prior approved funding amounts with STA staff's new funding recommendation (discussed in the next section of the report).

Discussion:

Although the Solano Sustainable Communities Strategy was an eligible project for the YSAQMD Clean Air Grant Program, BAAQMD staff informed STA staff that it was ineligible for TFCA funds in April 2009. STA staff discussed potential options to swap local funding from the cities and County of Solano for the purposes of funding the Solano Clean Air Plan. Unfortunately, there appears to be no viable options for a funding swap.

Without funding, the Solano Sustainable Communities Strategy or having an eligible project with funding to swap, there is a remaining balance of \$45,000 of FY 2009-10 TFCA funds to allocate. STA staff recommends that the remaining balance of \$45,000 be included in the allocation for SNCI's program. Two primary reasons for this recommendation are:

1. The BAAQMD has strict deadlines for funding approvals; SNCI is already an approved project and can be implemented immediately with additional funds.
2. SNCI's Program was recommended for \$50,000 for FY 2009-10 YSAQMD funds by the YSAQMD Steering Committee on May 13th versus the \$100,000 that was sought by SNCI. As a result, the \$45,000 from the TFCA program would address this funding gap for the SNCI Program. It should be noted that the YSAQMD staff and STA staff agreed that as part of next year's Clean Air Program Cycle SNCI's Program could request additional funds.

STA staff is recommending that the STA Board approve a revised TFCA resolution that approves the SNCI Program for the revised amount of \$250,000. This revised amount is based on \$205,000 previously approved and the additional \$45,000 recommended by this staff report. The revised TFCA resolution will also need to include the Safe Routes to School Program previously approved funding amount. A TFCA resolution is necessary for funding approval by the BAAQMD. The TFCA resolution is included as Attachment B.

STA staff will continue to pursue other potential funding sources to develop the Solano Sustainable Communities Strategy. Currently, the Solano Sustainable Communities Strategy has \$20,000 recommended for approval by the YSAQMD Screening Committee. Staff from BAAQMD indicated that there may be potential grant opportunities for these types of plans in the near future. STA staff is still pursuing funds for this program.

The STA Technical Advisory Committee (TAC) reviewed the TFCA Funding Recommendation at its meeting of May 27, 2009. The TAC unanimously recommended the STA Board approve the revised TFCA funding resolution.

Fiscal Impact:

A total of \$45,000 previously approved for the Solano Climate Action Plan will be added to SNCI's Commuter Incentives Program previously approved for \$205,000. Funding provided by the TFCA program will offset the \$50,000 deficit created by the YSAQMD Steering Committee Recommendation.

Recommendation:

Approve a revised TFCA Resolution No. 2009-09 which includes the following:

1. A revised funding amount of \$250,000 for SNCI's FY 2009-10 TFCA allocation; and
2. A total of \$60,000 of FY 2009-10 TFCA funds for the Solano Safe Routes to School Program (previously approved on March 11, 2009).

Attachments:

- A. Revised TFCA and Clean Air Program Recommendations for 2009-10
- B. FY 2009-10 TFCA Program Manager Resolution No. 2009-09

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REVISED TFCA and Clean Air Program Recommendations for 2009-10*

	BAAQMD TFCA	YSAQMD Clean Air	Total
	FY 2009-10	FY 2009-10	
SNCI	\$205,000	\$100,000	\$305,000
	\$250,000	\$50,000 *	\$300,000
Safe Routes to School	\$60,000	\$60,000	\$120,000
Climate Protection Plan	\$45,000	\$20,000	\$60,000
			\$20,000
Total:	\$310,000	\$180,000 \$130,000	\$490,000 \$440,000

*Changes shown in strikethrough/italics format

**YSAQMD/STA Board Clean Air Committee recommended \$50,000 for approval at their meeting held on May 13, 2009.

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**DRAFT
SOLANO TRANSPORTATION AUTHORITY
RESOLUTION NO. 2009-09**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING AN APPLICATION FOR TRANSPORTATION FUND FOR CLEAN
AIR (TFCA) TO THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT
(BAAQMD) FOR FY 2009-10 40% PROGRAM MANAGER FUNDS**

WHEREAS, the Solano Transportation Authority (STA) is the Congestion Management Agency for Solano County and is the BAAQMD designated administrator for the TFCA 40% Program Manager funds; and

WHEREAS, the estimated TFCA 40% Program Manager Funds allocation for FY 2009-10 is \$310,000; and

WHEREAS, the STA prioritized projects for FY 2009-10 TFCA 40% Program Manager funds on March 18, 2009 and May 13, 2009; and

WHEREAS, the TFCA priority projects for the FY 2009-10 Solano TFCA 40% Program Manager funds are Solano Napa Commuter Information's (SNCI) Rideshare Incentives Program and the Solano Safe Routes to School Program; and

WHEREAS, on May 27, 2009 the STA Technical Advisory Committee reviewed and recommended the proposed priority projects; and

WHEREAS, all TFCA funding is required to reduce air pollution from motor vehicles and the STA Board has determined that all the proposed projects support the BAAQMD's Clean Air Program objectives and policies, and will reduce air emissions; and

NOW, THEREFORE, BE IT RESOLVED, the Solano Transportation Authority Board of Directors hereby authorizes the Executive Director to submit an application for FY 2009-10 Solano TFCA 40% Program Manager funds to the BAAQMD for the Solano Napa Commuter Information's (SNCI) Rideshare Incentives Program for \$250,000 and Solano Safe Routes to School Program for \$60,000.

James P. Sperring, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of June 10, 2009.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of June
2009 by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____

Clerk of the Board



DATE: June 1, 2009
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Federal Economic Stimulus Update for Transportation in Solano County

Background:

The economy across the country has continued to decline. In reaction to this decline, the federal government has requested local governments, state, and regional transportation agencies to submit projects that would stimulate the economy by producing jobs. One of the sectors being solicited is infrastructure, specifically transportation, including roadway and transit capital projects.

In anticipation of the passage of a federal economic stimulus bill, MTC staff has been working with Congestion Management Agency (CMA) staff in selecting projects able to meet federal stimulus funding delivery deadlines. At the February 11, 2009 STA Board meeting, approximately \$9 M in stimulus projects was recommended to MTC for federal funding for projects in Solano County.

On February 17, 2009, President Obama signed into law the American Recovery and Reinvestment Act (ARRA), which enacted a \$787 billion economic recovery package calling for significant new spending as well as tax cuts. It is estimated that MTC will receive roughly \$150 M through the Surface Transportation Program's Local Streets & Roads program and \$340 M in Federal Transit Administration formula funds for a total regional ARRA formula distribution of roughly \$490 M.

Local Streets & Roads Tier 1 & Tier 2 Project Selection Process

On January 21, 2009, the STA TAC reviewed the preliminary economic stimulus project list which was approved by the STA Board on January 14, 2009. STA staff requested that the TAC further define these projects using the latest guidance from Caltrans and MTC.

Tier One: 120-Day projects (all rehabilitation projects to be on Tier One)

- Projects that can be awarded in 120 days (award date by June 15, 2009)
- Projects that are already or nearly cleared environmentally
- Projects on the STA's Routes of Regional Significance list of projects that help maintain a PCI above 63 for these projects are encouraged.

Tier Two: June 1, 2010 Projects (Non-rehabilitation projects, these projects are expected to be the regional expansion/capacity projects)

- Projects that can be awarded by June 1, 2010

Between February and April, local agency project sponsors have reviewed and revised their stimulus funded projects with the assistance of Caltrans, MTC, and STA, resulting in the attached recommended Transportation Improvement Program (TIP) amendment project listing (Attachment A).

Local Streets and Roads (LS&R) Shares

The table below compares the previously approved Tier 1 & Tier 2 funding amounts, the future redistribution of funding based on ARRA Tier 1 advances to Solano County, Vacaville, and Vallejo, and the larger \$1.87 M Tier 2 program recently released by MTC (Attachment B).

Agency	25/25/ 25/25 Formula %	02-23-09		Future Funding Shift	04-08-09	
		87% Feb Tier 1	13% Feb Tier 2		Formula + \$430k Tier 2	Recommended + \$430k Tier 2
Solano County	20.3	2,000,000	300,000	-20,000	380,000	360,000
Benicia	4.2	400,000	60,000	10,000	79,000	89,000
Dixon	3.7	300,000	50,000	60,000	69,000	129,000
Fairfield	20.2	1,800,000	290,000	160,000	378,000	538,000
Rio Vista	1.0	0*	0*	0*	19,000	0*
Suisun City	7.5	700,000	110,000	30,000	140,000	170,000
Vacaville	15.9	1,910,000	240,000	-360,000	297,000	46,000*
Vallejo	27.2	2,650,000	390,000	30,000	508,000	538,000
TOTAL	100%	9,730,000	1,440,000		1,870,000	1,870,000

*\$90k of Rio Vista shares were redistributed to Vacaville through a funding swap for local funding at \$0.90/\$1.00 (\$81,000 to Rio Vista). An additional \$19k of Rio Vista shares is recommended for a similar funding swap (\$17,100 to Rio Vista). \$27k is recommended for programming directly to Vacaville.

The recommended Tier 2 funding amounts took into consideration previous Tier 1 funding advances approved for Solano County, Vacaville, and Vallejo (as described in the “Future Funding Shift column) as well as preserving Rio Vista’s formula share as part of another recommended funding swap with Vacaville.

On April 29, 2009, the STA TAC recommended approval of the attached Tier 2 funding distribution (Attachment B).

On May 13, 2009, the STA Board approved the recommended Tier 2 funding amounts which could be applied to:

- Existing Tier 1 projects if sponsors are able to meet current Tier 1 ARRA obligation & award deadlines and delay obligation until May 15, 2009 (due to TIP amendment timelines), or
- New Tier 2 projects with an obligation deadline of November 30, 2009 and an award deadline of June 30, 2010. The deadline to amend new Tier 2 projects into the TIP is May 29, 2009.

Discussion:

Between April 29th and May 15th, project sponsors have coordinated with STA staff to select projects using the STA Board approved Tier 2 funding distribution amounts. The next step for a project to request federal funding is for MTC to approve of the programmed funding amount by amending the project into the TIP. For a project to be amended into the TIP, specific projects must be adopted by the STA Board, not just funding allocation amounts. TIP amendments will be submitted by STA staff to MTC on May 15th (Tier 1) and May 29th (Tier 2) to begin the amendment process but must have STA Board approval to complete the amendment process.

On May 27, 2009, the STA TAC forwarded a recommendation to the STA Board to approve the “American Recovery and Reinvestment Act (ARRA) Tier 2 projects for Solano local agencies”, as shown in Attachment C. At the time of the TAC meeting, the City of Benicia Public Works staff requested that the \$89,000 recommended for a Benicia street rehabilitation project be swapped with another agency, in exchange for future local funding. The STA TAC reviewed the City of Benicia’s request and amended their action to include the funding swap. The City of Dixon expressed interest in participating in the funding swap at the TAC meeting and later requested to enter into the funding swap with the City of Benicia.

Fiscal Impact:

None, as this action does not affect any expenditure of funds by the STA.

Recommendation:

Approve the American Recovery and Reinvestment Act (ARRA) Tier 2 projects for Solano local agencies as shown in Attachment D.

Attachments:

- A. April 22, 2009 Federal Economic Stimulus Solano County Project List for Transportation, MTC staff recommended TIP Amendment
- B. Summary of American Recovery and Reinvestment Act (ARRA) Tier 2 funding distribution for Solano local agencies
- C. ARRA Funding Swap Request Letter from the City of Benicia
- D. American Recovery and Reinvestment Act (ARRA) Tier 2 projects for Solano local agencies

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**METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act (ARRA)
LS&R System Preservation Projects**

**TIER 1
April 22, 2009**

Project Title	Project Type	Implementing Agency	Fund Source	Tier 1 ARRA Funding
SOLANO				
Benicia - East 2nd Street Overlay	Rehab	City of Benicia	STP-ARRA	\$400,000
Benicia - Columbus Parkway Overlay	Rehab	City of Benicia	STP-ARRA	60
Dixon - Various Streets and Roads Rehabilitation	Rehab	City of Dixon	STP-ARRA	\$300,000
Fairfield - Gateway Boulevard Resurfacing	Rehab	City of Fairfield	STP-ARRA	\$900,000
Fairfield - East Tabor Ave Resurfacing	Rehab	City of Fairfield	STP-ARRA	\$900,000
Solano County - Various Streets Overlay	Rehab	Count of Solano	STP-ARRA	\$2,000,000
Suisun City - Sunset Avenue Road Rehabilitation	Rehab	City of Suisun City	STP-ARRA	\$700,000
Suisun City - Main Street (Cap Closure Phase II) Rehab	Rehab	City of Suisun City	STP-ARRA	10
Vacaville - Peabody Road/Marshall Rd Pedestrian Safety Imps	Bike/Ped	City of Vacaville	STP-ARRA	\$260,000
Vacaville - Various Streets Overlay	Rehab	City of Vacaville	STP-ARRA	\$1,330,000
Vacaville - Opticom Pre-emption project	Signal	City of Vacaville	STP-ARRA	\$320,000
Vallejo - Downtown Vallejo Streetscape	Bike/Ped	City of Vallejo	STP-ARRA	\$1,600,000
Vallejo - Various Streets Overlay	Rehab	City of Vallejo	STP-ARRA	\$1,020,000
SECRETAL				\$9,730,000
SONOMA				
Cloverdale - Various Streets Rehabilitation	Rehab	City of Cloverdale	STP-ARRA	\$436,000
Cotati - Old Redwood Highway Rehabilitation - South (Seg 1)	Rehab	City of Cotati	STP-ARRA	\$436,000
Santa Rosa - West College Ave and Summerfield Rd Overlay	Rehab	City of Santa Rosa	STP-ARRA	\$3,138,000
Healdsburg - Various Streets Pavement Rehabilitation	Rehab	City of Healdsburg	STP-ARRA	\$436,000
Petaluma - Various Streets Rehabilitation	Rehab	City of Petaluma	STP-ARRA	\$1,109,000
Rohnert Park - Various Streets Rehabilitation	Rehab	City of Rohnert Park	STP-ARRA	\$735,000
Sebastopol - Various Streets Overlays	Rehab	City of Sebastopol	STP-ARRA	\$436,000
Sonoma County - Roadway & Bridge Surface Preservation Program	Rehab	County of Sonoma	STP-ARRA	\$5,218,000
City of Sonoma - 5th Street West Rehabilitation	Rehab	City of Sonoma	STP-ARRA	\$436,000
Windsor - Los Amigos Road Pavement Resurfacing	Rehab	Town of Windsor	STP-ARRA	\$520,000
SECRETAL				\$2,900,000
ARRA - LS&R System Preservation Total				\$122,000,000

* NOTE: Funding amounts subject to change based on final FHWA distributions.

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**American Recovery and Reinvestment Act of 2009
Federal Economic Stimulus
for Developing Ready-To-Go Local Streets and Roads Projects
April 14, 2009
(in actual \$'s)**

LS&R	LS&R % Share	Previous ARRA Programming	Additional ARRA Programming	Total ARRA
County	100.0%	\$122,000,000	\$23,480,410	\$145,480,410
Alameda	20.2%	\$24,640,000	\$4,740,000	\$29,380,000
Contra Costa	14.6%	\$17,850,000	\$3,440,000	\$21,290,000
Marin	3.9%	\$4,800,000	\$930,410	\$5,730,410
Napa	2.6%	\$3,190,000	\$610,000	\$3,800,000
San Francisco	9.3%	\$11,350,000	\$2,190,000	\$13,540,000
San Mateo	9.1%	\$11,080,000	\$2,130,000	\$13,210,000
Santa Clara	21.7%	\$26,460,000	\$5,090,000	\$31,550,000
Solano	8.0%	\$9,730,000	\$1,870,000	\$11,600,000
Sonoma	10.6%	\$12,900,000	\$2,480,000	\$15,380,000
Total	100.0%	\$122,000,000	\$23,480,410	\$145,480,410



CITY HALL • 250 EAST L STREET • BENICIA, CA 94510 • (707) 746-4200 • FAX (707) 747-8120

Public Works Department
Engineering Division
www.ci.benicia.ca.us

June 2, 2009

Mr. Daryl Halls
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, California 94585
Attention: Sam Shelton

SUBJECT: STATE ARRA FUNDING EXCHANGE

Dear Mr. Halls,

The City of Benicia respectfully requests that the STA Board consider and approve a proposal to exchange approximately \$89,000 of State ARRA (Tier 2) funding designated for Benicia with \$80,100 of local funding from the City of Dixon, based on an exchange rate of 90%. The City intends to utilize this funding to supplement its East 2nd Street Overlay project, which is the recipient of Regional ARRA (Tier 1) funding, and will enter into a funding swap agreement facilitated by the STA that includes a mutually agreeable repayment schedule.

Should you have any questions, please feel free to contact Michael Throne, City Engineer, or me at (707) 746-4240.

Sincerely,

Daniel Schiada, PE
Director of Public Works

DS/MT:mt

PF\DW\WORKS\MICHAEL\5/7/09\ARRA\TR TO STA RE DIXON FUNDING SWAP.DOC

cc: Jim Erickson, City Manager
Charlie Knox, Community Development Director
Chris Tomasik, Assistant Director of Public Works
Michael Throne, City Engineer

Solano Transportation Authority
 Summary of American Recovery and Reinvestment Act (ARRA) Tier 2 funding distribution for
 Solano local agencies

<i>Agency</i>	<i>Recommended Tier 2 Funding</i>
Solano County	360,000
Benicia	89,000
Dixon	129,000
Fairfield	538,000
Rio Vista	0*
Suisun City	170,000
Vacaville	46,000*
Vallejo	538,000
TOTAL	1,870,000

*\$90k of Rio Vista shares were redistributed to Vacaville through a funding swap for local funding at \$0.90/\$1.00 (\$81,000 to Rio Vista). An additional \$19k of Rio Vista shares is recommended for a similar funding swap (\$17,100 to Rio Vista). \$27k is recommended for programming directly to Vacaville.



DATE: June 1, 2009
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Paratransit Vehicle Reassignment

Background:

The Americans with Disabilities Act (ADA) was approved in 1990 and set basic standards on how transit services would accommodate the disabled. In 1995, the County of Solano/STA began the Solano Paratransit service through a contract with Fairfield and Suisun Transit (FAST) after a non-profit could no longer provide the service. That same year, Vallejo decided to operate a similar service directly with the City of Benicia and thus Solano Paratransit became a north county intercity paratransit service.

Solano Paratransit is the ADA-Plus (meaning it exceeds the service area required by ADA) paratransit service that currently provide this service in eastern Solano County. It operates Monday – Saturday providing seamless intercity paratransit service for the disabled between the cities of Dixon, Fairfield, Suisun City, Vacaville and the unincorporated areas of central and eastern Solano County.

Working with FAST and the funding partners, STA has coordinated the operating and capital funding for Solano Paratransit. Solano Paratransit is operated by FAST in conjunction with their local paratransit service (DART). As an ADA-plus service, Solano Paratransit has been eligible for 5310 funding. STA has secured several 5310 grants over the years to purchase vehicles for Solano Paratransit. STA owns, or is responsible for, the nine paratransit vehicles utilized by FAST to operate Solano Paratransit. They are leased to FAST and maintained and operated as part of their DART fleet.

Discussion:

In May, the STA Board approved the dissolution of Solano Paratransit effective July 1, 2009. At that time, the STA will no longer be managing paratransit service and the vehicles will need to be reassigned. STA staff is working with transit staff to identify how to best utilize the nine vehicles in Solano County.

Seven of the nine vehicles are past their useful life thus allowing greater flexibility on how they can be reassigned. The remaining two vehicles must be utilized in a manner that is consistent with grant requirements; if they cannot be, the vehicles may need to be returned to Caltrans. Funding for four additional vehicles has been approved as part of the American Recovery and Reinvestment Act (ARRA) under the 5311 (rural) program. An update was provided at TAC and Consortium.

Recommendation:

Authorize the Executive Director to develop a plan for the reassignment of the Solano Paratransit vehicles.

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DATE: June 1, 2009
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Contract Amendment for Marketing Consultant Services - Moore Iacofano
Goltsman (MIG)

Background:

The STA manages and markets a variety of transportation related programs and services. This has included the design and implementation of the marketing objectives for the STA, the SolanoExpress Transit program, Solano Paratransit, and the Solano Napa Commuter Information (SNCI) Program.

The STA strives to inform the public and decision-makers about various transportation projects, programs, and services through various printed and electronic mediums. In the upcoming year the STA will coordinate the marketing of SolanoExpress intercity transit services countywide. This effort has included the development and updating of the SolanoExpress brochure, SolanoExpress website, wall maps, production of SolanoExpress bus passholders, vehicle branding, and other activities.

To increase the use of carpooling, vanpooling, transit, bicycling and other alternatives to single-occupancy vehicles, the STA's Solano Napa Commuter Information (SNCI) program markets its own and partner agencies' services countywide. This marketing program has been traditionally accomplished through a variety of methods including brochures, display racks, events, print and radio advertising, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, and freeway signs.

The STA has retained a consultant, Moore Iacofano Goltsman (MIG), for the past three years to assist in marketing efforts. They were most recently selected through a Request for Proposal process. Their current contract began January 1, 2006, and initially expired June 30, 2007. In June 2007 and 2008, the STA Board approved amendments to this contract which extended it through June 2009 with an amount not to exceed \$160,000. In the past two years MIG has provided critical marketing support for STA in marketing Regional Measure 2 (RM 2) express bus services for which STA received special funding.

Discussion:

In the past year, MIG has continued to produce high quality products for both transit marketing and the Solano Napa Commuter Information program (see Scope of Services, Attachment A). There is still need for marketing support though it will be to a lesser degree than in previous years. With RM 2 transit marketing funds expiring and other funding sources being reduced, marketing will be limited. To maintain continuity on campaigns and products in process and minimize costs orienting a new consultant, staff recommends extending MIG's contract for one year. No additional funds are requested at this time.

Fiscal Impact:

Funding for marketing consultant services is included in the FY 2009-10 STA budget. The funding is a combination of SolanoExpress Marketing and SNCI Marketing accounts.

Recommendation:

Approve Contract Amendment No. 4 with Moore Iacofano Goltsman (MIG) for STA marketing services through June 30, 2010.

Attachment:

- A. Scope of Services for Marketing Contract, FY 2009-10

**Proposed Scope of Services for Marketing Consultant
STA 2009-10 Marketing Plan
July 1, 2009 – June 30, 2010**

The proposed amended Scope of Services for MIG includes, but is not limited to, working with staff on the following plans and products:

SolanoExpress Intercity Transit

- Revise and print:
 - SolanoExpress annual brochure to market current and future services.
 - SolanoExpress annual laminated wall map.
- Design materials for a local contest to identify local transit customers for portrayal in updated SolanoExpress campaign.
- Design and place advertising pieces in local electronic, print, and other media venues targeting Solano County residents.
- Provide training and update SolanoExpress website as needed.

Paratransit

- Provide marketing support as requested to member agencies as they transition to implementing new intercity paratransit services.
-

SNCI:

- Update and print:
 - Commuter Guide.
- Design:
 - Route 30, 78 and 90 promotional templates.
 - Direct mailer templates
- Design and print:
 - Vanpool Brochure
 - Employer Relocation brochure.
 - SNCI Employer Services brochure.
 - “What’s New – Bicycling” brochure.
 - “What’s New – Transit” brochure.
 - Commute Info display rack identification.
 - Rideshare poster.
 - Transit Incentive Program brochure.
 - Carpool incentive brochure.

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DATE: May 29, 2009
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Contract Amendment for Transit Project Management Consultant -
John Harris

Background:

John Harris has extensive experience in the field of transit. He worked for many years at the Contra Costa County Transit Agency (CCCTA) and Vallejo Transit from which he retired. Having held positions as a transit agency Finance Officer and Transit Superintendent, he brings hands-on transit management knowledge in the Bay Area and Solano County.

In Fiscal Year (FY) 2006-07, John Harris was retained by the STA to assist with the project management of the Transit Consolidation study that was initiated in early 2007. The contract was for \$20,000 with a term through December 2007. In June 2007, the STA Board approved an amendment to extend the contract for another year and for a not-to-exceed amount of \$28,000.

John Harris has been providing critical Project Management oversight on the Transit Consolidation Study. This complex study has been moved along at an alternating quick and deliberate pace that has been in large part possible due to John's high level of project management skills and knowledge.

Discussion:

Phase II of this study will be completed in June 2009. In anticipation of implementing the Board approved options, there continues to be a need for project management and technical support for the Transit Consolidation Study as the study will continue into FY 2009-10.

Staff is recommending this contract be amended to extend until June 30, 2010 for a not-to-exceed amount of \$15,000.

Fiscal Impact:

The fiscal impact for the contract is \$15,000 and will be covered by Transportation Development Act (TDA) funds included in the STA's FY 2009-10 budget.

Recommendation:

Authorize the Executive Director to extend the consultant contract with John Harris for Transit Project Management until June 30, 2010 for an amount not to exceed \$15,000.

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DATE: June 1, 2009
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Contract Amendment for Transit and Funding Consultant -
Nancy Whelan Consulting

Background:

In July 2001, the STA Board selected Nancy Whelan, of Nancy Whelan Consulting (NWC), to serve as a Transit and Funding Consultant. Several contract amendments extended NWC's contract through June 30, 2009. NWC has continued to provide a high level of expertise and is successfully achieving the specific tasks outlined in the scope of work. Specifically, in the past year NWC has provided invaluable expertise and support to the intercity transit funding agreement effort as well as on other financing and fund management issues. NWC services scope of work has been modified to focus on needed support services in Fiscal Year (FY) 2009-10 (Attachment A).

Discussion:

NWC continues to serve multiple roles offering transit finance and technical assistance to the STA. NWC has provided critical support in the development of the first four Intercity Transit Funding agreements and the reconciliation process. This support will be needed to work on an upcoming multi-year Intercity Transit Funding agreement.

NWC has done an outstanding job in performing transit finance and other fund management tasks. NWC will also provide technical support on the next phase of the Transit Consolidation Study as the effort moves toward developing a transition plan for implementation of selected options. Attached is an updated scope of work to reflect NWC's anticipated work activity on behalf of the STA. Staff is recommending this contract amendment be extended until June 30, 2010 for a not-to-exceed amount of \$35,000.

Fiscal Impact:

The fiscal impact for the contract is \$35,000 and will be covered by Transportation Development Act (TDA) funds already included in the STA's FY 2009-10 Budget.

Recommendation:

Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Technical Services until June 30, 2010 for an amount not to exceed \$35,000.

Attachment:

- A. Scope of Work

NWC SCOPE OF SERVICES

July 1, 2009 – June 30, 2010

Intercity Transit Funding Agreement

- Assist in gathering data needed (e.g., population by jurisdiction, RM 2 subsidies) for FY 10-11 Intercity Transit Funding Agreement.
- Review cost allocation models from transit operators and include pertinent data in cost sharing model for FY 10-11.
- Update cost sharing model.
- Draft funding agreement terms and conditions.
- Assist Intercity Transit Funding Group in analyzing performance of routes and in planning service changes as needed.

Transit Consolidation Study

- Assist in developing and implementing a Transit Plan for Phase II selected consolidation options.
- Assist in analyzing financial impacts of consolidation options.
- Research financial models and impacts of different uses of transit revenue under different structures.
- Assist staff in data collection and analysis as needed.

TDA

- Provide support to staff as needed to determine TDA claims for the county to ensure consistency with TDA matrix and funding agreements.



DATE: May 27, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Regional Measure 2 (RM 2) Vacaville Intermodal Station
Resolution of Support

Background:

On March 2, 2004, voters passed Regional Measure 2 (RM 2), raising the toll on the seven State-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in Senate Bill (SB) 916. The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs, and the STA is the project sponsor for most of the Solano County capital RM 2 projects.

Solano County has 4 projects listed in SB 916 that are eligible projects for capital funds. Of these, STA is the project sponsor for Project No. 6 titled "Solano County Express Bus Intermodal Facilities" which provides \$20 million for four (4) projects in the county. MTC is the project sponsor for Project No. 17 titled "Express Bus North" which provides \$11 million for four (4) projects in Solano County. Between these two Projects, the Vacaville Intermodal Project has \$7,250,000 of RM 2 funds dedicated to it.

The Vacaville Intermodal Station (VIS), located at the northeast corner of the Ulatis and Allison Drive intersection, will be regionally significant as it will be serving express bus routes on the I-80 corridor in Vacaville. Vacaville residents will be able to access Pleasant Hill and Walnut Creek BART and Sacramento via Express buses. The VIS will help relieve congestion along the I-680 and I-80 corridors as more and more residents will connect with transit, carpools and vanpools, and forego driving alone in their personal vehicles.

Phase I of the VIS will include environmental clearance; purchase of the site from the Redevelopment Agency (RDA); and design and construction of a 200-space on-grade parking lot (with accessible, van and electric vehicle parking) 10 bus bays, and miscellaneous site improvements including security cameras, lighting, drainage, landscaping, utilities, pedestrian shelters and amenities, restrooms, photovoltaic system, and entry features. A future Phase II of the VIS will include construction of a 400-space parking garage with integrated retail facilities for commuter convenience. Only Phase I of the VIS is currently funded. Attachment A reflects the ultimate VIS.

Discussion:

An Initial Study/Mitigated Negative Declaration environmental document has been prepared and approved, and a Notice of Determination was filed on January 16, 2009 with the County to complete the California Environmental Quality Act (CEQA) clearance. The City of Vacaville is the Lead Agency under CEQA.

Because federal Congestion Mitigation Air Quality (CMAQ) funds have been approved for this project, National Environmental Protection Act (NEPA) clearance is also required. Caltrans determined the project to be a Categorical Exclusion under NEPA guidelines on January 13, 2009.

The City of Vacaville is now ready to request additional RM 2 allocation in the total amount of \$2,708,000 for the construction phase. This allocation request is from Project Number 6.4 for \$1,802,000 and Project Number 17.3 for \$1,750,000. This allocation request would fully allocate the RM 2 funds identified for the VIS. The complete breakout of funding by phase and the total project cost, as well as the project purpose and schedule, are included in the attached updated Initial Project Reports (IPR) (Attachments B and C).

As the project sponsor for a portion of the funds, Project Number 6, the STA is required by MTC to submit a resolution authorizing the City of Vacaville to receive the funds for the specific project identified in Initial Project Report which is attached to the STA Resolution No. 2009-12 (Attachment D). STA staff has reviewed the proposed project with the City of Vacaville staff and supports the project scope and allocation request. The proposed project will be ready to begin construction this year.

Recommendation:

Approve Resolution No. 2009-12 authorizing the funding allocation for Regional Measure 2 funds from the Metropolitan Transportation Commission to the City of Vacaville for the Solano County Express Bus North Intermodal Facilities – Vacaville Intermodal Station.

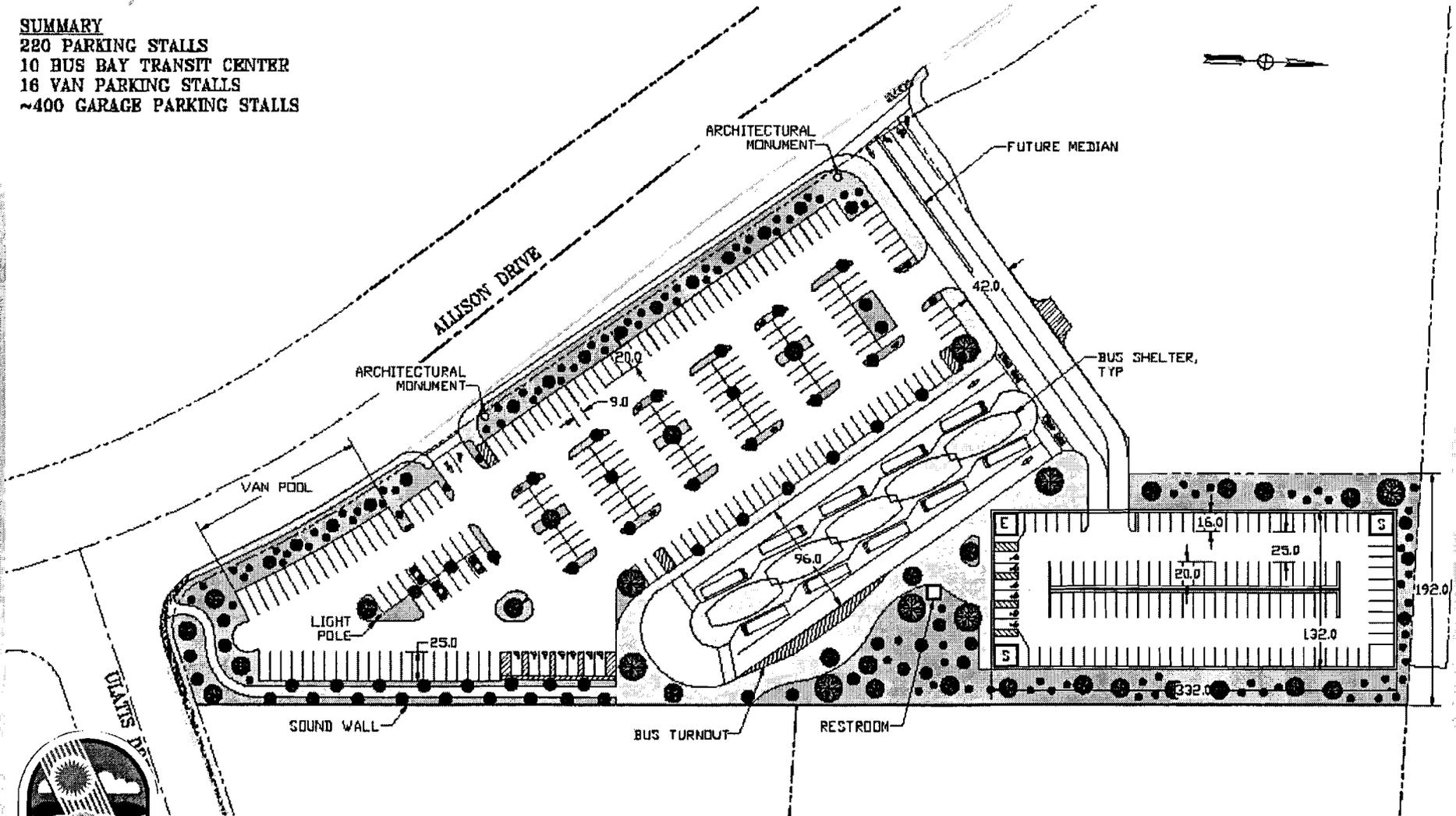
Attachments:

- A. Vacaville Intermodal Station Layout Plan
- B. Initial Project Report, Project Number 6.4
- C. Initial Project Report, Project Number 17.3
- D. STA Resolution No. 2009-12

Vacaville Intermodal Transit Station

SUMMARY
220 PARKING STALLS
10 BUS BAY TRANSIT CENTER
16 VAN PARKING STALLS
~400 GARAGE PARKING STALLS

53



ATTACHMENT A

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Regional Measure 2 Initial Project Report (IPR)

Project Title:

RM2 Project No.

Dated:

Allocation History:

	MTC Approval Date	Amount	Phase
#1:	7-27-05	415,000	ENV
#2	2-25-09	575,000	PS&E
#3	2-25-09	2,708,000	ROW
Total:		\$3,698,000	

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
5-21-09	1,802,000	Construction

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

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

Solano Transportation Authority

B. Project Purpose

Phase 1 of the Vacaville Intermodal Station (VIS) will be regionally significant as it will benefit the I-80 corridor in Vacaville, between San Francisco Bay Area and the Sacramento Metropolitan Area. The VIS will help relieve congestion along the I-80 corridor as more residents will connect with transit, carpools, and vanpools and forego driving alone in their personal vehicle.

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

The project site is located on a 6.4 acre parcel at the northeast corner of the intersection of Ulatis Drive and Allison Drive. In addition to Vacaville City Coach, other users of the intermodal station will be Yolo-Solano Transit and Solano Express Intercity (Route 20 serving Fairfield and Vacaville, Route 30 serving Fairfield, Vacaville, Dixon, Davis and Sacramento and Route 40 serving Fairfield, Vacaville and the BART stations at Walnut Creek and Pleasant Hill).

Ten bus bays will be provided as well as approximately 200 automobile parking spaces in a surface lot. Construction will also include: widening Allison Drive at the entrance to the project site, concrete flatwork, storm drain improvements, sanitary sewer, water service, restrooms, parking lot lights, pedestrian shelters and amenities, soundwall, photovoltaic system, traffic signal modifications, landscaping, irrigation and entry features.

Phase 2 of the project, which is currently unfunded, envisions a 400 space parking garage.

D. Impediments to Project Completion

The City does not foresee any funding, environmental, right-of-way or scheduling impediments for the completion of the project.

E. Operability

The City will operate the facility as part of its transit operations.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: Yes No

An Initial Study/Mitigated Negative Declaration has been prepared and approved, and a Notice of Determination was filed on January 16, 2009 with the County to complete CEQA clearance. The City of Vacaville is the Lead Agency under CEQA.

Because federal Congestion Mitigation and Air Quality (CMAQ) funds have been approved for this project, NEPA clearance is also required. Caltrans determined the project to be a Categorical Exclusion under NEPA guidelines on January 13, 2009. There are no environmental issues requiring special attention.

Regional Measure 2 – INITIAL PROJECT REPORT

G. Design –

The layout of the project site has been determined for both Phase I and Phase II of the project. Conceptual drawings for the bus island and shelters have been approved by the City’s Planning Review Committee. Staff is working on 100% construction plans and contract documents.

H. Right-of-Way Activities / Acquisition –

The land acquisition is complete.

I. Construction / Vehicle Acquisition -

It is anticipated that construction will commence in September 2009. There will be no vehicle acquisition.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount (Escalated) (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	519
Design - Plans, Specifications and Estimates (PS&E)	719
Right-of-Way Activities /Acquisition (R/W)	3,385
Construction / Rolling Stock Acquisition (CON)	8,013
Total Project Budget (in thousands)	12,636

K. Project Budget (De-escalated to current year)

Phase	Total Amount (De-escalated)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	NA
Design - Plans, Specifications and Estimates (PS&E)	NA
Right-of-Way Activities /Acquisition (R/W)	NA
Construction / Rolling Stock Acquisition (CON)	NA
Total Project Budget (in thousands)	NA

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	July 2005	January 2009
Environmental Document	May 2008	January 2009
Final Design - Plans, Specs. & Estimates (PS&E)	Jan 2009	June 2009
Right-of-Way Activities /Acquisition (R/W)	Jan 2005	May 2009
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	September 2009	April 2010

Regional Measure 2 – INITIAL PROJECT REPORT

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

Amount being requested (in escalated dollars)	\$1,802,000
Project Phase being requested	Construction
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of the RM2 IPR Resolution for the allocation being requested	May 2009
Month/year being requested for MTC Commission approval of allocation	June 2009

The construction funds will be used for the following: materials testing, construction staking, consultant construction engineering services, construction costs and salaries (including overhead).

M. Status of Previous Allocations (if any)

Funds for the PS&E and ROW phases for the project were approved on February 25, 2009. Staff is working on 100% construction plans and contract documents. The land acquisition is complete.

N. Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	CEQA Clearance	Notice of Determination	January 2009
2	Right-of-Way	Close of Escrow	May 2009
3	PS&E	Final Construction Plans and Contract Documents	June 2009
4	Construction	Construct the Project	April 2010

O. Impediments to Allocation Implementation

The City does not foresee any impediments to completing these phases.

VI. RM-2 FUNDING INFORMATION

P. RM-2 Funding Expenditures for funds being allocated

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

Next Anticipated RM-2 Funding Allocation Request

This will be the final funding allocation request.

Regional Measure 2 – INITIAL PROJECT REPORT

VII. GOVERNING BOARD ACTION

Check the box that applies:

- Governing Board Resolution attached**
- Governing Board Resolution to be provided on or before: May 28, 2009.**

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Brian Oxley
Phone: (707) 449-5313
Title: Associate Civil Engineer
E-mail: boxley@cityofvacaville.com
Address: 650 Merchant St.
Vacaville, CA 95688

Information on Person Preparing IPR

Name: Same As Above
Phone:
Title:
E-mail:
Address:

Applicant Agency's Accounting Contact

Name: Laura Muehsam
Phone: (707) 449-5334
Title: Management Analyst
E-mail: lmuehsam@cityofvacaville.com
Address: 650 Merchant St.
Vacaville, CA 95688

Revised IPR 120905.doc

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Regional Measure 2 Initial Project Report (IPR)

Project Title:

RM2 Project No.

Dated:

Allocation History: *

	MTC Approval Date	Amount	Phase
#1:			
#2			
#3			

Total:

*** Previous allocations in the amount of \$3,698,000 were made to the Vacaville Intermodal Station project for the ENV, PS&E and ROW phases from RM2 Project No. 6.4.**

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
5-21-09	1,750,000	Construction

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

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

Solano Transportation Authority

B. Project Purpose

Phase 1 of the Vacaville Intermodal Station (VIS) will be regionally significant as it will benefit the I-80 corridor in Vacaville, between San Francisco Bay Area and the Sacramento Metropolitan Area. The VIS will help relieve congestion along the I-80 corridor as more residents will connect with transit, carpools, and vanpools and forego driving alone in their personal vehicle.

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

The project site is located on a 6.4 acre parcel at the northeast corner of the intersection of Ulatis Drive and Allison Drive. In addition to Vacaville City Coach, other users of the intermodal station will be Yolo-Solano Transit and Solano Express Intercity (Route 20 serving Fairfield and Vacaville, Route 30 serving Fairfield, Vacaville, Dixon, Davis and Sacramento and Route 40 serving Fairfield, Vacaville and the BART stations at Walnut Creek and Pleasant Hill).

Ten bus bays will be provided as well as approximately 200 automobile parking spaces in a surface lot. Construction will also include: widening Allison Drive at the entrance to the project site, concrete flatwork, storm drain improvements, sanitary sewer, water service, restrooms, parking lot lights, pedestrian shelters and amenities, soundwall, photovoltaic system, traffic signal modifications, landscaping, irrigation and entry features.

Phase 2 of the project, which is currently unfunded, envisions a 400 space parking garage.

D. Impediments to Project Completion

The City does not foresee any funding, environmental, right-of-way or scheduling impediments for the completion of the project.

E. Operability

The City will operate the facility as part of its transit operations.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: Yes No

An Initial Study/Mitigated Negative Declaration has been prepared and approved, and a Notice of Determination was filed on January 16, 2009 with the County to complete CEQA clearance. The City of Vacaville is the Lead Agency under CEQA.

Because federal Congestion Mitigation and Air Quality (CMAQ) funds have been approved for this project, NEPA clearance is also required. Caltrans determined the project to be a Categorical Exclusion under NEPA guidelines on January 13, 2009. There are no environmental issues requiring special attention.

Regional Measure 2 – INITIAL PROJECT REPORT

G. Design –

The layout of the project site has been determined for both Phase I and Phase II of the project. Conceptual drawings for the bus island and shelters have been approved by the City’s Planning Review Committee. Staff is working on 100% construction plans and contract documents.

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The land acquisition is complete.

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Phase	Total Amount (De-escalated)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	NA
Design - Plans, Specifications and Estimates (PS&E)	NA
Right-of-Way Activities /Acquisition (R/W)	NA
Construction / Rolling Stock Acquisition (CON)	NA
Total Project Budget (in thousands)	NA

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
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Right-of-Way Activities /Acquisition (R/W)	Jan 2005	May 2009
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	September 2009	April 2010

Regional Measure 2 – INITIAL PROJECT REPORT

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

Amount being requested (in escalated dollars)	\$1,750,000
Project Phase being requested	Construction
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of the RM2 IPR Resolution for the allocation being requested	May 2009
Month/year being requested for MTC Commission approval of allocation	June 2009

The construction funds will be used for the following: materials testing, construction staking, consultant construction engineering services, construction costs and salaries (including overhead).

M. Status of Previous Allocations (if any)

Funds for the PS&E and ROW phases for the project were approved on February 25, 2009. Staff is working on 100% construction plans and contract documents. The land acquisition is complete.

N. Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
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O. Impediments to Allocation Implementation

The City does not foresee any impediments to completing these phases.

VI. RM-2 FUNDING INFORMATION

P. RM-2 Funding Expenditures for funds being allocated

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Next Anticipated RM-2 Funding Allocation Request

This will be the final funding allocation request.

Regional Measure 2 – INITIAL PROJECT REPORT

VII. GOVERNING BOARD ACTION

Check the box that applies:

- Governing Board Resolution attached**
- Governing Board Resolution to be provided on or before: May 28, 2009.**

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Brian Oxley
Phone: (707) 449-5313
Title: Associate Civil Engineer
E-mail: boxley@cityofvacaville.com
Address: 650 Merchant St.
Vacaville, CA 95688

Information on Person Preparing IPR

Name: Same As Above
Phone:
Title:
E-mail:
Address:

Applicant Agency's Accounting Contact

Name: Laura Muehsam
Phone: (707) 449-5334
Title: Management Analyst
E-mail: lmuehsam@cityofvacaville.com
Address: 650 Merchant St.
Vacaville, CA 95688

Revised IPR 120905.doc

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**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2009-12**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE FUNDING ALLOCATION FOR REGIONAL MEASURE 2
FUNDS FROM THE METROPOLITAN TRANSPORTATION COMMISSION TO THE
CITY OF VACAVILLE FOR THE SOLANO COUNTY EXPRESS BUS INTERMODAL
FACILITIES – VACAVILLE INTERMODAL STATION**

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

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

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

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

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

WHEREAS, attached hereto and incorporated herein as though set forth in full as Exhibit A is an agreement by an between with the City of Vacaville to implement the Project in accordance with this Resolution; and

WHEREAS, the Vacaville Intermodal Station Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report prepared by the City of Vacaville is attached hereto and incorporated herein as though set forth in full, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which STA is requesting that MTC allocate Regional Measure 2 funds to the City of Vacaville.

NOW. THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The STA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636);
2. The STA certifies that the project is consistent with the Regional Transportation Plan (RTP);
3. The year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project;

4. The Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment;
5. The STA approves the updated Initial Project Report prepared by City of Vacaville, attached to this resolution as Exhibit A and incorporated herein as though set forth in full;
6. The STA approves the cash flow plan prepared by City of Vacaville, attached to this resolution;
7. The STA has reviewed the project needs and is satisfied that the City of Vacaville has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report (Exhibit A);
8. The STA is the eligible sponsor of projects in Solano County under the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c);
9. The STA staff is authorized to submit an application on behalf of the City of Vacaville for Regional Measure 2 funds for Benicia Intermodal Facilities Project in accordance with California Streets and Highways Code 30914(c);
10. The STA certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 *et seq.*) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 *et. seq.* and the applicable regulations there under;
11. There is no legal impediment to STA concurring with an allocation request for Regional Measure 2 funds; by the City of Vacaville;
12. There is no pending or threatened litigation which adversely affects the proposed project, or the ability of the STA to deliver such project;
13. The STA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of STA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages;
14. That revenues or profits from any non- governmental use of project shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s);

15. Assets purchased with RM2 funds allocated to the City of Vacaville including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used;
16. The City of Vacaville shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues;
17. The STA authorizes the City of Vacaville to execute and submit an allocation request for the environmental phase with MTC for Regional Measure 2 funds in the amount of \$1,802,000, for the project, purposes and amounts included in the project application attached to this resolution;
18. The City of Vacaville is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as deemed necessary and appropriate.
19. That a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the City of Vacaville's application referenced herein.

James Spering, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this **10th day of June, 2009**.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this **10th day of June, 2009** by the following vote:

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

Attest: _____
Johanna Masielat
Clerk of the Board

TO: Honorable Mayor and City Council
Attention: Laura C. Kuhn, Interim City Manager

FROM: Rod Moresco, Director of Public Works/City Engineer

SUBJECT: RESOLUTION AUTHORIZING THE DIRECTOR OF PUBLIC WORKS TO REQUEST AN ALLOCATION OF REGIONAL MEASURE 2 (RM2) FUNDS FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) FOR THE CONSTRUCTION PHASE OF THE VACAVILLE INTERMODAL STATION, AND TO EXECUTE ANY AGREEMENTS, DOCUMENTS OR CORRESPONDENCE RELATED TO SAID RM2 FUNDING REQUEST

DISCUSSION:

On March 2, 2004, voters passed Regional Measure 2 (RM2) raising the toll on bridges, in the San Francisco Bay Area, by \$1 in order to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004). Capital and Transit projects and programs eligible to receive RM2 funding are identified in the Regional Traffic Relief Plan per Sections 30914 (c) & (d) of the California Streets and Highways Code.

The Vacaville Intermodal Station (VIS), located at the northeast corner of the Ulatis and Allison Drive intersection, will be regionally significant as it will be serving express bus routes on the I-80 corridor in Vacaville. Vacaville residents will be able to access Pleasant Hill and Walnut Creek BART and Sacramento via Express buses. The VIS will help relieve congestion along the I-680 and I-80 corridors as more and more residents will connect with transit, carpools and vanpools, and forego driving alone in their personal vehicles.

Phase I of the VIS includes environmental clearance; purchase of the site from the Redevelopment Agency (RDA); and design and construction of a 200-space on-grade parking lot (with ADA accessible, van, and electric vehicle parking), 10 bus bays, and miscellaneous site improvements including security cameras, lighting, drainage, landscaping, utilities, pedestrian shelters and amenities, restrooms, photovoltaic system, and entry features. A future Phase II of the VIS will include construction of a 400-space parking garage. Only Phase I of the VIS is currently funded.

RM2 funding in the amount of \$7,250,000 has been appropriated by MTC to be allocated in specific increments for this project. The City Council previously authorized the Director of Public Works to request allocations of RM2 funds in the amount of \$3,698,000 for the environmental, right-of-way, and design phases of the project. Staff is now ready to request the remaining RM2 funds in the amount of \$3,552,000 for the construction phase of the project. The complete breakout of funding by phase and the total project cost, as well as the project purpose and schedule, are included in the attached updated Initial Project Report (IPR) to be submitted to MTC along with the approved resolution.

FISCAL IMPACT:

This allocation of RM2 grant funds, combined with CMAQ, ARRA and TDA funds already obligated to Phase 1 will fully fund the construction of the VIS (Phase 1). There is no impact to the City's General Fund as a result of this action.

RECOMMENDATION:

By simple motion, that the City Council of the City of Vacaville authorize the Director of Public Works to request an allocation of Regional Measure 2 (RM2) Funds from the Metropolitan Transportation Commission (MTC) for the construction phase of the Vacaville Intermodal Station and to execute any agreements, documents or correspondence related to said RM2 funding request.

RESOLUTION NO. _____

RESOLUTION AUTHORIZING THE DIRECTOR OF PUBLIC WORKS TO REQUEST AN ALLOCATION OF REGIONAL MEASURE 2 (RM2) FUNDS FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) FOR THE CONSTRUCTION PHASE OF THE VACAVILLE INTERMODAL STATION, AND TO EXECUTE ANY AGREEMENTS, DOCUMENTS OR CORRESPONDENCE RELATED TO SAID RM2 FUNDING REQUEST

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred to as Regional Measure 2 (RM2), identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for RM2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in RM2 Policy and Procedures; and

WHEREAS, the City of Vacaville is an eligible sponsor of transportation projects in RM2, Regional Traffic Relief Plan funds; and

WHEREAS the Vacaville Intermodal Station is eligible for consideration in the Regional Traffic Relief Plan of RM2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the RM2 allocation request, attached hereto in the updated Initial Project Report, and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which the City of Vacaville is requesting that MTC allocate RM2 funds.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Vacaville does hereby adopt a resolution authorizing the Director of Public Works to request an allocation of RM2 Funds from the MTC for the construction phase of the Vacaville Intermodal Station and to execute any agreements, documents or correspondence related to said RM2 funding request; and

1. The City of Vacaville, and its agents, shall comply with the provisions of the MTC's RM2 Policy Guidance (MTC Resolution No. 3636).

2. The City of Vacaville certifies that the project is consistent with the Regional Transportation Plan (RTP).

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

4. The RM2 phase or segment is fully funded, and results in an operable and useable segment.

5. The City of Vacaville approves the updated Initial Project Report, attached to this resolution.

6. The City of Vacaville approves the cash flow plan, attached to this resolution.

7. The City of Vacaville has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution.

8. The City of Vacaville is an eligible sponsor of projects in the RM2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c).

9. The City of Vacaville is authorized to submit an application for RM2 funds for the Vacaville Intermodal Station in accordance with California Streets and Highways Code 30914(c).

10. The City of Vacaville certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq., and the applicable regulations thereunder.

11. There is no legal impediment to the City of Vacaville making allocation requests for RM2 funds.

12. There is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the City of Vacaville to deliver such project.

13. That the City of Vacaville indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the City of Vacaville, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages.

14. That the City of Vacaville shall, if any revenues or profits are received from any non-governmental use of property (or project), use those revenues or profits exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the MTC is entitled to a proportionate share equal to MTC's percentage participation in the project.

15. That assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's

share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM2 funds were originally used.

16. That the City of Vacaville shall post, on both ends of the construction site(s), at least two signs visible to the public stating that the Project is funded with RM2 Toll Revenues.

17. That the City of Vacaville authorizes its Director of Public Works to execute and submit an allocation request for the construction phase in the amount of \$3,552,000 with MTC for RM2 funds, for the project, purposes and amounts included in the project application attached to this resolution.

18. That the Director of Public Works is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

19. That a copy of this resolution shall be transmitted to MTC in conjunction with the submittal of the updated IPR referenced herein.

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the City Council of the City of Vacaville, held on the 26th day of May 2009, by the following vote:

AYES:

NOES:

ABSENT:

ATTEST

Michelle A. Thornbrugh, City Clerk



DATE: June 2, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Award of Construction Contract for the North Connector –
Phase 2 Project

Background:

Consistent with STA Board direction, staff has been proceeding with the implementation for the North Connector Project. In May 2008, the STA Board authorized the Executive Director to advertise one or more construction contracts for the North Connector Project for a total amount not to exceed \$23.3 million, including construction management services. The East Segment of the North Connector Project is currently funded with a combination of funding from Regional Measure 2 (RM 2) funds and Solano County funds. Specific funding for the West End of the North Connector Project will be determined at a future date, consistent with the funding agreement between the City of Fairfield, the County of Solano and STA.

Discussion:

As mentioned above, the North Connector Project will be implemented with one or more construction contracts. The first construction contract was the North Connector Phase 1 (Abernathy/I-80) signalization and roadway improvements and the second construction contract was for the demolition of buildings within the Project area. The third portion of the North Connector Project is the North Connector Phase 2, which will include construction of the new Suisun Parkway between Suisun Creek and Abernathy Road, signal installation and ramp improvements for the Chandbourne/12 intersection, and improvements to Suisun Valley Road. The North Connector plans were prepared by BKF Engineers, STA's design engineering consultant. In accordance with legal requirements, the project was advertised in the Contra Costa Times and Daily Republic.

Bids are scheduled to be received and opened on June 9, 2009 at STA offices at the One Harbor Center, Suite 130, Suisun City, CA. A list of the construction bids received will be provided at the Board Meeting. The Engineer's Estimate for the North Connector – Phase 2 project is \$20,840,000. The project budget will include a contingency of 15% of the bid amount to cover required contract change orders.

Once staff has verified that all the contract-related documents, such as bonds and insurance certificates, are in order as required by the contract, the lowest responsible bidder will be given a Notice to Proceed.

Fiscal Impact:

The costs for the construction contract and construction administration for the North Connector –Phase 2 will be funded with Regional Measure 2 (RM2) funds.

Recommendation:

Approve the following:

1. The North Connector –North Connector Phase Contract, Notice to Contractors and Special Provisions, including issued Addenda Nos. 1 through 5;
2. Authorize the Executive Director or his designee to sign the contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance;
3. Authorize the Executive Director or his designee to execute required contract change orders for up to 15% of the bid amount and enter in a contract amount not to exceed \$20,840,000; and
4. Resolution No. 2009-13 for the North Connector –Phase 2 Contract.

Attachment:

- A. Resolution No. 2009-13 for the North Connector –Phase 2 Contract

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION 2009-13**

**RESOLUTION OF THE
SOLANO TRANSPORTATION AUTHORITY
AWARDING THE NORTH CONNECTOR –PHASE 2 CONTRACT AND
AUTHORIZING RELATED ACTIONS NECESSARY TO IMPLEMENT THE
NORTH CONNECTOR –PHASE 2 CONTRACT**

WHEREAS, on May 14, 2008 the STA Board authorized the Executive Director to advertise the North Connector –Phase 2 Contract; and

WHEREAS, bids were received and opened on June 9, 2009 at the STA offices at One Harbor Center, Suite 130, Suisun City, California; and

WHEREAS, The engineer’s estimate for the project was \$20,840,000.00; and

WHEREAS, the STA Board certified the Environmental Impact Report (EIR) for the North Connector Project on May 14, 2008; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Solano Transportation Authority hereby:

1. Approves the North Connector –North Connector Phase Contract, Notice to Contractors and Special Provisions, including issued Addenda Nos. 1 through 5.
2. Determines that the North Connector –Phase 2 Contract is in compliance with the California Environmental Quality Act (Public Resources Code §21000, et seq.), and has been fully analyzed in the following documents: North Connector Environmental Impact Report (EIR) certified by the STA Board on May 14, 2008.
3. Awards the contract for furnishing labor, equipment, and materials for the North Connector –Phase 2 Contract to the lowest responsive and responsible bidder and requires the contractor to present surety bonds for payment and faithful performance equal to the bid amount.
4. Authorizes the Executive Director or his designee to sign the contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance.
5. Directs that, in accordance with the project specifications and/or upon the execution of the contract by the Executive Director or designee, any bid bonds posted by the bidders be exonerated and any checks or cash submitted for bid security be returned.

6. Authorizes the Executive Director or his designee to execute required contract change orders for up to 15% of the bid amount.
7. Authorizes the Executive Director or his designee to sign any escrow agreements prepared for this project to permit direct payment of retention into escrow or the substitution of securities for moneys withheld by the STA to ensure performance under the contract pursuant to Public Contract Code Section 22300.
8. Delegates the STA Board's functions under Public Contract Code Sections 4107 and 4110 to the Executive Director or his designee.
9. Pursuant to Section 6705 of the Labor Code, delegate to a registered civil or structural engineer employed by the STA and so designated by the Executive Director, the authority to accept detailed plans showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection during trench excavating covered by that section.
10. Declare that, should the contract award be invalidated for any reason, the STA Board in any event would not have awarded the contract to the second bidder or any other bidder but instead would have exercised its discretion to reject all of the bids received. Nothing herein shall prevent the Board from awarding the contract to another bidder in cases where the successful bidder establishes a mistake, refuses to sign the contract, or fails to furnish required bonds or insurance (see Public Contract Code Sections 5100 et seq.).

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 10th day June, 2009, by the following vote:

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

Attest by: _____
 Johanna Masielat
 Clerk of the Board

 James Spring, Chair
 Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of June 10, 2009.

Daryl K. Halls, Executive Director
Solano Transportation Authority

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DATE : May 29, 2009
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Fiscal Year (FY) 2009-10 Transportation Development Act Article 3

Background:

Transportation Development Act (TDA) funding is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. Two percent of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. Solano Transportation Authority).

Over the last 3 years, Solano County received an average of \$391,000 annually from TDA Article 3. As part of the funding approval process, the STA works with the Solano Bicycle and Pedestrian Advisory Committees to review and recommend eligible projects for TDA Article 3 funds. In FY 2006-07, FY 2007-09 and FY 2008-09, TDA Article 3 funds were combined with MTC's Regional Bicycle Program and Congestion Mitigation Air Quality (CMAQ) Improvement Program funds to create a larger pool of funding. This pool was used to fund the Solano Bicycle Pedestrian Program (SBPP) for countywide priority bike and pedestrian projects. The Solano Bicycle and Pedestrian committees recommended approval of \$3.2 million in SBPP funds during this time period. Attachment A includes the SBPP 3-year Plan list of funded bike and pedestrian projects with a brief status summary.

MTC is currently completing the Regional Transportation Plan which includes commitments to the Regional Bicycle Program for bike projects and Regional Transportation for Livable Communities for pedestrian projects. STA staff is waiting on MTC for estimates on potential discretionary funding for each program. In the next 3 years, the only secure SBPP funding source available for allocation is TDA Article 3 funds.

Sales tax revenue has decreased dramatically due to the recent economic downturn. MTC estimates \$316,685 in TDA Article 3 will be available to allocate in FY 2009-10; however, MTC staff advised STA staff to allocate 10% less than what is estimated. Therefore, the total amount recommended for the FY 2009-10 allocation is \$285,017. The actual amount of TDA funds will be reported in July/August timeframe and any funds exceeding or decreasing the total estimated amount will be adjusted in next year's allocation.

This year's TDA Article 3 approval process was delayed due to the uncertainty of the McGary Road Bike Project. Over the last 6 months, STA staff worked to develop a funding plan for the project in coordination with the City of Fairfield, the County of Solano and the Solano Land Trust. The McGary Road Project had federal grants and earmarks which would be lost if the project wasn't identified as fully funded by March 30, 2009 (MTC obligation deadline for federally funded projects).

On December 10, 2008, the STA Board committed up to 3 years of TDA Article 3 funding to provide local match and assist in the completion of the project. On March 3, 2009, MTC approved \$1 million for the McGary Road project as part of the American Recovery and Reinvestment Act (ARRA) Stimulus funds. The approved funding allowed the STA flexibility to not use all three years of TDA funding. The remaining commitment of TDA Article 3 funds to the project is \$400,000 for a local match. The \$400,000 is anticipated for use in FY 2010-11 and/or FY 2011-12. This allows the STA an opportunity to allocate the estimated \$285,017 of FY 2009-10 TDA Article 3 funds at this time.

Discussions:

STA has \$285,017 of TDA Article 3 funds to program. The programming recommendations are described below.

Bicycle System Gap Closure

The past few years, the STA and the BAC have focused on funding four major bicycle gap closure projects identified in the Solano County Bicycle Plan. Three of these major bicycle gap closure projects have been funded over the last 3 years by TDA, recent ARRA, and other fund sources:

1. **Central County Bikeway**

Suisun City's Class I Multi-use Path paralleling SR 12 is 99% complete. The project connects the bike and pedestrian network along the Jepson Parkway Corridor to the Capitol Corridor Train Station in Downtown Suisun City and to the bike and pedestrian railroad overcrossing which links Downtown Suisun City and Downtown Fairfield. The placement of a bike/ped bridge just north of Main Street near the SR 12 off-ramp to Downtown Suisun City is under construction.

2. **Solano Bikeway Phase II: McGary Road**

This project is a long standing priority project since McGary Road was closed in 1998. Upon completion, the project will address a major gap between the cities of Fairfield and Vallejo. This gap is regionally significant since it would provide critical access to northern and southern Solano County and beyond. The City of Fairfield, in coordination with the STA and the County of Solano, is working with Caltrans to begin the construction of a Class II bike route by summer 2009.

3. **Benicia State Park Road/I-780 Overcrossing**

This project provides a Class I Multi-use bridge connected to State Park Road over I-780, and will link east Benicia to west Benicia and beyond to the City of Vallejo. The project will address bike and pedestrian safety. The project fills a critical gap for the San Francisco Bay and Ridge Trail network. The City of Benicia is currently working with Caltrans to begin construction by summer 2009.

The last major bicycle gap closure project is underway between Vacaville and Dixon. Solano County continues to make progress by completing segments of the route as funding becomes available. Upon completion, the Vacaville-Dixon Bike Route will provide a continuous Class II bike route linking Vacaville, Dixon and Davis. The Yolo Solano Air Quality Management District (YSAQMD) recently had a call for Clean Air projects. The County of Solano submitted an application requesting \$200,000 to complete Phase 4 of the Vacaville-Dixon Bike Route. The project would construct a 0.4 mile Class II bike route north of Weber Road towards Midway Road.

The project was recommended for \$23,000 in YSAQMD Clean Air funding. STA staff is recommending \$160,017 from available FY 2009-10 TDA Article 3 funds to fully fund this segment.

In addition, the County has \$110,000 of TDA Article 3 funds currently programmed for a bridge project on Suisun Valley Road that has been delayed. The County is expecting funds from the Federal Highway Bridge Program; however, this funding is delayed and could potentially delay another 6-12 months. The County technically has another year to complete the project before the TDA funds expire. The TDA Article 3 funds are currently idle while the County waits for the program to continue. County staff has indicated their interest in moving the TDA Article 3 funds to the Vacaville Dixon Bike Route. The incentive for taking this action is that the total combined TDA Article 3 funds would be \$270,017 (\$160,017 + \$110,000). This would fully construct the North-South segment on Pitt School Road, approximately 4.8 miles long. The remaining portion of the bike route is the East-West segment on Hawkins Road, approximately 5 miles.

STA staff recommends the Vacaville Dixon Bikeway Project Phase 4 for funding for the following reasons:

1. This is the last Countywide Priority Bike Project to be completed from the current list of priority bike projects.
2. This project is shovel ready and environmentally cleared; and
3. This bike route is currently included in the Solano Bike Pedestrian Program list of projects that were reviewed and approved by the BAC and PAC.

Attachment B is a letter from the County of Solano highlighting the request for TDA Article 3. The letter also outlines their proposal to transfer the \$110,000 TDA Article 3 funds from the Suisun Valley Road Bridge Project to the Vacaville Dixon Bike Route.

STA staff is recommending \$270,017 from TDA Article 3 funds to assist in funding Phase 4 of the Vacaville Dixon Bike Route.

Bicycle and Pedestrian Plan Update

With all four priority bicycle projects fully funded and underway, STA staff is also recommending a comprehensive update for the Countywide Bicycle and Pedestrian Plans. The timing for this effort is appropriate since the STA's Comprehensive Transportation Plan and its three corresponding elements are being updated. The last update for each plan was completed in 2005.

An up-to-date Countywide Bicycle and Pedestrian Plan are necessary for the County of Solano and the seven cities to obtain state and federal grants. By updating the bicycle and pedestrian plan, the STA will be in a position to utilize future discretionary funding provided by MTC through the Regional Bicycle Grant Program and Regional TLC Program when the funding becomes available. Previous efforts to update the Countywide Bicycle Plan and Countywide Pedestrian Plan cost \$50,000 each for a total of \$100,000.

STA staff is recommending \$85,000 in TDA Article 3 to create updated plans for bicycle and pedestrian facilities.

Safe Routes to School Matching Fund

Another priority for the BAC and PAC is the STA's Safe Routes to School Program. In the fall of 2008, the STA was awarded \$400,000 Bay Area Air Quality Management District

(BAAQMD) Transportation for Clean Air (TFCA) Regional Grant to implement projects identified in the Solano Safe Routes to School Plan. The STA Board approved \$40,000 of Transportation Enhancements (TE) funding to assist in the Plan implementation and to provide the necessary local match. STA Staff was notified after the fact that the TE funds cannot be used for the activities proposed as part of the TFCA grant funding. The \$400,000 TFCA grant is in jeopardy without the \$40,000 TE funding as a funding match.

Therefore, STA Staff is recommending that \$40,000 in FY 2009-10 TDA Article 3 funds replace the TE local match to save the TFCA grant at this time. Future TE allocations of up to \$40,000 would backfill the TDA Article 3 funds if approved by the STA Board. The Safe Routes to School Advisory Committee unanimously supported STA staff's recommendation at their April 9, 2009 meeting.

Resolutions

As the CMA for Solano County, MTC requires the STA to submit a TDA Article 3 resolution for a Countywide Coordinated Claim for all the approved TDA Article 3 projects in Solano County. This ensures that the STA Board reviewed all TDA Article 3 projects before MTC approves the funding. Each agency must have a resolution from their respective governing boards that approves their projects for TDA Article 3 funds. This year, STA staff is recommending Countywide Bicycle and Pedestrian Plan and the Solano Safe Routes to School Program for TDA Article 3 funds. The two STA projects must have a separate resolution from the required Countywide Coordinated Claim. Therefore, STA staff is recommending that separate resolutions which approve the STA's projects (Resolution No. 2009-10) and the Countywide Coordinated Claim (Resolution No. 2009-11) be approved at this time (Attachments C and D).

TAC Recommendation

At its meeting of May 28, the STA Technical Advisory Committee (TAC) reviewed the proposed TDA Article 3 fund allocation. The TAC voted unanimously to recommend the STA Board allocate the funds for the Vacaville Dixon Bike Route, Bicycle and Pedestrian Plan Update and Safe Routes to Schools Program as described above.

BAC and PAC Review of Recommendations

A joint meeting of the BAC and PAC was held on Monday, June 1st to discuss the TDA Article 3 recommendations for FY 2009-10. A majority of the BAC and PAC members voted to approve the recommendation; however, there were several comments. The committee members expressed their desire to have additional time to recommend projects in the future and to have a complete funding estimate of available bike and pedestrian funds for future programming.

Fiscal Impact:

The County of Solano will receive \$160,017 and will transfer an additional \$110,000 from a separate project for a total allocation of \$270,017. The STA's will receive TDA Article 3 funding to update the Countywide Bicycle and Pedestrian Plans (\$85,000) and Solano Safe Routes to School Program (\$40,000).

Recommendation:

Approve Resolutions 2009-10 and 2009-11 as attached for the following FY 2009-10 TDA Article 3 projects:

1. \$270,017 for the County of Solano's Vacaville Dixon Bike Route (this includes a transfer of \$110,000 in TDA Article 3 from the Suisun Valley Bridge Project);
2. \$85,000 for the 2009 Countywide Bicycle Pedestrian Plan Update; and
3. \$40,000 for the Solano Safe Routes to School Program

Attachments:

- A. Solano Bike Pedestrian 3-Year Plan Projects List
- B. Solano County request for FY 2009-10 TDA Article 3 funds
- C. TDA Article 3 Resolution 2009-10
- D. TDA Article 3 Resolution 2009-11

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Solano Bicycle Pedestrian Program (SBPP) 3-Year Implementation Plan (FY 2006-07 to FY 2008-09)

Mode Application	Priority		Sponsor	Project	Request	TDA	Funding Sources		TOTAL SBPP	Status
	BAC	PAC					MTC	CMAQ		
FY 2006/07					\$275,000.00	\$302,000.00	\$0.00	\$0.00	\$02,000.00	
Ped		2.3	Fairfield	Union Avenue Corridor, Phase II	\$100,000.00	\$25,000.00			\$25,000.00	Underway
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$50,000.00	\$50,000.00			\$50,000.00	Design complete
Bike	2.5		Solano County	Abernathy Road Bridge	\$100,000.00	\$50,000.00			\$50,000.00	Complete
Bike	1.1	1.6	Solano County	McGary Road Regional Bike Path	\$25,000.00	\$25,000.00			\$25,000.00	Underway
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase I	\$300,000.00	\$152,000.00			\$152,000.00	Complete
Bike	2.4		Suisun City	Bike Lane Striping Along Railroad Ave, Phase I	\$60,000.00				\$0.00	Not Funded
					Remaining	\$0.00	\$0.00	\$0.00	\$0.00	
FY 2007/08					\$4,235,000.00	\$415,458.00	\$0.00	\$484,840.00	\$680,098.00	
Both	1.3	1.1	Benicia	State Park Road Bridge Project	\$800,000.00				\$0.00	Underway
Ped		1.7	Fairfield	Linear Park (Dover Ave to Claybank Rd)	\$400,000.00				\$0.00	Not Funded
Bike	1.1	1.6	Fairfield	McGary Road Regional Bike Path	\$175,000.00				\$0.00	Underway
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$250,000.00				\$0	Funded in FY08/09
Bike	2.3		Solano County	Suisun Valley Road Bridge	\$110,000.00	\$110,000.00			\$110,000.00	Funding requested to be transferred to Vaca Dixon Bikeway
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase II	\$1,000,000.00	\$215,458.00		\$127,542.00	\$343,000.00	Complete
Bike	2.4		Suisun City	Bike Lane Striping Along Railroad Ave, Phase II	\$90,000.00				\$0.00	Not Funded
Ped		2.2	Suisun City	Marina Blvd Sidewalk Gap Closure	\$110,000.00				\$0.00	Not Funded
Both	1.2	1.5	Vacaville	Nob Hill Bike Path	\$300,000.00			\$300,000.00	\$300,000.00	Complete
Both	2.1	2.4	Vacaville	Ulatis Creek Bike Path (Ulatis to Leisure Town)	\$1,000,000.00	\$90,000.00		\$37,098.00	\$127,098.00	Complete
					Remaining	\$0.00	\$0.00	\$0.00	\$0.00	
FY 2008/09					\$6,700,000.00	\$456,000.00	\$1,395,000.00	\$596,000.00	\$2,358,000.00	
Both	1.3	1.1	Benicia	State Park Road Bridge Project	\$1,000,000.00	\$271,000.00	\$871,000.00		\$942,000.00	Underway
Ped	1.6	1.7	Fairfield	Linear Park (Dover Ave to Claybank Rd)	\$50,000.00				\$0.00	Not Funded
Bike	1.1	1.6	Fairfield	McGary Road Regional Bike Path	\$650,000.00	\$185,000.00	\$640,000.00		\$825,000.00	Underway
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$300,000.00		\$85,000.00		\$85,000.00	Project Not Underway-Funding may need to be transferred
Both	1.5	1.4	Solano County	Old Town Cordelia Improvements	\$500,000.00				\$0.00	Funded w/ TE funds
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase III	\$1,000,000.00			\$337,000.00	\$337,000.00	Underway
Both	1.7	2.1	Suisun City	McCoy Creek Trail, Phase II	\$200,000.00				\$0.00	Not Funded-First phase complete
Both	2.1	2.4	Vacaville	Ulatis Creek Bike Path (Allison to I-80)	\$1,200,000.00			\$169,000.00	\$169,000.00	Project underway
Both	2.2	1.3	Vallejo	Vallejo Station Pedestrian & Bicycle Links	\$800,000.00				\$0.00	Not Funded
					Remaining	\$0.00	\$0.00	\$0.00	\$0.00	

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SOLANO COUNTY
Department of Resource Management

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

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

Birgitta Corsello, Director
 Cliff Covey, Assistant Director

May 13, 2009

Robert Guerrero
 Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun City, CA 94585

RE: Vacaville - Dixon Bicycle Route Phase 4

Dear Robert:

As you know, the Vacaville – Dixon Bike Route is one of the STA’s priority bicycle projects in Solano County. Solano County has now completed construction of the first two phases of the bike route and is nearing completion of Phase 3. The work consisted of adding Class 2 bike lanes to about four miles of Pitt School Road south of Dixon. Bids for the third phase of the project, which were just opened this March, came in substantially lower than expected, so we were able to construct more of the project with this phase than originally anticipated.

At this point there are only two more segments of the north-south (Pitt School Road) portion of the Bike Route to be done.

Phase 4 of the project would extend from Midway Road about 0.9 miles north to Porter Road. Porter Road is a wide (26 feet) road that leads directly into Dixon. Although it does not meet Class 2 bike route standards, Porter Road would be a good interim connection point for bikes traveling between Dixon and Vacaville. Based on the bid prices for Phase 3, I estimate the construction of Phase 4 will cost about \$310,000 - \$350,000.

Phase 5 would extend from Porter Road 0.6 miles north to the Dixon City Limit. This would complete the entire Pitt School Road portion of the bike route. However, preliminary discussions with the City of Dixon indicate that the city will likely widen that Phase 5 portion of Pitt School Road when they complete their Parkway Boulevard Overcrossing project, scheduled for the next three years. Because of this, the priority for Solano County is to complete Phase 4 of the project,

Building & Safety
 David Cliche,
 Chief Building
 Official

Planning Services
 Mike Yankovich
 Program Manager

Environmental
 Health
 Terry Schmidbauer
 Program Manager

Administrative
 Services
 Staff Analyst

Public Works
 Engineering
 Paul Wiese
 Engineering Manager

Public Works
 Operations
 Rick O’Neill
 Operations Manager

Both Phase 4 and Phase 5 are shovel ready – environmentally cleared, right-of-way cleared, and designed. All that is needed to proceed is construction funding.

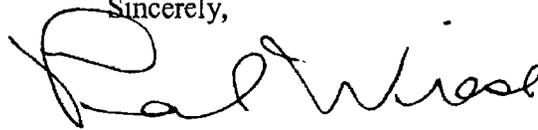
I understand the STA may have \$191,000 in TDA Article 3 funds available for programming. We would be interested in using this money on Phase 4 if it is available. However, additional funding would be needed to fully fund Phase 4.

In October, 2007, Solano County was allocated \$110,000 in TDA Article 3 funds for our Suisun Valley Road Bridge project. At that time, the Federal Highway Bridge Program (HBP) was well funded, and funding could generally be obtained within three to four weeks of submission of a funding request, after environmental clearance and right-of-way acquisition. Since that time, much of the HBP funding has been diverted to seismic retrofit projects. As a result, we can anticipate future requests for construction funding to result in a 6 to 12 month wait. I believe this unanticipated delay will significantly impact the construction schedule for our Suisun Valley Road bridge project, and will prevent us from using the \$110,000 in TDA funds by June 30, 2010, as required. I would therefore be interested in moving these funds to the Vacaville – Dixon Phase 4 project.

Together, the \$191,000 and the \$110,000 would provide \$301,000 in TDA funding, which would come close to fully funding Phase 4 of the Vacaville – Dixon Bike Route. If the funds can be allocated quickly, it may be possible to build Phase 4 this calendar year. This would be ideal, since it would not only provide a key portion of the bike route for public use, but it would also allow us to take advantage of the good bidding climate which we currently have.

Please consider this proposal. Feel free to call me at (707) 784-6072 if you have any questions.

Sincerely,



Paul Wiese
Engineering Manager

Resolution No. 2009-10

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING THE SUBMITTAL REQUEST TO THE METROPOLITAN
TRANSPORTATION COMMISSION FOR THE ALLOCATION OF FISCAL
YEAR 2009-10 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3
PEDESTRIAN/BICYCLE PROJECT FUNDING**

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 *et seq.*, authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of "TDA Article 3" funding; and

WHEREAS, MTC Resolution No. 875, Revised requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

WHEREAS, the **SOLANO TRANSPORTATION AUTHORITY** desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists; now, therefore, be it

RESOLVED, that the **SOLANO TRANSPORTATION AUTHORITY** declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code, and furthermore, be it

RESOLVED, that there is no pending or threatened litigation that might adversely affect the project or projects described in Attachment B to this resolution, or that might impair the ability of the **SOLANO TRANSPORTATION AUTHORITY** to carry out the project; and furthermore, be it

RESOLVED, that the **SOLANO TRANSPORTATION AUTHORITY** attests to the accuracy of and approves the statements in Attachment A to this resolution; and furthermore, be it

RESOLVED, that a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of **SOLANO COUNTY** for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

James Spering, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of June 10, 2009.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of June 2009 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____
Attest: _____
Clerk of the Board

Resolution No. 2009-10
Attachment A

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2009-10 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding

Findings

Page 1 of 1

1. That the **SOLANO TRANSPORTATION AUTHORITY** is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the **SOLANO TRANSPORTATION AUTHORITY** legally impeded from undertaking the project(s) described in “Attachment B” of this resolution.
2. That the **SOLANO TRANSPORTATION AUTHORITY** has committed adequate staffing resources to complete the project(s) described in Attachment B.
3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Attachment B are for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the **SOLANO TRANSPORTATION AUTHORITY** within the prior five fiscal years.
8. That the project(s) described in Attachment B which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).
9. That any project described in Attachment B that is a “Class I Bikeway,” meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project(s) described in Attachment B are ready to commence implementation during the fiscal year of the requested allocation.

11. That the Cities of Benicia, Fairfield, Suisun City, and Vallejo agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

Resolution No. 2009-10

Attachment B

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2009-10 Applicant: Solano Transportation Authority

Contact person: Samuel Shelton, Project Manager

Mailing Address: 1 Harbor Center, #130, Suisun City, CA 94585

E-Mail Address: sshelton@sta-snci.com Telephone: 707-399-3211

Secondary Contact: Robert Guerrero, Senior Planner

E-Mail Address: rguerrero@sta-snci.com Telephone: 707-424-6014

Short Title Description of Project: Safe Routes to School Program

Amount of claim: \$40,000

Functional Description of Project:

TDA Art 3 funding is used as a match to fund the Safe Routes to School Program for eligible projects identified in the Safe Routes to School Plan

Financial Plan:

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

Project Elements:

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3	0	\$40,000	0	0	\$40,000
list all other sources:					
1. BAAQMD-TFCA	0	\$235,000	0	0	\$400,000
2.					
3.					
4.					
Totals					\$400,040

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	YES
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	NO
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	YES
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	YES
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	YES
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) 09/2009	YES
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: Cities of Benicia, Fairfield, Suisun City, and Vallejo.)	YES

Resolution No. 2009-10
Attachment B

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2009-10 Applicant: Solano Transportation Authority

Contact person: Sara Woo, Planning Assistant

Mailing Address: 1 Harbor Center, #130, Suisun City, CA 94585

E-Mail Address: swoo@sta-snci.com Telephone: 707-399-3214

Secondary Contact: Robert Guerrero, Senior Planner

E-Mail Address: rguerrero@sta-snci.com Telephone: 707-399-3213

Short Title Description of Project: Solano Countywide Bicycle Pedestrian Plan

Amount of claim: \$85,000

Functional Description of Project:
The STA will update the 2005 Solano Countywide Bicycle and Pedestrian Plans. Each plan will be updated to reflect current bicycle and pedestrian goals and objectives, updated priority projects, updated project costs.

Financial Plan:
 List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

Project Elements: Planning

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3	0	\$85,000	0	0	\$85,000
list all other sources:					
2.					
3.					
4.					
Totals					\$85,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	YES
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	NO
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	N/A- funding for planning
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation). Project also reviewed by Pedestrian Advisory Committee and recommended for approval.	YES
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	N/A- Funding for planning
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) 09/2010 _____	YES
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	N/A- Funding for planning

Resolution No. 2009-11

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING THE SUBMITTAL OF THE COUNTYWIDE COORDINATED CLAIM
TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE
ALLOCATION OF FISCAL YEAR 2009-11 TDA ARTICLE 3 PEDESTRIAN/BICYCLE
PROJECT FUNDS TO CLAIMANTS IN SOLANO COUNTY**

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

WHEREAS, MTC Resolution No. 875, Revised requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

WHEREAS, the **SOLANO TRANSPORTATION AUTHORITY** has undertaken a process in compliance with MTC Resolution No. 875, Revised for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in **SOLANO COUNTY**, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; and

WHEREAS, each claimant in **SOLANO COUNTY** whose project or projects have been prioritized for inclusion in the fiscal year **2009-10** TDA Article 3 countywide coordinated claim, has forwarded to the **SOLANO TRANSPORTATION AUTHORITY** a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds; now, therefore, be it

RESOLVED, that the **SOLANO TRANSPORTATION AUTHORITY** approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

RESOLVED, that the **SOLANO TRANSPORTATION AUTHORITY** approves the submittal to MTC, of the **SOLANO COUNTY** fiscal year **2009-10** TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;
- C. one copy of the governing body resolution and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim;

- E. confirmation that each project meets Caltrans' minimum safety design criteria and is ready to implement within the next fiscal year.

James Spering, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of June 10, 2009.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of June 2009 by the following vote:

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

Clerk of the Board

Resolution No. 2009-11
Attachment A

Re: Submittal of Countywide Coordinated Claim to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2009-10 TDA Article 3 Pedestrian/Bicycle Project Funds to Claimants in Solano County

Prioritized List of Projects

	Short Title Description of Project	TDA Article 3 Amount	Total Project Cost
1.	Safe Routes to School Program	\$40,000	\$275,000
2.	Solano Countywide Bicycle Pedestrian Plan	\$85,000	\$85,000
3.	Vacaville Dixon Bike Route	\$270,015	\$320,000
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	Totals	\$395,015	\$680,000

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DATE: June 1, 2009
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Safe Routes to School – Part Time Program Coordinator and Safety Coordinator

Background:

On January 13, 2009, the Safe Routes to School Advisory Committee (SR2S-AC) requested that the STA attempt to fund the SR2S Program in the eastern side of Solano County. On March 18, 2009, the STA Board recommended approval of \$60,000 to fund the SR2S-AC program with Yolo-Solano Air Quality Management District funding for (1) \$30,000 for two positions: a part-time program coordinator and a part-time safety coordinator and (2) \$30,000 to fund SR2S Education, Encouragement, and Enforcement activities. At that same meeting, the STA Board approved the expenditure plan for \$60,000 of Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager funding for the SR2S coordinator positions.

Discussion:

Below is a draft set of duties for both the part-time program coordinator and a part-time safety coordinator positions:

The Program Coordinator would be responsible for adding additional schools to the STA SR2S Program and Plan. This involves facilitating coordination meetings for encouragement activities (e.g., Walk and Roll events) between school district staff & volunteers, and city public works staff as well as staffing individual events as needed. The Program Coordinator would also coordinate and facilitate additional local planning events to add additional schools and their priority SR2S projects and programs to the STA's SR2S Plan and Program. STA staff will assist with some parts of the planning process.

The Safety Coordinator would be responsible for coordinating and facilitating education and enforcement events at participating schools. This involves facilitating coordination meetings for education activities (e.g., school assemblies and bike rodeos) between school district staff & volunteers, and local police & school resource officers. The Safety Coordinator will also help provide uniform training to crossing guards and student safety patrols. The Safety Coordinator will also offer safety expertise on specific project funding recommendations.

On April 9, 2009, the STA SR2S-AC provided preliminary direction regarding the Safety Coordinator position, requesting that additional preferred qualifications include bicycle officer or police officer experience. On May 26, 2009, the STA SR2S-AC reviewed the final job descriptions and recommend that the STA Board authorize the Executive Director to enter into a contract not to exceed \$90,000 over 2 years for the SR2S part-time program coordinator and a part-time safety coordinator positions, should the STA receive air district funding. On May 27, 2009, the STA TAC reviewed and forwarded the same recommendation to the STA Board.

Fiscal Impact:

This will not create new permanent staff positions with the STA. Instead, these contract positions will be paid through funding agreements between the STA and the employed program and safety coordinators. Funding for these agreements will come from \$60,000 of Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager funding and \$30,000 of Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF), for a total of \$90,000 over two years.

Recommendation:

Authorize the Executive Director to enter into agreements not to exceed \$90,000 for a Safe Routes to School part time program coordinator and safety coordinator as described in Attachments A and B, contingent on entering into funding agreements with the Yolo Solano Air Quality Management District (YSAQMD) and the Bay Area Air Quality Management District (BAAQMD).

Attachments:

- A. STA Safe Routes to School Part Time Program Coordinator Job Description
- B. STA Safe Routes to School Part Time Safety Coordinator Job Description



JOB DESCRIPTION

JOB TITLE: **Safe Routes to School – Program Coordinator**

SUMMARY OF RESPONSIBILITIES:

The *Safe Routes to School – Program Coordinator* would be responsible for adding additional schools to the STA SR2S Program and Plan. This involves facilitating coordination meetings for encouragement activities (e.g., Walk and Roll events) between school district staff & volunteers, and city public works staff as well as staffing individual events as needed. The Program Coordinator would also coordinate and facilitate additional local planning events to add additional schools and their priority SR2S projects and programs to the STA's SR2S Plan and Program. STA staff will assist with some parts of the planning process.

Department:	Project Development
Exempt:	N/A
Reports to:	Director of Projects
Supervision:	None
Location:	One Harbor Center, Suite 130, Suisun City, CA 94585
Date approved:	August 2008

Contract agreement amount: a maximum of \$22,500 for two years, for a total of \$45,000.

ESSENTIAL DUTIES AND RESPONSIBILITIES:

- Coordinate and facilitate Safe Routes to School education and encouragement events at schools or other public venues.
- Provide regular program updates to the Safe Routes to School project manager, Safe Routes to School Advisory Committee, and other public committee meetings.
- Coordinate and facilitate additional local planning events to add additional schools and their priority SR2S projects and programs to the STA's SR2S Plan and Program (STA Staff can provide this training).

QUALIFICATION REQUIREMENTS:

Given the issues and priorities facing the STA, the Safe Routes to School – Program Coordinator must be a motivated self-starter with excellent organizational and communication skills, have a positive attitude, and be a flexible team player who enjoys a fast-paced and challenging environment.

EDUCATION and/or EXPERIENCE:

Any combination of education and experience that would likely provide the required knowledge and abilities as listed below is qualifying. A degree from a four-year college is preferred. Experience working with K-12 students and safety related child-oriented programs is also preferred. Planning experience in public works, community development, or public health is also preferred.

KNOWLEDGE AND SKILLS:

In addition to the experience and education described above, the position requires:

- Proficiency in Microsoft EXCEL and Word.
- Additional computer application skills desirable: PowerPoint.
- Ability to learn specialized software.
- Ability to analyze data and form reliable conclusions.
- Ability to excel at both oral and written communications.
- Ability to work diplomatically with a wide range of individuals.
- Ability to handle and prioritize multiple and varying tasks.
- Ability to work with and complement existing staff.
- Flexible, unbiased and a person of high integrity.
- Willing to take on responsibility.
- Self-motivated and problem-solver of complex issues.
- Strong work ethic, goal-oriented.

PHYSICAL DEMANDS: While performing this job, the employee is regularly required to walk; sit; use hands to handle objects, operate keyboards, tools, or controls; talk and hear. The physical demands described here are representative of those that must be met by an employee to successfully perform the essential functions of this position. Able to lift 20 pounds, drive a van and handle event equipment. Must have valid California Class C drivers license and have a satisfactory driving record.



JOB DESCRIPTION

JOB TITLE: **Safe Routes to School – Safety Coordinator**

SUMMARY OF RESPONSIBILITIES:

The *Safe Routes to School – Safety Coordinator* responsible for coordinating and facilitating education and enforcement events at participating schools. This involves facilitating coordination meetings for education activities (e.g., school assemblies and bike rodeos) between school district staff & volunteers, and local police & school resource officers. The Safety Coordinator will also help provide uniform training to crossing guards and student safety patrols. The Safety Coordinator will also offer safety expertise on specific project funding recommendations.

Department: Project Development
 Exempt: N/A
 Reports to: Director of Projects
 Supervision: None
 Location: One Harbor Center, Suite 130, Suisun City, CA 94585
 Date approved: August 2008

Contract agreement amount: a maximum of \$22,500 for two years, for a total of \$45,000.

ESSENTIAL DUTIES AND RESPONSIBILITIES:

- Coordinate and facilitate Safe Routes to School education and enforcement events at schools or other public venues.
- Provide regular program updates to the Safe Routes to School project manager, Safe Routes to School Advisory Committee, and other public committee meetings.
- Assist as needed with local planning events to add additional schools and their priority SR2S projects and programs to the STA's SR2S Plan and Program (STA Staff can provide this training).
- Provide uniform training to crossing guards and student safety patrols.
- Provide feedback regarding safety aspects of recommended Safe Routes to School projects and programs.

QUALIFICATION REQUIREMENTS:

Given the issues and priorities facing the STA, the Safe Routes to School – Program Coordinator must be a motivated self-starter with excellent organizational and communication skills, have a positive attitude, and be a flexible team player who enjoys a fast-paced and challenging environment.

EDUCATION and/or EXPERIENCE:

Any combination of education and experience that would likely provide the required knowledge and abilities as listed below is qualifying. A degree from a four-year college is preferred. Experience working with K-12 students and safety related child-oriented programs is also

preferred. Public safety experience in police departments (specifically bicycle units) or public health departments is also preferred.

KNOWLEDGE AND SKILLS:

In addition to the experience and education described above, the position requires:

- Proficiency in Microsoft EXCEL and Word.
- Additional computer application skills desirable: PowerPoint.
- Ability to learn specialized software.
- Ability to analyze data and form reliable conclusions.
- Ability to excel at both oral and written communications.
- Ability to work diplomatically with a wide range of individuals.
- Ability to handle and prioritize multiple and varying tasks.
- Ability to work with and complement existing staff.
- Flexible, unbiased and a person of high integrity.
- Willing to take on responsibility.
- Self-motivated and problem-solver of complex issues.
- Strong work ethic, goal-oriented.

PHYSICAL DEMANDS: While performing this job, the employee is regularly required to walk; sit; use hands to handle objects, operate keyboards, tools, or controls; talk and hear. The physical demands described here are representative of those that must be met by an employee to successfully perform the essential functions of this position. Able to lift 20 pounds, drive a van and handle event equipment. Must have valid California Class C drivers license and have a satisfactory driving record.



DATE: June 1, 2009
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
Joe Story, DKS Associates
RE: Transit Consolidation Study - Phase 2 Analysis and Recommendations

Background:

Over the past several years, the issue of consolidating some or all of the Solano's transit services has been discussed and proposed for evaluation. This topic was discussed by STA Board members at the February 2005 Board retreat and the participants expressed interest and support for transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and that local transit issues and needs would have to be considered and addressed. In 2005, the STA Board directed STA staff to initiate a countywide Transit Consolidation Study and approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study. After funding was secured, DKS Associates was selected to lead the Transit Consolidation Study.

Work began in early 2007. A preliminary analysis of alternatives was presented to the Technical Advisory Committee (TAC) and Consortium in June 2007. It included five (5) potential transit consolidation alternatives. During discussion at the TAC meeting, a sixth (6th) alternative was requested. This alternative suggested consideration of consolidating all intercity fixed-route service and local and intercity American for Disabilities (ADA) paratransit service.

At the July 2007 STA Board meeting, staff presented the six (6) transit consolidation alternatives to the STA Board along with the Executive Committee's recommendation and a recommendation to release the Findings Report and the Options Report once the TAC and Consortium had additional time to review. After discussion, the STA Board modified and approved the membership of the Transit Consolidation Steering Committee to include all eight (8) jurisdictions with individual Board members and City Managers and the County Administrator.

The STA Board's Transit Consolidation Steering Committee held a second meeting on December 11, 2008. At this meeting, the Committee directed staff to add Option 2 (Vallejo/Benicia/Fairfield/Suisun City consolidation) to the list of options to evaluate.

Discussion:

After the December 2008 Transit Consolidation Steering Committee meeting the Transit Operator Analysis Report was completed. This was distributed in April 2009 to the TAC and Consortium. The data collected through this effort was used to analyze the various options. The options have been analyzed based on the Board established criteria (Attachment A).

Also occurring during this time was a study of intercity paratransit services in eastern Solano County. For over ten years, the STA has managed and had an agreement with Fairfield and Suisun Transit (FAST) to operate the service known as Solano Paratransit. FAST operates the intercity service which is integrated with its own local paratransit service known as DART. The cost of Solano Paratransit service was shared by the five jurisdictions that it provided intercity paratransit service to: Fairfield, Suisun City, Dixon, Vacaville and Solano County. The STA has also allocated funds from State Transit Assistance Funds (STAF) and secured multiple 5310 grants to purchase vehicles. Due to escalating costs, the Solano Paratransit funding partners requested a study be completed this year to identify alternative service models for intercity paratransit that were financially sustainable. This study was nearing completion when based on a letter received from the City of Fairfield, was proposed that each of the Solano Paratransit funding partners provide paratransit service within their own service area and longer, multi-jurisdictional trips would be handled through transfers. The decision to dissolve Solano Paratransit was made by the STA Board on May 13, 2009. To reflect this in the Transit Consolidation Study, a third version of Option 4 has been created. Option 4c is to consolidate interregional routes and decentralize intercity paratransit services.

Other issues that have arisen since the last Transit Consolidation Steering Committee meeting include a change in transit funding policy at the State and Federal level. Long-term State transit funding has been eliminated for the foreseeable future, while short-term federal funds have become available through federal stimulus funds.

At the May 2009 Transit Consolidation Steering Committee, the consultant reviewed with the Committee the options and analysis, presented the recommendations and next steps. These are outlined on the attached draft powerpoint (Attachment B). All jurisdictions were represented at the Steering Committee which took an action to support all five recommendations.

Individual meetings have been held between STA and both Benicia and Vallejo staff and Board members. Based on these meetings, it appears there is support for Option 1 from both entities. The STA Board took action at their May Board meeting to dissolve Solano Paratransit and decentralize intercity paratransit to local transit operators which is part of Option 4c.

In late May, the five recommendations were presented to the TAC and Consortium for their input and consideration. At the Consortium, there was a discussion about recommendation 2 which had been presented in the form approved by the Transit Consolidation Steering Committee:

“2. Option 4c: Consolidation of interregional Solano transit services under one operator to be selected by the STA Board and decentralize intercity paratransit service to local transit operators;”

Consortium members from Fairfield and Vacaville raised a concern that they thought discussion at the Steering Committee suggested that the consolidation of interregional Solano transit service under one operator was an option to be studied rather than definitive direction and requested the wording be modified to reflect their understanding. Both the Benicia and Vallejo members indicated their support for Option 1. The Consortium approved the following modification to this recommendation:

“Decentralize intercity paratransit service to local transit operators and continue study of consolidation of interregional Solano transit services under one operator to be selected by the STA Board.”

The Consortium’s amended recommendation was presented to the TAC and the TAC also approved the amended recommendation. Staff presents the amended recommendation for the Board’s action.

Recommendations:

Approve the following:

1. Option 1: Consolidation of Benicia and Vallejo transit services;
2. Option 4c: Decentralize intercity paratransit service to local transit operators and continue study of consolidation of interregional Solano transit services under one operator to be selected by the STA Board;
3. Forward the STA recommended transit consolidation recommendations to the affected agencies for their consideration and participation;
4. Direct STA staff to work with the affected local transit staff to develop Implementation Plans for Option 1 and Option 4c; and
5. Report back to the STA Board by September 2009 on the status of the Implementation Plan.

Attachments:

- A. Transit Consolidation Options Evaluation Matrix
- B. Draft Phase 2 Analysis and Recommendations Powerpoint

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Solano

Transit Consolidation Study

ATTACHMENT A



PHASE 2 FINDINGS BY OPTION

Prepared for  **STRA**
Solano Transportation Authority

Solano Transportation Authority

Prepared by

DKS Associates

TRANSPORTATION SOLUTIONS

In association with

HDR Inc.

Pacific Municipal Consultants



April 28, 2009

SOLANO TRANSIT CONSOLIDATION STUDY

FINDINGS BY OPTION

Prepared for

SOLANO TRANSPORTATION AUTHORITY

Prepared by

DKS Associates

TRANSPORTATION SOLUTIONS

1000 Broadway, Suite 450

Oakland, CA 94607

(510) 763-2061

In association with

HDR, Inc.

Pacific Municipal Consultants

April 28, 2009

PHASE 2: FINDINGS BY OPTION

Introduction to Summary

The following describes the findings expected from each of the consolidation options being considered. The summary contains the following details:

Study Criteria. These criteria were developed to guide the study and its findings. The criteria are broad but can be qualitatively determined based upon the findings of the funding, facilities, support staff and paratransit situations of the local operators.

Examples. The examples provided are intended to illustrate how the criteria apply to real-world situations. While the examples may not specifically cover all elements in the criteria, they provide an illustrative question that could be asked to apply the criteria to the current situation.

Findings of Each Option. The findings associated with each option, showing various anticipated outcomes as compared to the existing arrangement, are shown using two methods. The first is a magnitude of how the option would fare against the existing arrangement. This is illustrated using these qualitative symbols:

▶▶▶	<i>Significantly Improved from Existing Operations</i>
▶▶	<i>Much More Improved from Existing Operations</i>
▶	<i>Somewhat Improved from Existing Operations</i>
○	<i>Similar to Existing Operations</i>
◀	<i>Somewhat More Difficult than Existing Operations</i>
◀◀	<i>Much More Difficult than Existing Operations</i>
◀◀◀	<i>Significantly More Difficult than Existing Operations</i>

In addition, a verbal description of each finding is provided to show how this option would perform when compared to the current arrangement.

Option 1: South County Consolidation

Study Criteria	Examples	Findings of Option 1: South County Consolidation
Cost effectiveness	Provide service to the most riders per hour	<ul style="list-style-type: none"> ▶ A joint agency will be able to assign transit service more effectively between the two cities and administer the service more effectively.
Efficient use of resources – equipment, facilities, personnel	Strategic utilization of costly equipment, facilities and personnel	<ul style="list-style-type: none"> ▶ Buses could be operated out of one facility.
Service efficiency	Efficiency gains from route layout changes	<ul style="list-style-type: none"> ▶ Through-routing between Vallejo and Benicia possible.
Improved governance – accountability to public and community	Usefulness and accountability of governing body	<ul style="list-style-type: none"> ▶ A direct agency board would provide direct guidance on managing transit funds and administering service. Public would have Board specifically for transit operations.
Streamlined decision making	Usefulness and directness of management (fewer bureaucracy layers)	<ul style="list-style-type: none"> ▶ Management would be directly accountable to board, providing increased accountability and less internal management from other City departments. The board would have to be more willing to take a greater role in oversight than is currently being done. Some coordination to provide support services to the operation (possibly through a municipal agreement) would be needed.
Ridership and productivity impacts	Ability to attract choice and transit-dependent riders with real time information and other marketing information	<ul style="list-style-type: none"> ▶ The ability to increase choice riders will be slightly facilitated by a greater awareness of the transit system coverage area. New technologies will also be easier to implement as a single system.
Service coordination	Difficulty level to assure timed transfers; ease of use by citizens	<ul style="list-style-type: none"> ▶ A single operator enables easier timed transfer route design and implementation.
Recognize local community needs and priorities	Ability to respond to operations problems -- day-to-day operations and design issues (customer service)	<ul style="list-style-type: none"> ◀ There will be less direct oversight and coordination with Public Works, Finance, Policy and other City Departments, so that there may be a loss of individual community responsiveness to bus operations issues.
Protect local transit service as requested by local jurisdiction	Ability to get multi-jurisdictional consensus	<ul style="list-style-type: none"> ▶ Strong indications that Vallejo and Benicia are proactively willing to consider consolidation and improved coordination.
Flexibility to meet local needs	Ability to respond to specific local requests for service changes	<ul style="list-style-type: none"> ○ The ability to respond to local service changes by City departments will become more difficult. However, a larger organization provides more resources and flexibility to make service changes.
Capacity to deliver new service while maintain existing service	Ability to grow efficiently while maintaining effectiveness	<ul style="list-style-type: none"> ▶ If new funding becomes available, the larger organization with direct oversight should be able to more quickly implement new programs.
Ability to leverage additional funding	Ability to compete for regional/state discretionary funds	<ul style="list-style-type: none"> ▶ A new joint agency will represent more riders, and the staff will be able to be more focused at regional and state levels, especially with competitive grants.
Implementation needs/requirements (e.g., legal, financial)	Ability to implement necessary support services and resources within new structure	<ul style="list-style-type: none"> ◀ There will be additional negotiations needed to oversee the support services currently provided by the cities. The two systems also operate with different fixed-route and transit services, so some standardization would be needed.

Option 2: South-Central County Consolidation

Study Criteria	Examples	Findings of Option 2: South-Central County Consolidation
Cost effectiveness	Provide service to the most riders per hour	<ul style="list-style-type: none"> ▶ A joint agency will be able to assign transit service more effectively between the four cities. Complications will occur in that urbanized areas are different so that complex funding tracking will be required.
Efficient use of resources – equipment, facilities, personnel	Strategic utilization of costly equipment, facilities and personnel	<ul style="list-style-type: none"> ▶ Buses could be operated out of one facility. The addition of Fairfield could mean the need to for two facilities, eliminating added efficiencies; one centralized facility would likely mean increased deadhead costs. Urbanized funding sources may create administrative barrier, reducing the ability to share resources.
Service efficiency	Efficiency gains from route layout changes	<ul style="list-style-type: none"> ▶ Through-routing between Vallejo, Benicia, Fairfield and Suisun ▶ City possible.
Improved governance – accountability to public and community	Usefulness and accountability of governing body	<ul style="list-style-type: none"> ▶ A direct agency board would provide direct guidance on managing funds and administering service. Public would have Board specifically for transit operations. Suisun City could have board representation for transit operations.
Streamlined decision making	Usefulness and directness of management (fewer bureaucracy layers)	<ul style="list-style-type: none"> ▶ Management would be directly accountable to board, providing increased accountability and less internal management from City departments. The board would have to be more willing to take a greater role in oversight than is currently being done. Some coordination to provide support services to the operation (possibly through a municipal agreement) would be needed.
Ridership and productivity impacts	Ability to attract choice and transit-dependent riders with real time information and other marketing information	<ul style="list-style-type: none"> ▶ The ability to increase choice riders will be slightly facilitated by a greater awareness of the transit system coverage area. New technologies will also be easier to implement as a single Central and South County system.
Service coordination	Difficulty level to assure timed transfers; ease of use by citizens	<ul style="list-style-type: none"> ▶ A single operator enables easier timed transfer route design and implementation. Most routes in the County would be under one operator.
Recognize local community needs and priorities	Ability to respond to operations problems – day-to-day operations and design issues (customer service)	<ul style="list-style-type: none"> ◀ There will be less direct coordination with Public Works, Finance, Policy and other City Departments, so that there may be a loss of individual community responsiveness to bus operations issues.
Protect local transit service as requested by local jurisdiction	Ability to get multi-jurisdictional consensus	<ul style="list-style-type: none"> ◀ Strong indication that Fairfield is not interested in consolidation. ◀ Suisun City intent is unclear.
Flexibility to meet local needs	Ability to respond to specific local requests for service changes	<ul style="list-style-type: none"> ○ The system will be larger so that flexibility is easier, yet flexibility is also limited for local service because some funding sources are linked to different urbanized areas. The ability for a city to provide for in-kind services will no longer exist, although some cities may also have used transit staff time for other City tasks.
Capacity to deliver new service while maintain existing service	Ability to grow efficiently while maintaining effectiveness	<ul style="list-style-type: none"> ▶ If new funding becomes available, the larger organization with direct oversight should be able to more quickly implement new programs.
Ability to leverage additional funding	Ability to compete for regional/state discretionary funds	<ul style="list-style-type: none"> ▶ A new joint agency will represent more riders, and the staff will be able to be more focused at regional and state levels, especially with competitive grants. Complications will occur in that urbanized areas are different so that complex funding tracking will be required.
Implementation needs/requirements (e.g., legal, financial)	Ability to implement necessary support services and resources within new structure	<ul style="list-style-type: none"> ◀ There will be additional negotiations needed to oversee the support services currently provided by the cities. The three systems also operate with different fixed-route and paratransit services, so that standardization would be difficult.

Option 4a: Interregional Fixed-Route and Intercity Paratransit Consolidation

Study Criteria	Examples	Findings of Option 4a: Interregional Fixed-Route and Intercity Paratransit Consolidation
Cost effectiveness	Provide service to the most riders per hour	<ul style="list-style-type: none"> ▶ All services could benefit from a single vehicle and operations contract and program. Deadhead costs may be an issue. The benefit is significantly reduced if this is a new operating agency, rather than incorporated into a single operator.
Efficient use of resources – equipment, facilities, personnel	Strategic utilization of costly equipment, facilities and personnel	<ul style="list-style-type: none"> ▶ If combined with Options 1 or 2, there could be a sharing of operations resulting in more efficient use of equipment and facilities. As a stand-alone operation, this would not have benefit as service delivery would be more difficult across a wider area.
Service efficiency	Efficiency gains from route layout changes	<ul style="list-style-type: none"> ○ Routes and services are operated today, and would not be expected to change.
Improved governance – accountability to public and community	Usefulness and accountability of governing body	<ul style="list-style-type: none"> ▶ A direct agency board would provide direct guidance on managing funds and administering service. Public would have Board specifically for inter-city fixed-route transit and paratransit operations.
Streamlined decision making	Usefulness and directness of management (fewer bureaucracy layers)	<ul style="list-style-type: none"> ▶ Management would be directly accountable to board, providing increased accountability and less structural management now found in City departments. The board would have to be more willing to take a greater hand in oversight than is currently being done. Some coordination to provide support services to the operation (possibly through a municipal agreement) would be needed.
Ridership and productivity impacts	Ability to attract choice and transit-dependent riders with real time information and other marketing information	<ul style="list-style-type: none"> ▶ If combined with Options 1 or 2, the ability to roll out coordinated real-time passenger information, fare strategies and other marketing programs to attract choice riders will be facilitated. Otherwise, there will be no benefit.
Service coordination	Difficulty level to assure timed transfers; ease of use by citizens	<ul style="list-style-type: none"> ▶ If combined with Options 1 or 2, service coordination would be greatly facilitated. There is no benefit unless services are combined with a single operation.
Recognize local community needs and priorities	Ability to respond to operations problems -- day-to-day operations and design issues (customer service)	<ul style="list-style-type: none"> ◀ There will be less direct coordination with Public Works, Finance, Policy and other City Departments, so that there may be a loss of individual community responsiveness to bus operations issues.
Protect local transit service as requested by local jurisdiction	Ability to get multi-jurisdictional consensus	<ul style="list-style-type: none"> ◀ Oversight of interregional fixed-route and intercity paratransit services by all jurisdictions could improve service delivery, but some operators may not wish to abdicate unique paratransit arrangements.
Flexibility to meet local needs	Ability to respond to specific local requests for service changes	<ul style="list-style-type: none"> ○ The system will have less flexibility given the current funding organization. The ability for a city to provide for in-kind services will no longer exist, although some cities may also have used transit staff time for other City tasks.
Capacity to deliver new service while maintain existing service	Ability to grow efficiently while maintaining effectiveness	<ul style="list-style-type: none"> ▶ If new funding becomes available, the larger organization with direct oversight should be able to more quickly implement new programs.
Ability to leverage additional funding	Ability to compete for regional/state discretionary funds	<ul style="list-style-type: none"> ▶ If combined with Options 1 or 2 or another operator, a new joint agency will represent more riders, and the staff will be able to be more focused at regional and state levels, especially with competitive grants. Alone, this will not be of benefit as there will be another new transit operator.
Implementation needs/requirements (e.g., legal, financial)	Ability to implement necessary support services and resources within new structure	<ul style="list-style-type: none"> ◀ There will be additional negotiations needed to oversee the support services currently provided by the cities.

Option 4b: Interregional Fixed-Route and All Paratransit Consolidation

Study Criteria	Examples	Findings of Option 4b: Interregional Fixed-Route and All Paratransit Consolidation
Cost effectiveness	Provide service to the most riders per hour	<ul style="list-style-type: none"> ▶ All services could benefit from a single vehicle and operations contract or program. Deadhead costs may be an issue. The benefit is ○ significantly reduced if this is a new operating agency, rather than incorporated into a single operator.
Efficient use of resources – equipment, facilities, personnel Service efficiency	Strategic utilization of costly equipment, facilities and personnel Efficiency gains from route layout changes	<ul style="list-style-type: none"> ▶ If combined with Options 1 or 2, there could be a sharing of operations or resulting in more efficient use of equipment and facilities. As a stand-alone operation, this would not have benefit as service delivery would be more difficult across a wider area. ○ Routes and services are operated today, and would not be expected to change.
Improved governance – accountability to public and community	Usefulness and accountability of governing body	<ul style="list-style-type: none"> ▶ A direct agency board would provide direct guidance on managing funds and administering service. Public would have Board specifically for fixed-route interregional transit and all paratransit operations.
Streamlined decision making	Usefulness and directness of management (fewer bureaucracy layers)	<ul style="list-style-type: none"> ▶ Management would be directly accountable to board, providing increased accountability and less structural management now found in City departments. The board would have to be more willing to take a greater hand in oversight than is currently being done. Some coordination to provide support services to the operation (possibly through a municipal agreement) would be needed.
Ridership and productivity impacts	Ability to attract choice and transit-dependent riders with real time information and other marketing information	<ul style="list-style-type: none"> ▶ If combined with Options 1 or 2, the ability to roll out coordinated real-time passenger information, fare strategies and other marketing or programs to attract choice riders will be facilitated. Otherwise, there will ○ be no benefit.
Service coordination	Difficulty level to assure timed transfers; ease of use by citizens	<ul style="list-style-type: none"> ▶ If combined with Options 1 or 2, service coordination would be greatly facilitated. There is no benefit unless services are combined with a single operation.
Recognize local community needs and priorities	Ability to respond to operations problems -- day-to-day operations and design issues (customer service)	<ul style="list-style-type: none"> ◀ There will be less direct coordination with Public Works, Finance, Policy and other City Departments, so that there may be a loss of community responsiveness to bus operations issues.
Protect local transit service as requested by local jurisdiction	Ability to get multi-jurisdictional consensus	<ul style="list-style-type: none"> ◀ Oversight of regional and intercity paratransit services by all ◀ jurisdictions would improve service delivery, but some operators have indicated their willingness to abdicate their service delivery. Local paratransit systems operate with unique eligibility/dispatching/etc and client familiarity, and some operators may not wish to abdicate this.
Flexibility to meet local needs	Ability to respond to specific local requests for service changes	<ul style="list-style-type: none"> ◀ The system will have less flexibility to providing local service, as the route system would be segregated more clearly.
Capacity to deliver new service while maintain existing service Ability to leverage additional funding	Ability to grow efficiently while maintaining effectiveness Ability to compete for regional/state discretionary funds	<ul style="list-style-type: none"> ▶ If operations are centralized with one provider for inter-city service and if new funding becomes available, the larger organization with direct oversight should be able to more quickly implement new programs. ▶ If combined with Options 1 or 2 or another operator, a new joint agency will represent more riders, and the staff will be able to be more focused at regional and state levels, especially with competitive grants. Alone, this will not be of benefit as there will be another new transit operator.
Implementation needs/requirements (e.g., legal, financial)	Ability to implement necessary support services and resources within new structure	<ul style="list-style-type: none"> ◀ There will be additional negotiations needed to oversee the support services currently provided by the cities.

Option 4c: Interregional Fixed-Route Consolidation Only

Study Criteria	Examples	Findings of Option 4c: Interregional Fixed-Route Consolidation Only
Cost effectiveness	Provide service to the most riders per hour	<ul style="list-style-type: none"> ▶ All services could benefit from a single vehicle and operations or contract and program. Deadhead costs may be an issue. The benefit is significantly reduced if this is a new operating agency, rather than incorporated into a single operator.
Efficient use of resources – equipment, facilities, personnel	Strategic utilization of costly equipment, facilities and personnel	<ul style="list-style-type: none"> ▶ If combined with Options 1 or 2, there could be a sharing of or operations resulting in more efficient use of equipment and facilities. As a stand-alone operation, this would not have benefit as service delivery would be more difficult across a wider area.
Service efficiency	Efficiency gains from route layout changes	<ul style="list-style-type: none"> ○ Routes and services are operated today, and would not be expected to change.
Improved governance – accountability to public and community	Usefulness and accountability of governing body	<ul style="list-style-type: none"> ▶ A direct agency board would provide direct guidance on managing funds and administering service. Public would have Board specifically for fixed-route inter-city transit operations.
Streamlined decision making	Usefulness and directness of management (fewer bureaucracy layers)	<ul style="list-style-type: none"> ▶ Management would be directly accountable to board, providing increased accountability and less structural management now found in City departments. The board would have to be more willing to take a greater hand in oversight than is currently being done. Some coordination to provide support services to the operation (possibly through a municipal agreement) would be needed.
Ridership and productivity impacts	Ability to attract choice and transit-dependent riders with real time information and other marketing information	<ul style="list-style-type: none"> ▶ If combined with Options 1 or 2, the ability to roll out coordinated or real-time passenger information, fare strategies and other or marketing programs to attract choice riders will be facilitated. ○ Otherwise, there will be no benefit.
Service coordination	Difficulty level to assure timed transfers; ease of use by citizens	<ul style="list-style-type: none"> ▶ If combined with Options 1 or 2, service coordination would be greatly facilitated. There is no benefit unless services are combined with a single operation.
Recognize local community needs and priorities	Ability to respond to operations problems -- day-to-day operations and design issues (customer service)	<ul style="list-style-type: none"> ○ There will be less direct coordination with Public Works, Finance, Policy and other City Departments, so that there may be a loss of community responsiveness to bus operations issues, although many cities have interregional routes from other operators today.
Protect local transit service as requested by local jurisdiction	Ability to get multi-jurisdictional consensus	<ul style="list-style-type: none"> ○ This option would not affect local transit service.
Flexibility to meet local needs	Ability to respond to specific local requests for service changes	<ul style="list-style-type: none"> ◀ The system will have less flexibility to providing local service, as the route system would be segregated more clearly.
Capacity to deliver new service while maintain existing service	Ability to grow efficiently while maintaining effectiveness	<ul style="list-style-type: none"> ▶ If operations are centralized with one provider for inter-city service, If new funding becomes available, the larger organization with direct oversight is able to quickly implement new programs.
Ability to leverage additional funding	Ability to compete for regional/state discretionary funds	<ul style="list-style-type: none"> ▶ If combined with Options 1 or 2 or another operator, a new joint agency will represent more riders, and the staff will be able to be more focused at regional and state levels, especially with competitive grants. Alone, this will not be of benefit as there will be another new transit operator.
Implementation needs/requirements (e.g., legal, financial)	Ability to implement necessary support services and resources within new structure	<ul style="list-style-type: none"> ◀ There will be additional negotiations needed to oversee the support services currently provided by the cities.

Option 5: Functional Consolidation

Study Criteria	Examples	Findings of Option 5: Functional Consolidation
Cost effectiveness	Provide service to the most riders per hour	▶ If a comprehensive MOU allocates more responsibilities in service planning and project development to a single entity, the entity could provide more specialized talent with the right expertise.
Efficient use of resources – equipment, facilities, personnel	Strategic utilization of costly equipment, facilities and personnel	▶ If a comprehensive MOU identifies and assigns resources towards a specific skill area (such as real-time information systems or driver training), the entity can provide better and more efficient specialized talent.
Service efficiency	Efficiency gains from route layout changes	▶ This option does not affect service directly, but route layout expertise could be focused.
Improved governance – accountability to public and community	Usefulness and accountability of governing body	▶ MOU would clarify roles of transit supporting functions between the operators and STA.
Streamlined decision making	Usefulness and directness of management (fewer bureaucracy layers)	▶ MOU would clarify roles of transit supporting functions between the operators and a functional coordination agency.
Ridership and productivity impacts	Ability to attract choice and transit-dependent riders with real time information and other marketing information	○ Countywide real-time travel information could be implemented, but coordination with multiple operators would be required.
Service coordination	Difficulty level to assure timed transfers; ease of use by citizens	○ Dispersed responsibility will establish new specialty resource, but will also require that coordination with multiple operators continue.
Recognize local community needs and priorities	Ability to respond to operations problems -- day-to-day operations and design issues (customer service)	○ Dispersed responsibility will establish new specialty resource, but will also require that coordination with multiple operators continue.
Protect local transit service as requested by local jurisdiction	Ability to get multi-jurisdictional consensus	▶ MOU would clarify roles of transit supporting functions between the operators and STA.
Flexibility to meet local needs	Ability to respond to specific local requests for service changes	◀ The system will have less flexibility to providing local service, as the route system would be segregated more clearly.
Capacity to deliver new service while maintain existing service	Ability to grow efficiently while maintaining effectiveness	○ This option would not directly improve the capacity to deliver new service, although it would be more aggressive in pursuing new funding to enable additional service.
Ability to leverage additional funding	Ability to compete for regional/state discretionary funds	▶ If a comprehensive MOU allocates more responsibilities in service planning, grant application processing and project development to a single entity, the entity can provide more specialized talent.
Implementation needs/requirements (e.g., legal, financial)	Ability to implement necessary support services and resources within new structure	◀ There will be additional negotiations needed to oversee the support services currently provided by the cities.

Option 6: Full Consolidation

Study Criteria	Examples	Findings of Option 6: Full Consolidation
Cost effectiveness	Provide service to the most riders per hour	<ul style="list-style-type: none"> ▶ A joint agency will be able to assign transit service more effectively between the four cities. Complications will occur in that urbanized areas are different so that complex funding tracking will be required.
Efficient use of resources – equipment, facilities, personnel	Strategic utilization of costly equipment, facilities and personnel	<ul style="list-style-type: none"> ▶ Buses could be operated out of two or three facilities. New facilities in North County would increase capital costs initially but could save long-run operations costs. Urbanized funding sources may create administrative barrier, reducing the ability to share resources.
Service efficiency	Efficiency gains from route layout changes	<ul style="list-style-type: none"> ▶ Through-routing between Vallejo, Benicia, Fairfield, Vacaville, Dixon, Rio Vista and Suisun City possible with both local and inter-city routes.
Improved governance – accountability to public and community	Usefulness and accountability of governing body	<ul style="list-style-type: none"> ▶ A direct agency board would provide direct guidance on managing funds and administering service. Suisun City and Solano County could have board representation for transit operations.
Streamlined decision making	Usefulness and directness of management (fewer bureaucracy layers)	<ul style="list-style-type: none"> ▶ Management would be directly accountable to board, providing increased accountability and less structural management now found in City departments. The board would have to be more willing to take a greater hand in oversight than is currently being done. Some coordination to provide support services to the operation (possibly through a municipal agreement) would be needed.
Ridership and productivity impacts	Ability to attract choice and transit-dependent riders with real time information and other marketing information	<ul style="list-style-type: none"> ▶ The ability to attract choice riders will be improved with a greater awareness of the transit system coverage area. New technologies will also be easier to implement for all County residents.
Service coordination	Difficulty level to assure timed transfers; ease of use by citizens	<ul style="list-style-type: none"> ▶ A single operator enables easier timed transfer route design and implementation. All routes in the County would be under one operator.
Recognize local community needs and priorities	Ability to respond to operations problems -- day-to-day operations and design issues (customer service)	<ul style="list-style-type: none"> ◀ Operator would need to coordinate with multiple Public Works, Finance, Policy and other departments. This may result in less direct community responsiveness with individual cities to bus operations issues.
Protect local transit service as requested by local jurisdiction	Ability to get multi-jurisdictional consensus	<ul style="list-style-type: none"> ◀ Oversight by all jurisdictions would improve service delivery. Local fixed-route and paratransit systems operate with unique direction and client familiarity, so that there is more unwillingness to abdicate this service. No strong consensus for this option.
Flexibility to meet local needs	Ability to respond to specific local requests for service changes	<ul style="list-style-type: none"> ◀ The system will have less flexibility given the current funding organization. The ability for a city to provide for in-kind services will no longer exist, although some cities may also have used transit staff time for other City tasks.
Capacity to deliver new service while maintain existing service	Ability to grow efficiently while maintaining effectiveness	<ul style="list-style-type: none"> ▶ If new funding becomes available, the larger organization with direct oversight is able to quickly implement new programs.
Ability to leverage additional funding	Ability to compete for regional/state discretionary funds	<ul style="list-style-type: none"> ▶ A new joint agency will represent more riders, and the staff should be able to be more focused at regional and state levels, especially with competitive grants.
Implementation needs/requirements (e.g., legal, financial)	Ability to implement necessary support services and resources within new structure	<ul style="list-style-type: none"> ◀ There will be additional negotiations needed to oversee the support services currently provided by the cities. The various systems also operate with different fixed-route and paratransit services, so that standardization would be difficult.

Solano
Transit Consolidation Study

Summary of 7 Options

- **Option 1: South County Consolidation**
- **Option 2: South/Central County Consolidation**
- **Option 4a: All Paratransit and interregional Fixed Route Consolidation**
- **Option 4b: All interregional Paratransit and Fixed Route Consolidation**
- **Option 4c: All interregional Fixed Route Consolidation**
- **Option 5: Functional Consolidation**
- **Option 6: Full Countywide Consolidation**

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Solano
Transit Consolidation Study

Option 1: South County Consolidation

- **Vallejo Transit + Benicia Breeze**
- **Potential Advantages**
 - Optimized route structure
 - Paratransit coordination improvements
 - Better regional leverage
 - Direct oversight by board
 - Dedicated TDA/STA funding
- **Potential Disadvantages**
 - Unavailability of other revenue sources outside of transit
 - Resolution of consolidation issues – fares / facilities / equipment / contracts
 - Less local control

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TRANSIT CONSULTANTS

Option 1: South County Consolidation

New Operator

Local Bus
interregional Bus
Local Paratransit
interregional
Paratransit



DKS Associates

Option 2: South/Central County Consolidation

- Vallejo Transit + Benicia Breeze + Fairfield and Suisun Transit + Fairfield DART
- Potential Advantages
 - Paratransit coordination improvements
 - Optimized route structure
 - Significantly better regional leverage
 - Direct oversight by board
 - Dedicated TDA/STA funding
 - Suisun City representation
- Potential Disadvantages
 - Unavailability of other revenue sources outside of transit
 - Resolution of consolidation issues – fares / facilities / equipment / contracts
 - Less local control

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Option 2: South/Central County Consolidation

New Operator:

Local Bus
Interregional Bus
Paratransit

Local Paratransit
Interregional



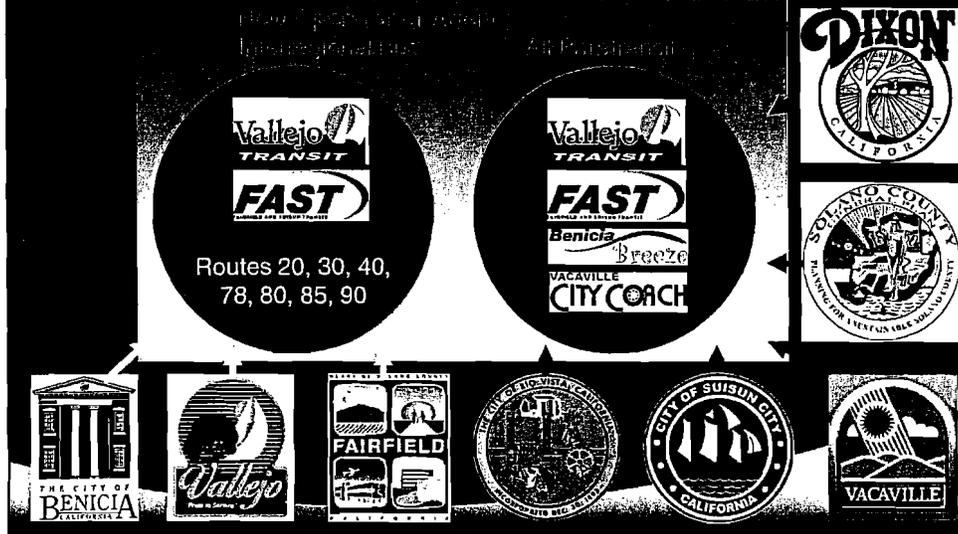
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Option 4a: All Paratransit and Interregional Fixed Route Consolidation

- All Interregional Routes: Vallejo 78/80/85 + Benicia 76 + Fairfield and Suisun Transit 20/30/40/90
- All Local and Interregional Senior/Disabled Paratransit: Vallejo Transit RunAbout + Benicia Breeze RunAbout + Fairfield-Suisun Transit DART + Vacaville City Coach Special Services + Solano Paratransit
- Potential Advantages
 - Paratransit coordination improvements
 - Direct oversight by board
 - Optimized interregional routing responsiveness
 - Dedicated TDA/STA funding through agreement
 - Suisun City and Solano County representation
- Potential Disadvantages
 - Unavailability of other revenue sources outside of transit
 - Resolution of consolidation issues – fares / facilities / equipment / contracts
 - No reduction in number of operators
 - No change in regional representation

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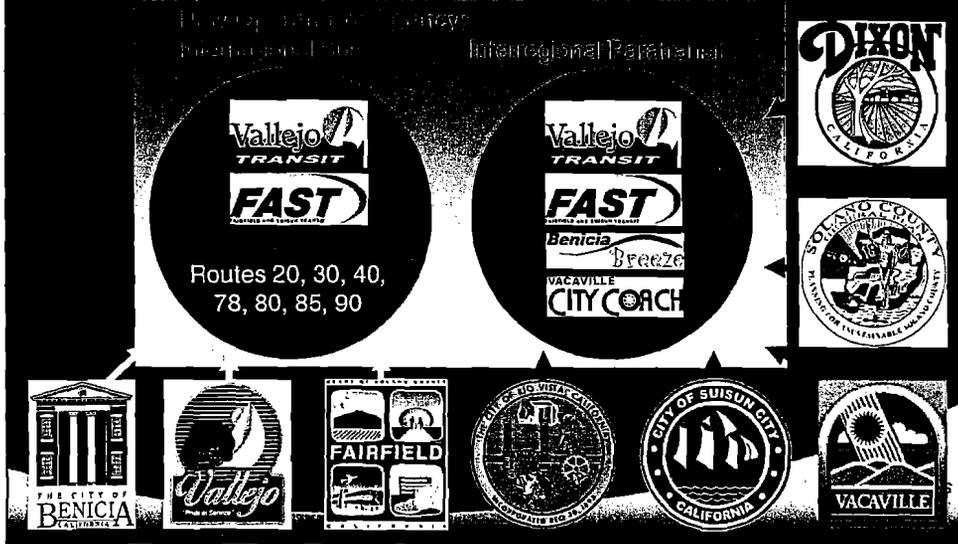
Option 4a: All Paratransit and Interregional Fixed Route Consolidation



Option 4b: Interregional Paratransit and Fixed Route Consolidation

- All Interregional Routes: Vallejo 78/80/85 + Fairfield and Suisun Transit 20/30/40/90
- All Interregional Senior/Disabled Paratransit: Vallejo Transit RunAbout + Benicia Breeze RunAbout + Fairfield-Suisun Transit DART + Vacaville City Coach Special Services + Solano Paratransit
- Potential Advantages
 - Paratransit coordination improvements
 - Direct oversight by board
 - Optimized interregional routing responsiveness
 - Dedicated TDA/STA funding through agreement
 - Suisun City and Solano County representation
- Potential Disadvantages
 - Unavailability of other revenue sources outside of transit
 - Resolution of consolidation issues – fares / facilities / equipment / contracts
 - No reduction in number of operators
 - No change in regional representation

Option 4b: All Paratransit and Interregional Fixed Route Consolidation



Option 4c: All Interregional Fixed Route Consolidation (No Paratransit)

- All Interregional Routes: Vallejo 78/80/85 + Fairfield and Suisun Transit 20/30/40/90
- All Local and Interregional Senior/Disabled Paratransit: Vallejo Transit RunAbout + Benicia Breeze RunAbout + Fairfield-Suisun Transit DART + Vacaville City Coach Special Services + Solano Paratransit
- Potential Advantages
 - Paratransit coordination improvements
 - Direct oversight by board
 - Optimized interregional routing responsiveness
 - Dedicated TDA/STA funding through agreement
 - Suisun City and Solano County representation
- Potential Disadvantages
 - Unavailability of other revenue sources outside of transit
 - Resolution of consolidation issues – fares / facilities / equipment / contracts
 - No reduction in number of operators
 - No change in regional representation

Option 4c: All Paratransit and Interregional Fixed Route Consolidation

FAST
Vallejo Transit



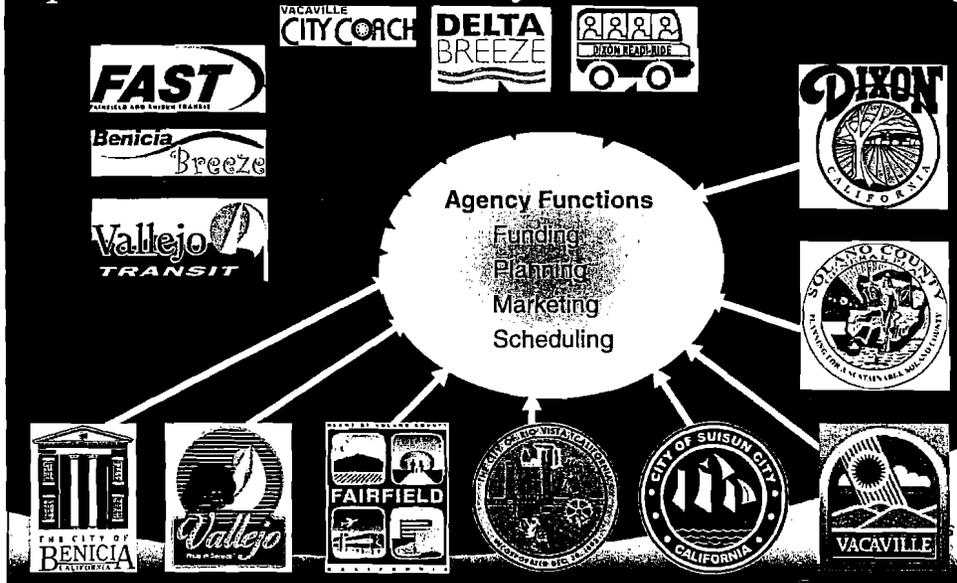
Routes 20, 30, 40,
78, 80, 85, 90



Option 5: Functional Countywide Consolidation

- Funding, planning, marketing, scheduling coordination
- No change in operators
- Increased role through joint powers agreement (probably STA)
- Potential Advantages
 - Significantly better regional leverage
 - Optimized interregional routing responsiveness
 - Paratransit coordination improvements
 - Direct oversight by board
 - Suisun city and Solano county representation
- Potential Disadvantages
 - No reduction in operators
 - Less local control of some staff functions
 - Additional coordination time

Option 5: Functional Countywide Consolidation



Option 6: Total Countywide Consolidation

- Vallejo Transit + Benicia Breeze + Fairfield and Suisun Transit + Vacaville City Coach + Dixon Read-Ride + Rio Vista Delta Breeze
- Potential Advantages
 - Optimized route structure
 - Paratransit coordination improvements
 - Significantly better regional leverage
 - Direct oversight by board
 - Dedicated TDA/STA funding
 - Suisun City and Solano County representation
- Potential Disadvantages
 - Unavailability of other revenue sources outside of transit
 - Resolution of consolidation issues – fares / facilities / equipment / contracts
 - Less local control

Option 6: Total Countywide Consolidation



Task 1 Report Findings

- Detailed Financial Projections
- Facilities Analysis
- Support Staff Analysis
- Paratransit Services

- SUMMARY GRAPH IN PREPARATION

Task 2 Findings by Option

Study Criteria	1	2	4a	4b	4c	5	6
Cost effectiveness	▶	▶	▶ or ○	▶ or ○	▶ or ○	▶	▶
Efficient use of resources – equipment, facilities, personnel	▶	▶	▶ or ○	▶ or ○	▶ or ○	▶	▶
Service efficiency	▶	▶	○	○	○	▶	▶
Improved governance – accountability to public and community	▶	▶	▶	▶	▶	▶	▶
Streamlined decision making	▶	▶	▶	▶	▶	▶	▶
Ridership and productivity impacts	▶	▶	▶ or ○	▶ or ○	▶ or ○	○	▶

DKS Associates

Task 2 Findings by Option

Study Criteria	1	2	4a	4b	4c	5	6
Service coordination	▶	▶	▶	▶	▶	○	▶
Recognize local community needs and priorities	◀	◀	◀	◀	◀	○	▶
Protect local transit service as requested by local jurisdiction	▶	◀	◀	◀	○	▶	▶
Flexibility to meet local needs	○	○	○	◀	○	◀	▶
Capacity to deliver new service while maintain existing service	▶	▶	▶	▶	▶	○	▶
Ability to leverage additional funding	▶	▶	▶	▶	▶	▶	▶
Implementation needs/requirements (e.g., legal, financial)	◀	◀	◀	◀	◀	◀	▶

DKS Associates

Recommendations for Consideration

- Option 1: South County Consolidation
- Option 4C: Interregional Service
- Option 4C: Paratransit Operations
- Capital Projects
- Strategic Implementation for Next 3 Years

Recommendation: Option 1

- South County JPA
 - Strong community support for transit service
 - Strong local support among leaders
 - Same urbanized area
 - Shared near-term funding challenges
 - Benefits from shared facilities
 - Potential benefits from interlined service
 - Model of JPA for transit
- JPA to operate all services
 - Local service
 - Interregional service
 - Paratransit service
- Capital projects to remain with Cities

Recommendation: Option 4C Interregional Service

- Routes 30,40, 78, 80 and 90
- Provide service through one operator
- Provide direct oversight at elected official level
- Work towards details of oversight and management in next year
- Continue implementing capital projects through

Recommendation: Options 4C Paratransit Operations

- Solano Paratransit Review and Alternatives Study Recommendations
- Initial recommendations include:
 - Transition plan for decentralized service
 - Dissolve Solano Paratransit
 - Direct registered passengers to local providers
- STA role in paratransit
 - Funding equipment
 - Continued coordination with Paratransit Coordinating Committee
 - Update Senior/Disabled Countywide Plan

STA Direction for Operations

- STA to lead coordination with Option 1 South County Consolidation
- STA to lead coordination with Option 4C Interregional Service
- STA role in paratransit
 - Funding equipment
 - Continued coordination with Paratransit Coordinating Committee
 - Update Senior / Disabled Countywide Plan

Capital Projects

- Continue to deliver by local jurisdictions (no change)
- STA and operators to help obtain funding as needed

Three-Year Implementation: 2009/2010

- Support South County consolidation transition into one bus option
- Develop transition plan for interregional service
- Implement dissolving Solano Paratransit

Three-Year Implementation: 2010/2011

- Implement South County consolidation
- Finalize interregional Implementation Plan
- Potential strategy for local funding source dedicated to operations

Three-Year Implementation: 2011/2012

- Implement new interregional oversight and operations
- Evaluate census for effects on local service delivery
 - Urbanized Area status
 - FTA program implementation

Upcoming External Issues

- Concern from continued loss of STAF and decline of TDA revenue
- Stimulus Package (ARRA) funds expire after 2 years
- Transit's role in Climate Action Plan

Next Meeting in Fall 2009

- Present consolidation progress
 - Option 1: South County consolidation
 - Option 4c: Interregional fixed-route consolidation

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DATE: May 28, 2009
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) - Update of Local Agency
Project Lists

Background:

The current Comprehensive Transportation Plan (CTP) for Solano County was adopted by the STA Board in 2005. The 2005 CTP identifies, plans, and prioritizes the transportation needs of Solano County through the year 2030. The STA, as the transportation planning and Congestion Management Agency for Solano County, developed the CTP 2030 in collaboration with its many transportation partners and the public. The CTP includes both policies and specific projects.

In September 2007, the STA Board initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP is the STA's primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and Transit. The STA Board adopted goals and objectives for each of the three elements based on recommendations provided by separate policy committees during the summer and fall of 2008.

Discussion:

Although much of the CTP consists of descriptions and policies, the ultimate purpose of the document is to identify and help implement programs and projects that "*provides mobility, safety and economic vitality*" for the county. The current CTP has a list of capital projects that the 7 cities and the County have identified that will help achieve this goal. With the goals of the new CTP identified and the state of the system reports under development, it is time to ask the jurisdictions to update their communities' list of local priority projects.

There are three changes proposed to the 2009 request, as detailed below:

Call for Projects and Programs. Since the last CTP was adopted, there has been an increasing emphasis locally and regionally on programs as well as capital projects. Transit coordination and ride sharing are examples. For the current CTP update, the cities and county will be asked to identify programs that should be identified in the CTP and considered for funding, and not just capital projects.

Include Caltrans, Capitol Corridor, the Air Districts and WETA. All of the cities and Solano County have submitted projects in the past. In addition, bus transit services are provided by the cities, unlike some counties such as Alameda, where transit is provided by a separate district. However, the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), the Capitol Corridor Joint Powers Authority (CCJPA) and the Water Emergency

Transport Agency (WETA) are major partners in providing roadway and transit (train and ferry) services as well. Both the Bay Area Air Quality Management District (BAAQMD) and the Yolo-Solano Air Quality Management District (YSAQMD) fund transportation-related projects and programs, and are major partners in projects such as Safe Routes to School and climate change planning. It is therefore recommended that Caltrans, CCJPA, BAAQMD, YSAQMD and WETA be asked to submit project lists that can be included in the CTP.

Tiering and General Plan Consistency. The CTP goals state that projects shall be categorized into priority lists or ‘tiers.’ Specifically, the CTP states “Projects and programs will be prioritized as either Tier 1 (can be built or implemented in the next 5 years) or Tier 2 (can be built or implemented in the 5 to 25 year time frame.” In order to be listed as a Tier 1 or Tier 2 project, a jurisdiction must state that the project or program is consistent with that jurisdiction’s General Plan.

There may be, however, projects or programs that are not in a General Plan for any number of reasons. It is therefore recommended that a third category be established for projects or programs that should be identified and considered, but are not yet ready for placement into Tier 1 or Tier 2, this is long term vision.

Attached is a project list, sorted by jurisdiction, of projects listed in the current CTP. Each jurisdiction will be asked to update this list by removing projects which have been completed or are no longer proposed, and adding projects and programs that should be included in the CTP. Projects should be categorized as Tier 1, Tier 2 or Long Term Vision. STA will provide a form to each jurisdiction to use in developing the project list.

STA plans on presenting the completed draft list to the TAC at its August 26, 2009 meeting, and to the STA Board in September. In order to meet that schedule, the project lists must be received by STA no later than August 7th.

The STA Technical Advisory Committee (TAC) reviewed the project list and call for projects at its meeting of May 27th. The TAC unanimously recommended the STA Board authorize the STA Executive Director to request member agencies and partners update the project and program list in the Solano CTP.

Fiscal Impact:

The call for projects will have no direct fiscal impact on the STA budget. Future STA budgets may be impacted by decisions to participate in funding for projects or programs submitted in response to this call for projects.

Recommendation:

Authorize the Executive Director to:

1. Request the 8 member jurisdictions review and update projects and programs to be included in the Solano CTP; and
2. Request Caltrans, MTC, CCJPB, BAAQMD, YSAQMD and WETA identify projects and programs to be included in the Solano CTP.

Attachment:

- A. Projects Listed in 2005 CTP

Local Agency Projects Listed in 2005 CTP

Benicia:

Arterials Element

- Improve I-80/I-680/SR12 Interchange
- Improve I-680/Lake Herman Road Interchange
- Widen I-680 from Benicia Bridge to I-80
- Widen State Park Road Overcrossing at I-780 with bike/ped access
- Construct HOV System on I-80 and I-680
- Install I-780 (E 2nd to E 5th) Auxiliary Lanes
- Install I-780 (Columbus Pkwy to Military West) Aux Lanes
- Improve I-680/Bayshore/Industrial interchange connections
- Improve I-780/Southampton/West 7th interchange ramps
- Improve I-780/East 2nd Street interchange ramps

Alternative Modes Element

- Widen State Park Road Overcrossing I-780 With Bike/Ped Access
- Construct Benicia Bridge Bike Path and Walkway Improvements
- Construct Park Road (Adams to Oak) Bike Path and Walkway Improvements
- Construct First Street Streetscape Project
- Construct 3 New Park-n-Ride Facilities
- Install Bike and Walkway Connections to the Historic Arsenal, Clocktower and Camel Barn Facilities
- Install Bay Trail Shoreline Connections Between Vallejo and the Benicia Bridge
- Install Citywide Bike Path Improvements Per General Plan/ CIP
- Install Citywide Walkway Improvements Per General Plan/ CIP
- Install Citywide Traffic Calming Improvements
- Construct Benicia Intermodal Transportation Station
- Provide Ferry Service to Benicia

Transit Element

- Construct Benicia Multi-modal Rail Station
- Provide ferry service to Benicia
- Provide more joint bus operations
- Improve or replace bus shelters
- Construct transfer facilities (initial transit stop for Benicia Industrial park at Park Road/Industrial Way)
- Improve transit schedules
- Increased transit marketing
- Increase transit service and routes

Dixon:

Arterials Element

- Widen I-80 from Leisure Town Rd. to Kidwell Rd.
- Improve I-80/Pedrick Rd. Interchange
- Improve I-80/SR 113 Interchange
- Improve I-80/Pitt School Rd. Interchange
- Improve I-80/West A St. Interchange
- Conduct MIS for SR 113 from I-80 to SR 12
- Overlay SR 113 from H St. South to City Limit
- Work toward the relocation of SR 113 to Kidwell Road

Alternative Modes Element

City Bikeway Plan

- Provide a grade separated pedestrian crossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center
- Intercity Bike Routes (to Vacaville)
- Downtown Streetscape Project (Phases 2 & 3)
- Dixon Multimodal Transportation Center
- Alternative vehicle partnerships
- Air quality projects
- Add additional park and ride lots along the I-80 Corridor

Transit Element

- Dixon Multi-modal Rail Station/Transportation Center
- Increased transit operating hours
- Increase transit rolling stock
- Increase transit personnel
- Additional intercity express bus routes
- Transition to fixed route system

Fairfield:Arterials Element

Improve I-80/I-680/SR 12 Interchange
Improve I-80/Green Valley Rd. Interchange
Improve I-80 from Red Top Rd. to I-505
Construct auxiliary lanes on I-80 from Travis Blvd to Air Base Pkwy
Improve I-80/N. Texas St. Interchange
Construct I-80 HOV lanes between I-680 and Cherry Glen (Phase 1)
Construct remaining portions of I-80 HOV lanes from I-680 to I-505 (Phase 2)
Improve I-80/Suisun Valley Rd. Interchange
Relocate truck scales on I-80 at SR 12
Improve SR 12 West from I-80 to SR 29
Improve SR 12 East from I-80 to Rio Vista
Construct Jepson Parkway
Construct North Connector
Widen Air Base Pkwy at intersections
Widen Cement Hill Rd. from Clay Bank Rd. to Peabody Rd.
Construct Peabody Road Bridge overcrossing at Union Pacific Railroad
Construct SR 12 and Red Top Road/Business Center Drive Interchange
Construct I-80/Red Top Road Interchange
Construct I-680 and Red Top Road Interchange
Construct SR 12 and Pennsylvania Avenue Interchange

Transit Element

McGary Road Bike Path
Blossom/UPRR Pedestrian Grade Separation
Linear Park Path
Fairfield/Vacaville Intermodal Train Station
Jepson Parkway Bike Path
Laurel & LedgeWood Creek Bike Paths
Union Creek Pedestrian/Bike Path
I-80/Red Top Park-and-ride lot
I-680/Industrial Way Park-and-ride lot
I-680 Gold Hill Park-and-ride lot
Downtown Multimodal Project
City Gateway Projects: 1-80/N. Texas, 1-80/W.
Texas, SR 12/Pennsylvania, SR 12/Beck. 1-80/Red Top
North Texas Street Transit Hub Access to Teen Center

Alternative Modes Element

Fairfield/Vacaville Multi-modal Rail Station
Expand Fairfield Transportation Center
Acquire Land and Develop Transit Operations Center
Commuter Information Systems (GPS)
ADA Access at bus facilities
Expand local bus service
Expand express bus service
Construct N. Texas Bus Transfer Facility
Provide change of mode facilities

Rio Vista:

Arterials Element

- Improve SR 12 East from I-80 to Rio Vista @ SR 12
- Implement SR 12 Major Investment Study
- Improve SR12 Corridor through Rio Vista
- Improve Church and Amerada Intersections
- Complete SR12 Bridge Study across Sacramento River
- Increase SR 12 bridge capacity across Sacramento River

Alternative Modes Element

- Waterfront Bikeways
- General Plan Pedestrian/Bike System
- SR 12 Pedestrian Underpass
- Riverfront Access Signage Project
- SR 12/Church Park-and-ride lot
- SR 12/Waterfront Streetscape Project
- Community Design Program

Transit Element

- Construct Ferry Dock
- Provide intermodal transit centers for fixed intercity routes to BART and Rail
- Intra-city shuttle bus

Solano County:

Arterials Element

- Widen I-80 from Leisure Town Rd. to Kidwell Rd.
- Widen I-80 from Vallejo to SR 37
- Improve I-80/I-680/SR 12 Interchange
- Improve SR 12 West from I-80 to SR 29
- Improve SR 12 East from I-80 to Rio Vista
- Construct Jepson Parkway
- Construct the North Connector
- Widen Peabody Rd. from Markley Ln. to Vacaville city Limit

Alternative Modes Element

- Old Town Cordelia Improvement Project
- Pleasants Valley Road Bike Route
- Jepson Parkway Bike Path and Landscaping Project
- Green Valley Corridor Landscaping Project
- Reopening of McGary Road
- Vacaville-Dixon Bike Route
- Fulton Avenue Sidewalk
- Solano County Bridge Replacements to Provide Pedestrians and Bicycles

Transit Element

- Solano Paratransit support
- More joint bus operations
- Subsidized paratransit taxi service
- Expand regional express bus service
- Study the consolidation of intercity transit services
- Support Solano County paying its fair share for transit services provided to unincorporated residents by others

Suisun City:

Arterials Element

- Improve I-80/I-680/SR12 Interchange
- Improve SR 12 West from I-80 to SR 29
- Improve SR 12 East from I-80 to Rio Vista
- Widen SR 12 from I-80 to Walters Rd.
- Improve median on SR 12 from Marina Blvd to Walters Rd.
- Construct Jepson Parkway
- Improve Cordelia Rd. from I-680 to SR 12

Alternative Modes Element

- SR 12 Pedestrian/Bike Gap Closure Path
- Driftwood Waterfront Pedestrian Plaza
- Petersen Road Bike Path
- Blossom/UPRR Pedestrian Grade Separation
- SR 12 Pedestrian Path (south side)
- Suisun Marsh Pedestrian/Bike Path
- Park-and-ride lot Landscape Project
- Eastern Suisun City Park-and-ride lot
- Main Street Improvements (Phase 2)
- Rail Station Improvements
- Union Pacific Railroad Sound Walls
- Kellogg Street Waterfront Improvements

Transit Element

- Improve and provide additional bus shelters
- Provide express bus from Lawler Ranch
- Provide direct bus connections to rail station

Vacaville:Arterials Element

- Construct HOV lanes on I-80 from Fairfield to Vacaville
- Widen I-80
- Improve I-80/Leisure Town Rd. interchange
- Improve I-80/Cherry Glen Rd. interchange
- Weave correction at I-80/I-505 interchange
- Improve I-505/Vaca Valley Pkwy interchange
- Widen and extend Vaca Valley Pkwy from Leisure Town Rd. to Browns Valley Rd.
- Widen Elmira Rd. from Allison Dr. to Peabody Rd.
- Construct Jepson Parkway

Alternative Modes Element

- Ulatis Creek and Alamo Creek Bike Routes
- Centennial Park Bike Route
- Bicycle signage and markings
- Bicycle route landscaping
- Downtown Multi-Family Housing Program
- Electric Vehicle Subsidy Program
- Electric Vehicle Charging Station Program
- Fleet replacement with alternative fuels

Transit Element

- Vacaville Bus Terminal and Transfer Facility (Downtown)
- Timed Transfer Station near Ulatis Center
- New Transit Yard
- More joint bus operations
- Expand local bus service
- Additional transit vehicles and commuter buses
- Improve Security
- Increase Bus Routes

Vallejo:**Arterials Element**

Construct HOV lanes and improve interchanges on I-80 from Carqinez Bridge to SR 37
Improve I-80/American Canyon Rd. interchange
Widen SR 37 from Napa River Bridge to SR 121
Improve SR 37/Mare Island Interchange and On-Island Roadways
Improve SR 29 through Vallejo
Widen Columbus Pkwy from Benicia Rd. to SR 37
I-80 Auxiliary Lanes Project

Alternative Modes Element

Bay Trail Completion
I-80/Turner Overcrossing Bike Lanes
Blue Rock Springs Pedestrian/Bike Path
Columbus Parkway Pedestrian/Bike Path
I-780 Pedestrian/Bike Grade Separation
Fairgrounds Drive Pedestrian/Bike Path
Broadway Pedestrian/Bike Path
Mare Island Pedestrian & Bike System
Curtola Park-and-ride lot expansion
Ferry transit-oriented development
Investigate water taxi stops at Mare Island
Sonoma Blvd/ SR29 TLC Corridor

Transit Element

Vallejo Ferry Terminal Intermodal Terminal
Vallejo Ferry Terminal Parking Structure
New ferries (3rd and 4th vessels)
Upgrade/expand maintenance facilities
Vallejo SRTP transit capital program
Vallejo SRTP operating revenues
Expand regional and local bus service
Expand paratransit
Improve Mare Island maintenance facilities
Upgrade Sereno Bus Transfer Facility
Upgrade York & Marin Bus Transfer Facility
Vallejo Station Intermodal Parking and transfer center
Provide evening and weekend bus service
Expand Capitol Corridor rail service
Napa Valley rail service to Ferry Terminal
Vallejo-Fairfield rail service
Mare Island Bus Service Phase 1 and 2



DATE: June 1, 2009
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

STA staff monitors state and federal legislation pertaining to transportation and related issues. The STA Board-approved 2009 Legislative Priorities and Platform provides policy guidance on transportation legislation and activities during 2009. Attachment A is an updated STA legislative bill matrix.

Discussion:

State Legislation:

A memo outlining the various measures related to reducing the threshold for local sales tax and bond measures from 2/3 to 55% (Attachment B) is provided as background. This has become a more significant issue recently in light of continuing state budget cuts that reduce available funds for transportation infrastructure. The STA Board has already taken a position of support on ACA 9 (Huffman). While the Technical Advisory Committee (TAC) has not had opportunity to review this recommendation, staff proposes that the STA Board approve a position of support on ACA 15 (Arambula) based on their consistency with STA Legislative Priority #5:

#5: "Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures."

The STA-sponsored AB 1219 (Evans) legislation enabling the STA to directly claim up to 2% of TDA funds from MTC as a transit planning agency passed off of the Assembly Floor and is waiting for a hearing with the Assembly Transportation and Housing Committee. Our state legislative advocate is pursuing this bill as an urgency item due to the positive support the bill has gained. If it is approved as an urgency item, AB 1219 would become effective as soon as the Governor signs the bill (potentially in July or August), instead of January 1, 2010.

Attachment C is a brief memo summarizing the Governor's May Revision of the state budget for 2009-10, outlining the negative impact particularly on transit in California. Attachment D is the monthly report from Shaw/Yoder, Inc., further outlining state legislative activities.

Federal:

The Senate committee on Commerce, Science, and Transportation issued a press release (Attachment E) introducing its National Surface Transportation Policy Bill. The bill, which is in skeletal form without a number assigned is included as Attachment F.

Attachment G is the monthly report from Akin Gump outlining federal legislative activities. Of particular note is the listing of appropriations and reauthorization requests submitted for projects in Solano County by our congressional representatives.

Recommendation:

Approve a position of support for Assembly Constitutional Amendment (ACA) 15 (Arambula).

Attachments:

- A. STA Legislative Matrix
- B. State Voter Threshold Measures (Shaw/Yoder)
- C. Governor's 2009-10 May Revision Summary (Shaw/Yoder)
- D. State Legislative Report (Shaw/Yoder)
- E. National Surface Transportation Policy Bill Press Release
- F. National Surface Transportation Plan Bill (Rockefeller/Lautenberg)
- G. Federal Legislative Report (Akin Gump)



Solano Transportation Authority

LEGISLATIVE MATRIX

2009-2010 State and Federal Legislative Session

June 1, 2009

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City CA 94585-2427

Telephone: 707-424-6075

Fax: 707-424-6074

<http://www.solanolinks.com/programs.html#lp>

STATE Legislation:

Bill Number/Topic	Location	Summary	Position
<u>AB 277</u> <u>Ammiano</u> (D) Transportation: local retail transaction and use taxes: Bay Area.	Amended 05/11/09; To SEN Com. On Rules 05/21/2009	The Bay Area County Traffic and Transportation Funding Act establishes a process for each of the 9 counties in the San Francisco Bay Area to impose a retail transactions and use tax for transportation purposes subject to voter approval. Existing law provides for a county transportation expenditure plan to be developed in that regard, with expenditures from tax revenues to be administered by a county transportation authority, or, alternatively, by the Metropolitan Transportation Commission. Existing law requires the membership of a county transportation authority to be specified either in the county transportation expenditure plan or in the retail transactions and use tax ordinance. This bill would delete the option of specifying the membership of the authority in the retail transactions and use tax ordinance.	Watch
<u>AB 744</u> <u>Torrico</u> (D) Transportation: Bay Area high-occupancy vehicle network.	ASM second reading 06/01/09	This bill would authorize the Bay Area Toll Authority to acquire, construct, administer, and operate a value pricing high-occupancy vehicle network program on state highways within the geographic jurisdiction of the Metropolitan Transportation Commission, as specified. The bill would authorize capital expenditures for this program to be funded from program revenues, revenue bonds, and revenue derived from tolls on state-owned toll bridges within the geographic jurisdiction of MTC.	Support
<u>AB 1219</u> <u>Evans</u> (D) Public transportation: Solano Transportation Authority.	SEN Transportation and Housing Comm..	The Transportation Development Act, also known as the Mills-Alquist-Deddeh Act, provides for the allocation of local transportation funds in each county from 1/4 of 1% of the sales tax to various transportation purposes, including transportation planning, transit operations, and in some cases, local streets and roads. The act is administered by the transportation planning agency having jurisdiction and specifies the sequence of allocations to be made by that agency to eligible claimants. This bill would authorize the Solano Transportation Authority, a joint powers agency, to file a claim with the transportation planning agency for up to 2% of local transportation funds available to the county and city members of the authority for countywide transit planning and coordination relative to Solano County. Bill contains other related provisions and existing laws.	Sponsor and support

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ATTACHMENT A

Bill Number/Topic	Location	Summary	Position
<p><u>AB 1414</u> <u>Hill (D)</u></p> <p>Transportation planning. Health & Safety: Controlled Substances</p>	<p>Amended 04/30/09 to irrelevant subject.</p>	<p>Existing law provides for apportionment of federal funding to the state for allocation to metropolitan planning organizations for the purpose of transportation planning activities. This bill would make a nonsubstantive change to these provisions.</p>	
<p><u>ACA 9</u> <u>Huffman (D)</u></p> <p>Local government bonds: special taxes: voter approval.</p>	<p>To ASM Com. On REV/TAX 06/15/09</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, or city and county to service bonded indebtedness, incurred to fund specified public improvements, facilities, and housing, and related costs, that is approved by 55% of the voters of the city, county, or city and county, as applicable. This additional exception would apply only if the proposition approved by the voters results in bonded indebtedness that includes specified accountability requirements. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p><u>ACA 10</u> <u>Torlakson (D)</u></p> <p>Taxation: Education Finance District: special tax</p>	<p>To ASM Third reading 06/01/09</p>	<p>Would amend the California Constitution to lower the constitutional vote requirement for approval of a special tax to be levied by an education finance district from two-thirds to a majority of the district voters. It is supported by several within the education community. The California Association of Realtors and California Taxpayers' Association are in opposition.</p>	
<p><u>ACA 15</u> <u>Arambula (D)</u></p> <p>Local government transportation projects: special taxes: voter approval</p>	<p>To ASM Third reading 06/01/09</p>	<p>Would lower the constitutional vote requirement for approval of a special tax to provide funding for local transportation projects from two-thirds to a 55% majority. The CA State Association of Counties, CA Transit Association, Sacramento Regional Transit District, Santa Clara Valley Transportation Authority, and Self-Help Counties Coalition are in support. The California Association of Realtors, Cal-Tax, and Howard Jarvis Taxpayers Association are in opposition.</p>	

Bill Number/Topic	Location	Summary	Position
<p><u>SB 205</u> <u>Hancock (D)</u></p> <p>Traffic congestion: motor vehicle registration fees.</p>	<p>To third SEN reading 06/01/09</p>	<p>Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes. The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may only be used to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.</p>	<p>Support</p>
<p><u>SCA 6</u> <u>Simitian (D)</u></p> <p>Taxation: educational entities: parcel tax.</p>	<p>SEN Elections, Reapportionmnt & Const Amend 06/15/09</p>	<p>The bill would lower from 2/3 to 55% the threshold of voter approval necessary for school districts to enact parcel taxes. This is a companion measure to ACA 10. It is supported by several within the education community. The California Taxpayers' Association and California Association of Realtors are in opposition.</p>	
<p><u>SCA 12</u> <u>Kehoe (D)</u></p> <p>Public safety services: local government.</p>	<p>SEN Elections, Reapportionmnt & Const Amend 06/15/09</p>	<p>The bill would lower from 2/3 to 55% the threshold of voter approval necessary for special taxes and bonded indebtedness for specified fire protection and public safety purposes. The California Professional Firefighters, California State Association of Counties, California Department of Forestry Firefighters, among others are in support. The California Taxpayers' Association and California Association of Realtors are in opposition.</p>	
<p><u>SB 716</u> <u>Wolk (D)</u></p> <p>Local transportation funds.</p>	<p>Amended 05/12/09 Held at desk after ASM first reading.</p>	<p>Existing law requires that 1/4% of the local sales and use tax be transferred to the local transportation fund of the county and be allocated, as directed by the transportation planning agency, for various transportation purposes. This bill would authorize a county, city, county transportation commission, or transit operator to file a claim for an allocation of funds for vanpool service operation expenditures and capital improvement expenditures, including for vanpool services for purposes of farmworker transportation to and from work.</p>	<p>Watch</p>

FEDERAL Legislation:

Bill Number/Topic	Location	Summary	Position
<u>HR 1571</u> Tauscher (D) Private investment in Commuter Vanpooling Act of 2009	Referred to HOUSE SUBCOMMITTEE ON HWYS & TRANSIT 03/18/09	This bill would amend title 49, United States Code, to permit certain revenues of private providers of public transportation by vanpool received from providing public transportation to be used for the purpose of acquiring rolling stock, and to permit certain expenditures of private vanpool contractors to be credited toward the local matching share of the costs of public transportation projects.	



SHAW/YODER, inc.
LEGISLATIVE ADVOCACY

MAY 20, 2009

To: Board Members, Solano Transportation Authority
Executive Director Daryl Halls

Fm: Joshua W. Shaw, Partner
Gus Khouri, Legislative Advocate
Shaw / Yoder, Inc.

RE: STATE LEGISLATIVE UPDATE- VOTE THRESHOLD MEASURES

There are several measures related to reducing the threshold for local sales tax and bond measures from a 2/3 to 55% -ACA 9 (Huffman), ACA 10 (Torlakson) ACA 15 (Arambula), SCA 6 (Simitian), and SCA 12 (Kehoe). These measures require a 2/3 vote of the legislature and then must be placed before the electorate. It will be nearly impossible for any of these measures to successfully progress through the legislature since they are anathema to the philosophy of the Republican Caucus in the legislature. The 2/3 vote threshold is what gives Republicans in the legislature leverage to negotiate on key fiscal and policy decisions. These measures, however, have been introduced in order to provide local communities with a tool to address funding priorities due to the volatility of state funding.

Constitutional requirements for voter approval of tax measures were initiated with the passage of Proposition 13 in 1978, and solidified with the passage of Proposition 218 in 1996. The latter measure clarified that general taxes for general governmental purposes require approval of a majority of voters, while special taxes for any specified purposes must be approved by two-thirds of voters. Proposition 39, which was narrowly approved by 53% of California voters in 2000, provided an exception to the two-thirds vote requirement for special taxes by authorizing the passage of local school bond measures by approval of 55% of the voters. The following is a brief description of the measures that have been introduced in the 2009-10 Session:

1. ACA 9 (Huffman) is the broadest measure since it allows for all local sales tax and bond measure thresholds to be reduced from 2/3 to 55%. It has overwhelming support from interest groups across the spectrum including: American Federation of State, County and Municipal Employees, AFL-CIO, Association for Los Angeles Deputy Sheriff, Association of California Water Agencies, California Association of Councils of Governments, California Association of Recreation and Park Districts, California Association of Sanitation Agencies, California Fire Chiefs Association, California Library Association, California Park & Recreation Society, California Professional Firefighters, California Public Securities Association, California Rural Legal Assistance Foundation, California Special Districts Association, California State

Association of Counties, California Teachers Association, California Transit Association, East Bay Municipal Utility District, Housing California, League of California Cities, Peace Officer's Research Association of California, and Self-Help Counties Coalition, among others. STA is also in support. The CA Association of Realtors, CalTax, and Howard Jarvis are in opposition.

Status: This bill is awaiting a hearing in the Assembly Revenue and Taxation Committee.

The League of Cities is concurrently spearheading an effort to fund polling for a possible initiative. Several of the aforementioned entities have expressed an interest in pursuing the initiative route and will provide resources for this purpose.

2. ACA 10 (Torlakson) amends the California Constitution to lower the constitutional vote requirement for approval of a special tax to be levied by an education finance district from two-thirds to a majority of the district voters. It is supported by several within the education community. The California Association of Realtors and California Taxpayers' Association are in opposition.

Status: This bill is currently on the Assembly Appropriations Committee Suspense File.

3. ACA 15 (Arambula) lowers the constitutional vote requirement for approval of a special tax to provide funding for local transportation projects from two-thirds to a 55% majority. The CA State Association of Counties, CA Transit Association, Sacramento Regional Transit District, Santa Clara Valley Transportation Authority, and Self-Help Counties Coalition are in support. The California Association of Realtors, Cal-Tax, and Howard Jarvis Taxpayers Association are in opposition.

Status: This bill is currently on the Assembly Appropriations Committee Suspense File.

4. SCA 6 (Simitian) lowers from 2/3 to 55% the threshold of voter approval necessary for school districts to enact parcel taxes. This is a companion measure to ACA 10. It is supported by several within the education community. The California Taxpayers' Association and California Association of Realtors are in opposition.

Status: Senate Revenue and Taxation Committee

5. SCA 12 (Kehoe) lowers from 2/3 to 55% the threshold of voter approval necessary for special taxes and bonded indebtedness for specified fire protection and public safety purposes. The California Professional Firefighters, California State Association of Counties, California Department of Forestry Firefighters, among others are in support. The California Taxpayers' Association and California Association of Realtors are in opposition.

Status: Senate Committee on Elections, Reapportionment, and Constitutional Amendments

In addition to these measures, Senate President pro tempore Darrell Steinberg is pursuing a measure to reduce the vote threshold for passage of the State Budget.



SHAW/YODER, *inc.*
LEGISLATIVE ADVOCACY

May 14th, 2009

To: Board Members, Solano Transportation Authority

Fm: Joshua W. Shaw, Partner
Gus Khouri, Legislative Advocate
Shaw / Yoder, Inc.

RE: GOVERNOR'S 2009-10 MAY REVISION

Governor Schwarzenegger unveiled his May Revision to the 2009-10 State Budget today. Despite signing a budget that addressed a shortfall of \$41.6 billion in late February, the Governor estimates a \$15.4 billion deficit out of an \$88.8 billion General Fund budget for 2009-10 in the absence of any corrective action. This budget assumes the passage of propositions 1A, 1B, 1C, 1D, and 1E on the May 19th ballot. Failure of these measures will add an additional \$5.8 billion deficit, which translates into a \$21.2 billion gap for 2009-10. The Governor cites the worldwide market collapse, the loss of 730,000 jobs (11.2% state unemployment rate as of March 2009) and the decline of personal income for the first time since 1938 in California as the driving factors for the problem.

The May Revision also proposes to borrow \$2 billion from local governments through the suspension of Proposition 1A (repayment must occur within 3 years with interest), a \$3 billion reduction to Proposition 98, \$1 billion reduction to the University of California and California State University systems, tapping a \$2 billion reserve, and borrowing at least \$6 billion.

The budget has one significant impact on transportation, namely transit:

The Governor proposes to divert \$336 million in "spillover revenue" that are projected to accrue in 2009-10 to fund transit bond debt service. Spillover revenues occur when revenue derived from sales taxes on gasoline is proportionately higher in relationship to revenue derived from all taxable sales, and generally reflect higher gas prices.

Proposition 42 appears to be unaffected at this time.

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SHAW/YODER, inc.
LEGISLATIVE ADVOCACY

May 22, 2009

TO: Board Members, Solano Transportation Authority

FROM: Gus Khouri, Legislative Advocate
Shaw/Yoder, Inc.

RE: STATE LEGISLATIVE UPDATE- MAY

2009-10 Governor's May Revision

Anticipating the dismal prospects of the May Special Election, Governor Schwarzenegger unveiled his May Revision on May 14th to the 2009-10 State Budget to illustrate the state's looming deficit shortfall. Despite signing a budget that addressed a shortfall of \$41.6 billion in late February, the Governor estimates a \$15.4 billion deficit out of an \$88.8 billion General Fund budget for 2009-10 in the absence of any corrective action. This budget assumes the passage of Propositions 1A, 1B, 1C, 1D, and 1E on the May 19th ballot. Failure of these measures will add an additional \$5.8 billion deficit, which translates into a \$21.2 billion gap for 2009-10. As predicted, all five of the measures failed passage by more than a 2 to 1 margin. The Governor cites the worldwide market collapse, the loss of 730,000 jobs (11.2% state unemployment rate as of March 2009) and the decline of personal income for the first time since 1938 in California as the driving factors for the problem.

The May Revision also proposes to borrow \$2 billion from local governments through the suspension of Proposition 1A (repayment must occur within 3 years with interest), a \$5 billion reduction to Proposition 98, \$1 billion cut to Medi-Cal, \$1 billion reduction to the University of California and California State University systems, tapping a \$2 billion reserve, selling \$1 billion in state assets (Los Angeles Coliseum, Cal-Expo, and San Quentin State Prison) and borrowing at least \$6 billion.

The May Revision proposes one significant impact on transportation, namely transit: The Governor proposes to divert \$336 million in "spillover revenue" that are projected to accrue in 2009-10 to fund transit bond debt service. Spillover revenues occur when revenue derived from sales taxes on gasoline is proportionately higher in relationship to revenue derived from all taxable sales, and generally reflect higher gas prices. The Governor did not propose a suspension of Proposition 42.

The Department of Finance is expected to release a more detailed budget summary on May 28th.

Legislative Analyst's Office (LAO) Analysis of May Revise

On May 21, the LAO released its analysis of the Governor's 2009-10 May Revise. The LAO states that the state's deficit is \$24 billion, \$3 billion more than the Governor's estimate. Furthermore, the LAO estimates that the state can expect deficits of at least \$15 billion for the next three years if the structural deficit is not addressed. This is due to the reliance on borrowing, one-time stimulus funds, and a temporary sales tax as a result of Proposition 1A (two years rather than five). The LAO states that the Governor's May Revision is a credible start to solving the problem but recommends:

- Rejecting the Governor's proposal to borrow \$6 billion and make cuts instead.
- Suspend Proposition 42 and borrow gas tax subventions from local streets and roads
- Suspend Proposition 1A for local governments. The LAO interprets that an 8 percent across-the board cut is not necessary and that there is flexibility to make adjustments case-by-case.
- That the legislature act within the next month to address the budget year shortfall and spend the remainder of the 2009-10 Session working on solving the structural deficit.

The Governor subsequently issued a press release stating that he is dropping his proposal to borrow \$6 billion and wants to make additional cuts.

Impacts of a Proposition 42 Suspension

In order for a Proposition 42 suspension to occur the Governor must issue an emergency proclamation, and the legislature must approve the suspension by a 2/3 vote. The amount would have to be repaid within three years, with interest. A suspension would have several potential ramifications. For instance, federal stimulus funding that may have been received to help fully fund a project may be compromised if that project assumed a Proposition 42 contribution. The lack of a full funding plan may disqualify the receipt of those funds. Proposition 42 is also basically the only source of funding that is provided for the STIP, with 40% going towards that purpose. The recent diversions of the Public Transportation Account's contribution to the STIP, coupled with the elimination of funding for the State Transit Assistance program, which is flexible and can provide funding for operations and capital expenditures, equates to a double impact of halting funding for transit and highway funding. Furthermore, the state's inability to provide Proposition 1B dollars cuts off yet another avenue for keeping projects on line. Finally, the LAO's recommendation to suspend gas tax subventions means even fewer resources for local streets and roads if accepted by the legislature.

Budget Conference Committee

As a result of the state's fiscal crisis, a Budget Conference Committee has been formed and expanded to 10 members from the traditional six. The Committee will proceed as follows:

- May 21 - Conference Committee will begin with overview of the budget from the Department of Finance (DOF) and Legislative Analyst's Office (LAO) earlier than usual, and May Revision will be heard directly in Conference Committee, rather than first being heard in subcommittee

- May 22 –The State Controller and State Treasurer will testify on the state’s cash issues. The DOF and LAO will also be in attendance.
- May 25-28 – Conference committee will use its meetings to receive public testimony. Each day will focus on a different subject (i.e., education, transportation, health and human services etc.), and the schedule will be published in the Daily File. This will give the public a chance to comment on the Governor’s May Revise proposals, as well as provide suggestions for how the Legislature and Governor should close the \$24 billion budget gap.
- June 1 – Traditional Conference Committee action hearings begin to review the specific proposals of the Administration, and receive the LAO critique. Conferees will also consider the suggestions of citizens and groups who provided testimony during the public testimony days (week of May 26).
- The goal is to have the Conference Committee finish its work by mid-June and put out proposals to the floor to amend the 2009-10 budget package, and to get those passed and in law prior to the start of the fiscal year (July 1).

State Legislative Update

AB 1219 (Evans) is an STA –sponsored bill which would streamline the Transportation Development Act (TDA) by authorizing the Solano County Transportation Authority (STA) to file a claim with the transportation planning agency for up to 2% of local transportation funds available to the county and city members of the authority for countywide transit planning and coordination relative to Solano County.

AB 1219 passed off of the Assembly Floor by a vote of 56 to 22. This bill is currently located in the Senate Transportation & Housing Committee.

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U.S. Senate Committee on Commerce, Science, and Transportation

Senator John D. (Jay) Rockefeller IV, Chairman

For Immediate Release

<http://commerce.senate.gov>

May 14, 2009

Contact: Jena Longo 202-224-7824
Lautenberg Press Office 202-224-3224

CHAIRMEN ROCKEFELLER AND LAUTENBERG INTRODUCE NATIONAL SURFACE TRANSPORTATION POLICY BILL

WASHINGTON, D.C.- Today, Senator John D. (Jay) Rockefeller, IV (D-WV), Chairman of the Senate Committee on Commerce, Science, and Transportation, and Senator Frank Lautenberg (D-NJ), Chairman of the Subcommittee on Surface Transportation, introduced *The Federal Surface Transportation Policy and Planning Act of 2009*. This important legislation establishes a comprehensive and unifying mission for the nation's surface transportation system.

"The United States' population is projected to rise to 420 million people by 2050, a 50 percent increase from the year 2000. This growth will only exacerbate the congestion and mobility challenges that plague our national surface transportation system today. We need to establish a blueprint for a 21st century surface transportation system," said Chairman Rockefeller. "This bill does just that. I look forward to working with my Senate colleagues on this blueprint as we move forward on reauthorizing and reforming the surface transportation programs."

"A national surface transportation policy for our country is long overdue," Senator Lautenberg said. "We need a transportation policy that reestablishes our leadership throughout the world when it comes to transportation – and meets our country's transportation demands for generations to come. This legislation will establish a national policy that improves safety, reduces congestion, creates jobs, and protects our environment."

BACKGROUND

The surface transportation programs authorized under the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU)* enacted in 2005 will expire at the end of this September. The National Surface Transportation Policy and Revenue Study Commission created by SAFETEA-LU and other transportation policy experts have called for the creation of a cohesive national policy with performance-based outcomes, and a fundamental restructuring of the federal surface transportation programs. *The Federal Surface Transportation Policy and Planning Act of 2009* establishes the foundation for making these reforms.

This introduction of *The Federal Surface Transportation Policy and Planning Act of 2009* follows President Obama's proclamation of the week of May 10th as National Transportation Week in recognition of the importance of the transportation infrastructure to our nation's economy and security.

Summary of *The Federal Surface Transportation Policy and Planning Act of 2009*

The Federal Surface Transportation Policy and Planning Act of 2009 would lay out a strategic, integrated plan that will address the challenges to our national infrastructure and federal programs.

Major Goals of *The Federal Surface Transportation Policy and Planning Act of 2009*

- Reduce national per capita motor vehicle miles traveled on an annual basis;
- Reduce national motor vehicle-related fatalities by 50 percent by 2030;
- Reduce national surface transportation-generated carbon dioxide levels by 40 percent by 2030;
- Reduce national surface transportation delays per capita on an annual basis;
- Increase the percentage of system-critical surface transportation assets that are in a state of good repair by 20 percent by 2030;
- Increase the total usage of public transportation, intercity passenger rail services, and non-motorized transportation on an annual basis;
- Increase the proportion of national freight transportation provided by non-highway or multimodal services by 10 percent by 2020; and
- Reduce passenger and freight transportation delays and congestion at international points of entry on an annual basis.

111TH CONGRESS
1ST SESSION

S. _____

To amend title 49, United States Code, to establish national purposes and goals for Federal surface transportation activities and programs and create a national surface transportation plan.

IN THE SENATE OF THE UNITED STATES

MAY —, 2009

Mr. ROCKEFELLER (for himself and Mr. LAUTENBERG) introduced the following bill; which was read twice and referred to the Committee on

A BILL

To amend title 49, United States Code, to establish national purposes and goals for Federal surface transportation activities and programs and create a national surface transportation plan.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Federal Surface Trans-
5 portation Policy and Planning Act of 2009”.

1 **SEC. 2. ESTABLISHMENT OF A NATIONAL SURFACE TRANS-**
2 **PORTATION POLICY AND PLAN.**

3 (a) IN GENERAL.—Chapter 3 of title 49, United
4 States Code, is amended—

5 (1) by redesignating sections 304 through 309
6 as sections 307 through 312;

7 (2) by redesignating sections 303 and 303a as
8 sections 305 and 306, respectively; and

9 (3) by inserting after section 302, the following:

10 **“§ 303. National surface transportation policy**

11 “(a) POLICY.—It is the policy of the United States
12 to develop a comprehensive national surface transpor-
13 tation system that advances the national interest and de-
14 fense, interstate and foreign commerce, the efficient and
15 safe interstate mobility of people and goods, and the pro-
16 tection of the environment. The system shall be built,
17 maintained, managed, and operated as a partnership be-
18 tween the Federal, State, and local governments and the
19 private sector and shall be coordinated with the overall
20 transportation system of the United States, including the
21 Nation’s air, rail, pipeline, and water transportation sys-
22 tems. The Secretary of Transportation shall be responsible
23 for carrying out this policy and for defining the Federal
24 government’s role in the system.

25 “(b) OBJECTIVES.—The objectives of the policy shall
26 be to facilitate and advance—

1 “(1) the efficient connectivity of persons and
2 goods within and between nations, regions, states,
3 and metropolitan areas;

4 “(2) the safety and health of the public;

5 “(3) the security of the nation and the public;

6 “(4) environmental protection and enhance-
7 ment, including the reduction of carbon-related emis-
8 sions;

9 “(5) energy conservation and security, including
10 reducing transportation-related energy use;

11 “(6) international and interstate freight move-
12 ment, trade enhancement, job creation, and eco-
13 nomic development;

14 “(7) responsible land use and sustainable devel-
15 opment;

16 “(8) the preservation and adequate performance
17 of system-critical transportation assets, as defined
18 by the Secretary;

19 “(9) reasonable access to the national surface
20 transportation system for all system users, including
21 rural communities;

22 “(10) sustainable, balanced, and adequate fi-
23 nancing of the national surface transportation sys-
24 tem; and

1 “(11) innovation in transportation services, in-
2 frastructure, and technology.

3 “(c) GOALS.—

4 “(1) IN GENERAL.—The goals of the policy
5 shall be—

6 “(A) to reduce national per capita motor
7 vehicle miles traveled on an annual basis;

8 “(B) to reduce national motor vehicle-re-
9 lated fatalities by 50 percent by 2030;

10 “(C) to reduce national surface transpor-
11 tation-generated carbon dioxide levels by 40
12 percent by 2030;

13 “(D) to reduce national surface transpor-
14 tation delays per capita on an annual basis;

15 “(E) to increase the percentage of system-
16 critical surface transportation assets, as defined
17 by the Secretary, that are in a state of good re-
18 pair by 20 percent by 2030;

19 “(F) to increase the total usage of public
20 transportation, intercity passenger rail services,
21 and non-motorized transportation on an annual
22 basis;

23 “(G) to increase the proportion of national
24 freight transportation provided by non-highway
25 or multimodal services by 10 percent by 2020;

1 “(H) to reduce passenger and freight
2 transportation delays and congestion at inter-
3 national points of entry on an annual basis;

4 “(I) to ensure adequate transportation of
5 domestic energy supplies; and

6 “(J) to maintain or the reduce the percent-
7 age of gross domestic product consumed by
8 transportation costs.

9 “(2) BASELINES.—Within 1 year after the date
10 of enactment of the National Surface Transportation
11 Policy and Planning Act of 2009, the Secretary shall
12 develop baselines for the goals and shall determine
13 appropriate methods of data collection to measure
14 the attainment of the goals.

15 “(d) REQUIREMENTS.—The Secretary, consistent
16 with the plan developed under section 304 and notwith-
17 standing any other provision of law in effect as of the date
18 of enactment of the National Surface Transportation Pol-
19 icy and Planning Act of 2009, shall—

20 “(1) develop appropriate performance criteria
21 and data collections systems for each Federal sur-
22 face transportation program in order to evaluate:

23 “(A) whether such programs are consistent
24 with the policy, objectives, and goals established
25 by this section; and

1 “(B) how effective such programs are in
2 contributing to the achievement of the policy,
3 objectives, and goals established by this section;

4 “(2) using the criteria developed under para-
5 graph (1), annually evaluate each such program and
6 provide the results to the public;

7 “(3) based on the evaluation performed under
8 paragraph (2), make any necessary changes or im-
9 provements to such programs to ensure such consist-
10 ency and effectiveness;

11 “(4) align the availability and award of Federal
12 surface transportation funding to meet the policy,
13 objectives, goals, and performance criteria estab-
14 lished by this section, consistent with the evaluation
15 performed under paragraph (2);

16 “(5) carry out this section in a manner that is
17 consistent with sections 302, 5503, 10101, and
18 13101 of this title and section 101 of title 23 to the
19 extent that such sections do not conflict with the
20 policy, objectives, and goals established by this sec-
21 tion;

22 “(6) review, update, and reissue all relevant
23 surface transportation planning requirements to en-
24 sure that such requirements require that regional,
25 State, and local surface transportation planning ef-

1 forts funded with Federal funds are consistent with
2 the policy, objectives, and goals established by this
3 section; and

4 “(7) require recipients of Federal surface trans-
5 portation funds to annually report on the use of
6 such funds, including a description of—

7 “(A) which projects and priorities were
8 funded with such funds;

9 “(B) the rationale and method employed
10 for apportioning such funds to the projects and
11 priorities; and

12 “(C) how the obligation of such funds is
13 consistent with or advances the policy, objec-
14 tives, and goals established by this section.

15 “(e) AUTHORITY.—

16 “(1) IN GENERAL.—Notwithstanding any other
17 provision of law in effect as of the date of enactment
18 of the National Surface Transportation Policy and
19 Planning Act of 2009, the Secretary may, through
20 a process of public notice and comment and with
21 reasonable prior notice to the Senate Committee on
22 Commerce, Science, and Transportation and the
23 House of Representatives Committee on Transpor-
24 tation and Infrastructure preceding any significant
25 change, consistent with the public interest, amend

1 the goals under subsection (c) or develop additional
2 goals to effectively meet the policy and objectives set
3 forth in this section.

4 “(2) The Secretary may also make rec-
5 ommendations to those Committees for reorganizing
6 the Department of Transportation, as necessary and
7 consistent with the requirements of section
8 304(b)(6), in order to achieve the policy, objectives,
9 and goals established by this section.

10 **“§ 304. National surface transportation performance**
11 **plan**

12 “(a) DEVELOPMENT.—Within 2 years after the date
13 of enactment of the National Surface Transportation Pol-
14 icy and Planning Act of 2009, the Secretary of Transpor-
15 tation shall develop and implement a National Surface
16 Transportation Performance Plan to achieve the policy,
17 objectives, and goals set forth in section 303.

18 “(b) CONTENTS.—The plan shall include—

19 “(1) an assessment of the current performance
20 of the national surface transportation system and an
21 analysis of the system’s ability to achieve the policy,
22 objectives, and goals set forth in section 303;

23 “(2) an analysis of emerging and long-term pro-
24 jected trends that will impact the performance,

1 needs, and uses of the national surface transpor-
2 tation system;

3 “(3) a description of the major impediments to
4 effectively meeting the policy, objectives, and goals
5 set forth in section 303 and recommended actions to
6 address such impediments;

7 “(4) a comprehensive strategy and investment
8 plan to meet the policy, objectives, and goals set
9 forth in section 303;

10 “(5) initiatives to improve transportation mod-
11 eling, research, data collection, and analysis; and

12 “(6) a plan for any reorganization of the De-
13 partment of Transportation or its agencies necessary
14 to meet the policy, objectives, and goals set forth in
15 section 303.

16 “(c) CONSULTATION.—In developing the plan re-
17 quired by subsection (a), the Secretary shall—

18 “(1) consult with local, State, and tribal gov-
19 ernments, public and private transportation pro-
20 viders and carriers, non-profit organizations rep-
21 resenting transportation employees, appropriate for-
22 eign governments, and other interested parties; and

23 “(2) provide public notice and hearings and so-
24 licit public comments on the plan.

1 “(d) SUBMITTAL.—The Secretary shall submit the
2 completed plan to the Senate Committee on Commerce,
3 Science, and Transportation and the House of Represent-
4 atives Committee on Transportation and Infrastructure.

5 “(e) PROGRESS REPORTS.—The Secretary shall sub-
6 mit biennial progress reports on the implementation of the
7 plan beginning 2 years after the date of submittal of the
8 plan under subsection (d) to the Committees. The progress
9 report shall—

10 “(1) describe progress made toward fully imple-
11 menting the plan and achieving the policies, objec-
12 tives, and goals established under section 303;

13 “(2) describe challenges and obstacles to full
14 implementation;

15 “(3) describe updates to the plan necessary to
16 reflect changed circumstances or new developments;
17 and

18 “(4) make policy and legislative recommenda-
19 tions the Secretary believes are necessary and appro-
20 priate to fully implement the plan.

21 “(f) DATA.—The Secretary shall have the authority
22 to conduct studies, gather information, and require the
23 production of data necessary to develop or update this
24 plan, consistent with Federal privacy standards.

1 “(g) FUNDING.—The Secretary may use such sums
2 as may be necessary from any funds provided to the De-
3 partment of Transportation for surface transportation
4 programs for the purpose of completing and updating the
5 plan and developing and issuing the progress reports pur-
6 suant to this section.”.

7 (b) CONFORMING AMENDMENTS.—

8 (1) Section 302a) of title 49, United States
9 Code, is amended by striking “10101 and 13101”
10 and inserting “303, 10101, and 13101”.

11 (2) Section 308, as redesignated, of title 49,
12 United States Code, is amended by striking “sec-
13 tions 301—304” and inserting “sections 301
14 through 307”.

15 (3) The table of contents for chapter 3 of title
16 49, United States Code, is amended—

17 (A) by redesignating the items relating to
18 sections 303 through 309 as relating to sections
19 305 through 312; and

20 (B) by inserting after the item relating to
21 section 302 the following:

“303. National surface transportation policy
“304. National surface transportation performance plan”.

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**AKIN GUMP
STRAUSS HAUER & FELD LLP**

Attorneys at Law**MEMORANDUM**

May 26, 2009

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

Fiscal Year 2010 Appropriations

Senators recently posted on their websites the appropriations requests they submitted to the Appropriations Committee. Senator Feinstein requested \$1 million in the transportation bill for the Travis Air Force Base Access Roads project. Rep. Tauscher sought \$5 million for the Travis project and \$2 million for the Fairfield Transportation Center and Rep. Miller requested \$2 million for the Vacaville Intermodal Station and \$2 million for Alternative Fuel Buses. Early indications are that members of the House and Senate will continue to take a conservative approach to earmarks remaining sensitive to public opinion and the Obama Administration's position in favor of curtailing directed spending.

The House and Senate Appropriations Subcommittees have begun hearings on fiscal year 2010 appropriations. The House Appropriation's Subcommittee on the Transportation-Housing and Urban Development (THUD) has stated that it will mark up its bill in July and the full Committee will mark-up the bill soon afterward. The House will not include earmarks until the bill is reported from the Committee and sent to the House floor. We do not have a schedule yet for the Senate.

SAFETEA-LU Reauthorization

We worked with Solano Transportation Authority staff to complete High Priority Project questionnaires for the surface transportation reauthorization legislation for Reps. Tauscher and Miller. Rep. Tauscher posted on her website that she requested funding for the following projects in Solano County: \$45 million to upgrade and reconstruct the I-80/I-680/SR 12 Interchange, \$16.455 million to construct the Fairfield Transportation Center, \$10 million to construct the Vanden Road element of the Jepson Parkway project, \$5 million to design and construct access improvements to Travis Air Force Base and \$5.75 million to rehabilitate Air Base Parkway from Interstate 80 to Travis Air Force Base Main Gate. It appears that there is some overlap in projects, which may be the result of multiple entities submitting the same projects. Rep Miller requested \$45 million for the I-80/I-680/SR12 interchange project, \$10 million for the Vallejo Ferry Maintenance Facility, \$8.02 million for the Curtola Transit Center, \$5 million for the Fairgrounds Area Improvement Project, \$2 million for Alternative Fuel Buses and \$1.5 million for the Vacaville Intermodal Station. The Members have not listed the projects in priority order and will not likely secure funding for all of the projects they requested.

Solano Transportation Authority

May 26, 2009

Page 2

The Senate Committees have not yet requested projects. We will keep you apprised of their schedule.

House Transportation and Infrastructure Committee Chairman James Oberstar (D-MN) has indicated that he will mark-up a surface transportation reauthorization bill in June. Chairman Oberstar has stated that the legislation will be “transformational” and has circulated a draft outline that would consolidate the Department of Transportation’s 108 programs into four major formula programs: (1) critical asset preservation, (2) highway safety improvement, (3) surface transportation, and (4) congestion mitigation and air quality improvement. According to the outline, the bill will include a metro-mobility program that will address the needs of larger cities. The bill also will create a new undersecretary or assistant secretary for intermodalism with a focus on goods movement. The outline does not contain a spending estimate for the reauthorization, although Oberstar has estimated total funding at \$450-\$500 billion. He has not indicated how he would fund such a large increase to the program, particularly when the highway trust fund cannot sustain funding at the current program level.

On May 19, House Ways and Means Committee, Select Revenue Measures Subcommittee Chairman Richard Neal (D-MA) announced that his Subcommittee will hold a series of hearings in June on revenue measures to support infrastructure spending. Chairman Neal said that with the agreement of Speaker Nancy Pelosi (D-CA) and Majority Leader Steny Hoyer (D-MD), the hearings would take place on a fast-track over a two-week period following the recess and would include testimony from a broad range of stakeholders. While the Subcommittee hearings are likely to occur in close proximity to the House T&I Committee mark-up, it remains unclear when the Ways & Means Committee will produce funding legislation to support the reauthorization. Most studies have recommended that Congress increase the gasoline tax to provide additional funding to the program. However, it will be difficult if not impossible to pass legislation increasing the gas tax in light of the current economy, the potential for increased energy costs as a result of climate change legislation moving through the House, and the Obama Administration’s opposition.

On May 14, Senate Commerce Chairman John Rockefeller (D-WV) and Sen. Frank Lautenberg (D-NJ), Chairman of the Surface Transportation Subcommittee, introduced *The Surface Transportation Policy and Planning Act* (S. 1036), which provides an outline for reform for SAFETEA-LU reauthorization. The bill recommends adopting policies to support annual increases in public transportation usage, reducing vehicle miles traveled, carbon emissions, and traffic delays, as well as increasing the percentage of critical infrastructure in a state of good repair by 20 percent by 2030. The Senate Commerce Committee’s jurisdiction is limited largely to transportation safety and truck and freight regulation and intended the outline to provide guidance to the Senate Environment and Public Works and Banking Committees, which have jurisdiction over the highway and transit programs, respectively.

Solano Transportation Authority

May 26, 2009

Page 3

The Senate Environment and Public Works Committee staff has begun drafting the highway title of the reauthorization bill. The Committee has not yet announced a timetable for completing or marking up the bill.

Implementation of the American Recovery and Reinvestment Act (ARRA)

The Department of Transportation issued a notice of funds availability for the \$1.5 billion competitive grant program created under the ARRA. The Transportation Investment Generating Economic Recovery (TIGER) Grants are intended for projects “that will have a significant impact on the nation, a metropolitan area, or a region” and are expected to range from \$20 million to \$300 million. Highway, bridge, public transportation, freight, and port projects are eligible for funding. Applications are due by September 15.

Primary selection criteria include: contribution to the medium- to long-term economic competitiveness of the nation; improvement of the condition of existing transportation facilities and systems; creation of livable communities; contribution to energy efficiency and reduction of greenhouse gas emissions; and improvement to the safety of U.S. transportation facilities. The Department will give priority to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, especially projects that will benefit economically distressed areas. See more detailed memo on the program dated May [insert].

Climate Change Legislation

On May 21, the House Energy and Commerce Committee ordered reported *The American Clean Energy and Security Act* (H.R. 2454). As reported, the bill would reduce U.S. emissions 17 percent by 2020 from 2005 levels, down from the 20 percent cut proposed in Chairman Waxman’s draft bill. The relaxation of the 2020 target would reduce the cost of tradable emission allowances -- the price-per-ton industry would have to pay to emit greenhouse gases -- by 3 percent from the draft proposal. In place of 100 percent emission auctions, the Committee also adopted an agreement to grant 85 percent of emission allowances to industry (power plants, manufactures, refineries) to ease the transition. State governments were granted 4 percent of the allowances. Transit agencies and local governments would not receive any allowances under the compromise. However, the bill includes provisions that would require States and large metropolitan planning organizations to develop plans establishing goals to progressively reduce transportation-related greenhouse gas emissions within 3 years of bill’s enactment. The strategies to achieve the targets will include: efforts to increase public transportation, including commuter rail service and ridership; updates to zoning and other land use regulations and plans to coordinate transportation and land use planning; construction of bike and pedestrian pathways to support “complete streets” policy and telecommuting; adoption of pricing measures and parking policies; and intermodal freight system planning.

Solano Transportation Authority

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The bill has been referred to the House Transportation and Infrastructure Committee, as well as the Ways and Means, Financial Services, Education and Labor, Natural Resources, Science and Technology, and Agriculture Committees, for consideration of the provisions under each committee's jurisdiction. The Democratic Leadership is expecting quick action in the Committees to bring the bill to the floor of the House by late June or early July.

Safe Routes to Schools

On May 21, Senators Tom Harkin (D-IA), Richard Burr (R-NC), Bernard Sanders (I-VT), Jeff Merkley (D-OR), and Susan Collins (R-ME) introduced *The Safe Routes to School Program Reauthorization Act* (S. 1156), which would provide \$600 million annually to fund the program. The bill, which likely would be included in the surface transportation reauthorization bill, would fund infrastructure improvements (sidewalks, pathways, bike lanes, and safe crossings), as well as educational, law enforcement, and promotional efforts to make it safer for children to walk and bicycle to and from school. Along with increasing the authorized funding for the program, the bill would: expand eligibility to include high schools, allow funds to be used to improve bus stop safety and expand access in rural communities; improve project delivery and reduce overhead by addressing regulatory burdens; and authorize research and evaluation of the program.

Transit Worker Training

On May 20, Rep. Jerry Nadler (D-NY) introduced *The Transportation Job Corps Act* (H.R. 2497). The bill would create a grant program within the Federal Transit Administration (FTA) to help workers retain jobs in the public transportation industry and recruit and train young adults for new jobs. Rep. Nadler is considering offering the bill as an amendment to the surface transportation reauthorization bill when the Committee marks it up in June.

Rogoff Confirmation

On May 21, the Senate approved the nomination of Peter Rogoff as Federal Transit Administrator. Rogoff is viewed as a great supporter of the transit industry, having served 22 years on the Senate Appropriations Committee and 14 years as staff director of the THUD Subcommittee. Three reauthorizations of the surface transportation bill were approved during his tenure, beginning with *The Intermodal Surface Transportation Efficiency Act of 1991*.

New Starts/Small Starts

On May 20, the Federal Transit Administration (FTA) issued proposed guidance for the new starts and small starts programs, which are fixed guideway projects, including light and heavy rail, commuter rail and bus rapid transit. The guidance would require FTA to consider each of

Solano Transportation Authority
May 26, 2009
Page 5

the statutory criteria, including land use and economic development, when evaluating project justification and not simply cost effectiveness as FTA had done in the Bush Administration. Comments on the guidance are due by June 19.

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DATE: June 1, 2009
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Senior and Disabled Transportation Summit

Background:

The Solano Transportation Authority deals with a wide spectrum of transportation issues. These include mobility for senior citizens and disabled persons. The STA Board-appointed Paratransit Coordinating Council (PCC) is responsible for reviewing and provides input to the STA Board on transportation studies concerning seniors, the disabled, and paratransit services and makes recommendations on the funding priorities of paratransit capital grants.

In 2004, STA completed a countywide Senior and Disabled Transit Plan. It projected that by 2030 the proportion of the County's population aged 65 and over would grow significantly to 19% - more than double from 9% at the time of the study. As people age, they become less likely to maintain their driver's license while still needing to be mobile.

Discussion:

The STA Board Chair and County Supervisor Jim Spering requested and received support from the STA Board to have STA assist in organizing a countywide public forum specifically on the topic of Senior and Disabled Transportation. The STA is taking the lead on organizing this event in partnership with the Metropolitan Transportation Commission (MTC), the County of Solano and the Senior Coalition of Solano County. The Summit is scheduled from 9 am to 2 pm on June 26, 2009, at the Joseph Nelson Community Center in Suisun City.

The objective of the Solano Senior and Disabled Transportation Summit is to identify and discuss transportation needs which are not being met, or are at risk for not being met. Participants will be users and major stakeholders who provide transportation programs and services to seniors and disabled individuals.

The goals of the Summit are to:

1. Inform one another (users, providers, stakeholders, decision-makers) as to what the challenges, trends and opportunities are related to transportation for seniors and the disabled;
2. Release the State of the Senior and Disabled Transportation System report. This document will be created based on information gathered prior to the meeting through the use of online and printed surveys (one targeted at transportation service users and one targeted at transportation service providers).

The format of the Summit will be to hold an introductory session, invite a keynote speaker, and present three moderated panel discussions organized for three specific targets (providers, users, destinations). The survey obtained beforehand will guide the establishment of questions to be posed to the panelists.

In preparation for the Summit, an extensive public outreach campaign began prior to the Memorial Day weekend to communicate with all involved parties, and publish information about the Summit in media outlets so the public will have advance notice to attend the Summit. It is anticipated that the Summit will be video-recorded to enable viewing on local cable channels as well as video-streaming on agency and organization websites.

Sponsors are being sought to cover the cost of the event, which will include expense for a light lunch to be served to an anticipated 150-200 people, as well as transportation provisions for attendees of the Summit. Merrill Gardens at North Bay, Vallejo and Vacaville has committed to provide food for the event.

Fiscal Impact:

The STA is providing staff support for the event. Event sponsorships are being sought to help cover costs for the event.

Recommendation:

Informational.



DATE: May 29, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: State Route (SR) 12 Rio Vista Bridge Study Update

Background:

The Rio Vista Bridge Study was initiated to assess the long-term traffic improvement needs along the SR 12 corridor from SR-113 in Solano County, across the Sacramento River, to the Mokelumne River in Sacramento County. This study will serve as the first step in obtaining local community and stakeholder input, as well as identifying and facilitating potential future project phases. The study builds on previous studies completed in 1994 that culminated in a planning level document that was reviewed by Caltrans District 10.

The previous studies examined eight (8) alternatives with alignments in three (3) parallel corridors that include the existing SR-12 corridor running through the City of Rio Vista; a corridor north of the City on a new alignment near the Rio Vista Airport; and along a corridor that would follow SR-12 west of the City and then turn southeast along a new alignment to a river crossing south of the City. The Sacramento River crossing alternatives included a mid-level movable bridge or submersed tube tunnel for the alignment following the existing SR-12 corridor, and high level bridges for the alternatives passing to the north and south of the City. Many of the alternatives considered were eliminated due to impacts on existing or planned developments, poor soil conditions, increased required bridge length/cost and/or impacts on wetlands. The two alignments identified for further study included the existing SR-12 alignment and a new bypass alignment to the south of the city.

Discussion:

The corridor currently under consideration includes approximately 13.25 miles of the existing SR 12 roadway between SR 113 in Solano County and the Mokelumne River in Sacramento County. The alignment alternatives that were previously studied have been reassessed based on current and planned development, engineering and environmental constraints. In addition to the existing SR 12 corridor, the study is investigating northern routes passing north and south of the airport and a southern alignment along the river bluffs. The study includes a comparison of bridge replacement and bridge widening alternatives; studies to identify preferred alignment and bridge or tunnel type, and feasibility of alignment alternatives. The river crossing study is incorporating projected movement of goods on the Sacramento River to ensure that the future waterway needs for the Port of Sacramento are addressed and satisfied by feasible bridge alternatives. In addition, potential funding sources will be identified to aid project programming and to help move the project forward.

In addition to planning-level engineering studies, the project has a public outreach component tasked with obtaining local community and stakeholder involvement in the assessment of feasible alignment and river crossing alternatives. The public outreach effort includes key stakeholder interviews, development of a Strategic Public Outreach Plan, production of a project fact sheet and web site and facilitation of public meetings.

The Rio Vista Bridge Study is being conducted in context with the entire SR 12 corridor and will coordinate with and possibly be included in the planned SR 12 Major Investment Study (MIS). The SR 12 MIS will evaluate transportation needs from Interstate 80 in Solano County to Interstate 5 in San Joaquin County. The SR 12 MIS is planned to begin later this year.

To date, the project team has completed initial corridor alternative studies and has developed a preliminary alignment memorandum. The memorandum outlines the project background and approach and documents the assessment of various alignment alternatives and recommendations for four (4) potential alternatives for further study. The memorandum also summarizes environmental constraints and engineering issues. To further assess the four recommended potential corridor alternatives, a draft selection criteria / ranking matrix has been developed.

With regard to public outreach, stakeholder interviews were completed, a Strategic Public Outreach Plan was developed, a project fact sheet was developed and made available, a project web site was constructed and launched and preparations are being made for the first public workshop was held on May 28, 2009 from 6 to 8 pm. The public workshop drew approximately 50 people. The format was a workshop whereas staff was available at multiple project boards to provide one-on-one dialog. A 15 minute presentation (Attachment B) followed by an informal short Q&A and one-on-one discussions were held. The second public workshop will be held in the fall to present the draft report to the public. Prior to the next public meeting, staff will meet with Mayor Vick and the City Manager to discuss format for the meeting.

Other stakeholders contacted include the US Coast Guard and local developers. The US Coast Guard and the Ports of Oakland and Sacramento will be consulted regarding future shipping traffic and clearance needs at the Rio Vista crossing.

The bridge study is anticipated to be completed by late 2009.

Fiscal Impact:

The Rio Vista Bridge Study is funded by a federal earmark provided by Congressman Dan Lundgren.

Recommendation:

Informational.

Attachments:

- A. Rio Vista Bridge Study Newsletter
- B. Public Workshop Power Point Presentation

SR 12 / Rio Vista Bridge Preliminary Study

ATTACHMENT A

Spring 2009

About the SR 12/ Rio Vista Bridge Preliminary Study

The Solano Transportation Authority (STA) and the City of Rio Vista are exploring alternatives for improving transportation mobility on State Route (SR) 12 through Rio Vista and across the Sacramento River. The existing Sacramento River Crossing at Rio Vista, a lift bridge, completes a vital link between Interstate 80 and Interstate 5.

The SR 12/Rio Vista Bridge Preliminary Study will identify feasible alignment alternatives for a new crossing of the Sacramento River. The study will investigate potential bridge types, alignment locations, environmental constraints and identify potential funding strategies. This study will be used by the City of Rio Vista to preserve right-of-way in a future City General Plan update.

Why the SR 12/Rio Vista Bridge Preliminary Study?

The study is the first step in assessing long-term traffic improvement needs along SR 12 through Rio Vista and across the Sacramento River. The lift bridge is operated up to 40 times per day, causing frequent traffic delays. As the community grows, these delays are expected to worsen. Replacement of the lift bridge will eliminate traffic back-ups associated with existing bridge operations.

The study will:

- compare bridge replacement and bridge widening alternatives
- identify feasible alignment alternatives
- investigate local design preferences

Specifically, the study will investigate the existing route, as well as routes north and south of the Rio Vista Airport and a southern alignment along the river bluffs. See map of potential corridor alignments below.

Project Timeline

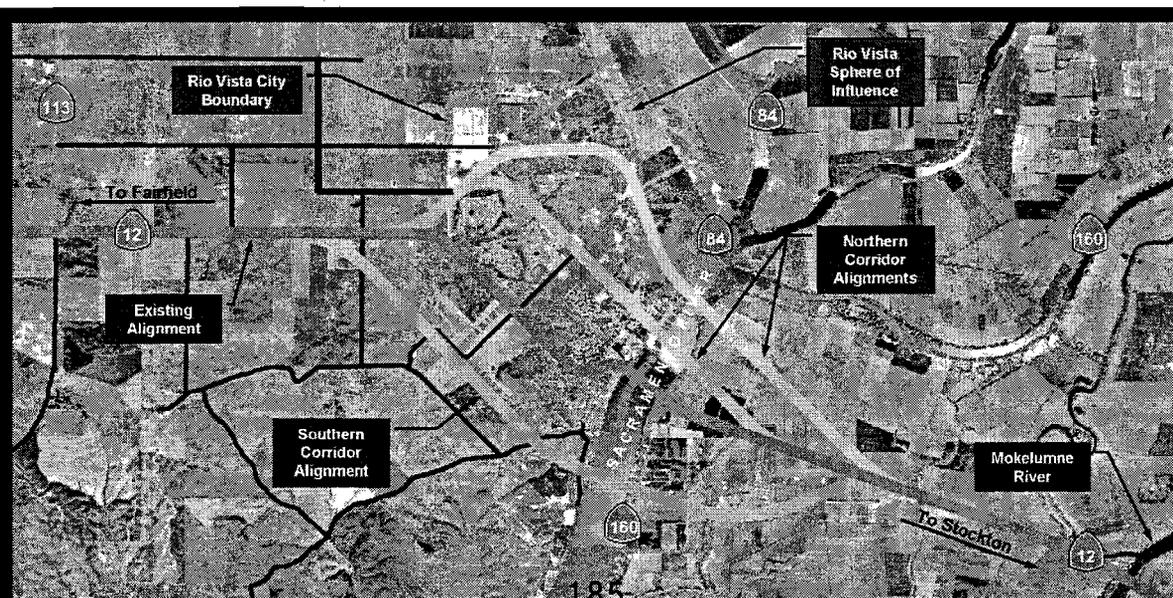
Preliminary study completed	Fall 2009
Preliminary engineering and environmental document	TBD
Final design and construction	TBD

Related projects

The SR 12/Rio Vista Bridge Preliminary Study is being conducted in context with the entire SR 12 Corridor. The study will supplement a planned SR 12 Major Investment Study that will include the SR 12 Corridor from Interstate 80 to Interstate 5.

Project Costs

The preliminary study is estimated to cost \$380,000 and is being funded by the City of Rio Vista with Federal Transportation Demonstration funds. Sources to fund future project phases will be identified during the preliminary study.



This map displays some potential corridor alignment alternatives



c/o Public Outreach
1614 19th Street
Sacramento, CA 95811

Find Out About the State Route 12/Rio Vista Bridge Preliminary Study **Community Workshop**

WHEN:

6-8 p.m., Thursday, May 28

WHERE:

White Elementary School
500 Elm Way, Rio Vista

QUESTIONS ABOUT THE MEETING:

Kim Floyd
Public Outreach Coordinator
916-491-3161

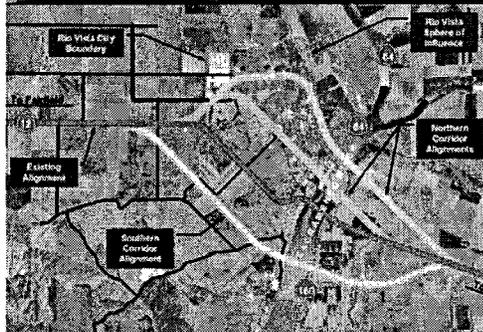
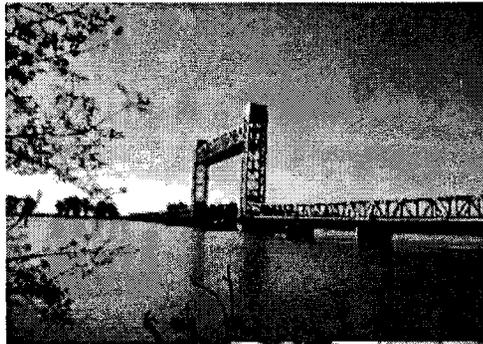
Want more information?

Attend the Community Workshop on
Thursday, May 28. Visit
www.riovistabridge.com to get the
latest news about the project.

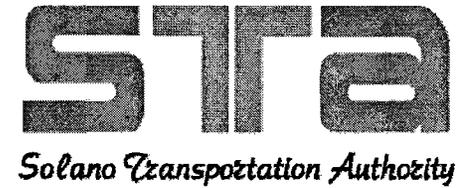
Questions?

For more project information or to
provide feedback, please contact Janet
Adams, Director of Projects, Solano
Transportation Authority (STA) at
jadams@sta-snci.com, or 707-424-6010.





The State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study

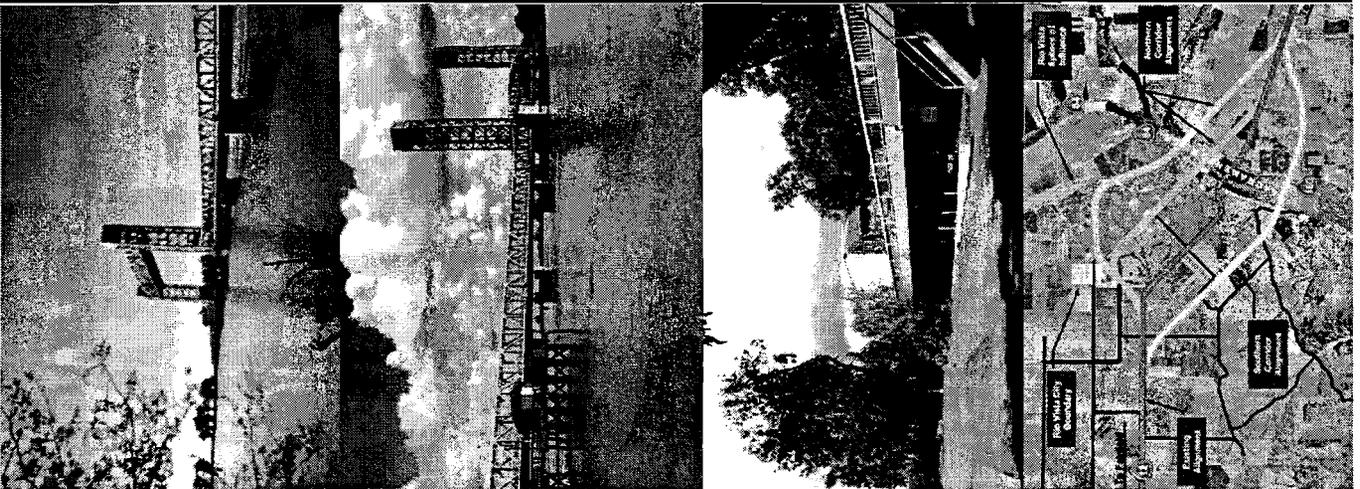


Lim And Nascimento

The SR12 Realignment/Rio Vista Bridge Preliminary Study

AGENDA

- Project Background –
- Previous / Related Studies
- Project Need + Purpose
- Project Goals / Objectives
- Community Access to Information
- Breakout Session



Project Background

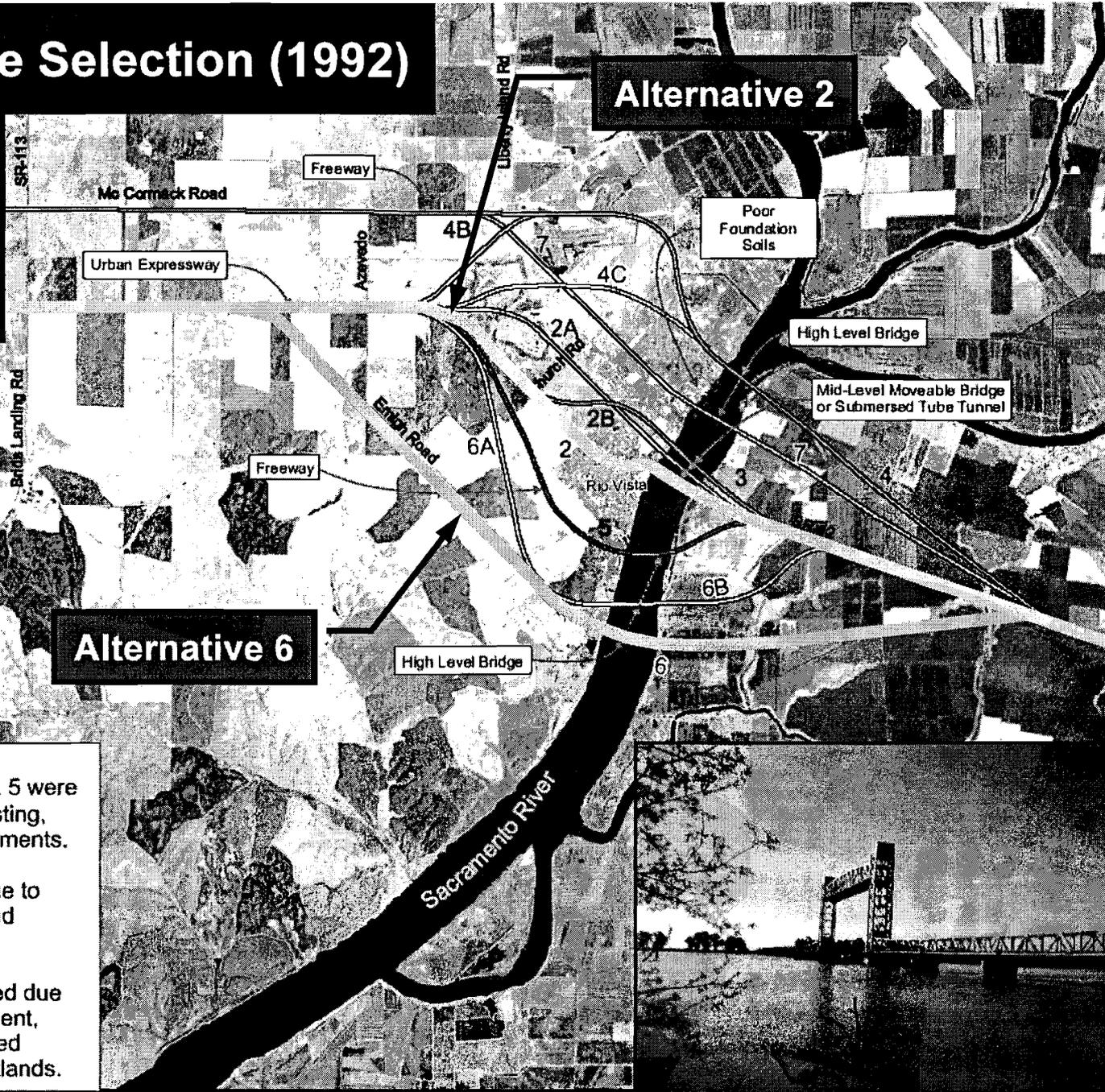
Previous Studies

Project Feasibility Report (1994)

- Preliminary Site Selection Report (1992)
- Rio Vista High Bridge Study (1993)
- Funding Evaluation – Rio Vista Bridge Project (1993)
- Preliminary Geotechnical Engineering Review (1993)
- Preliminary Environmental Analysis Report (1994)

Preliminary Site Selection (1992)

- Initiated by City (1991)
- Traffic Issues – Moveable Bridge
- Additional Capacity Needed



Alternative 6

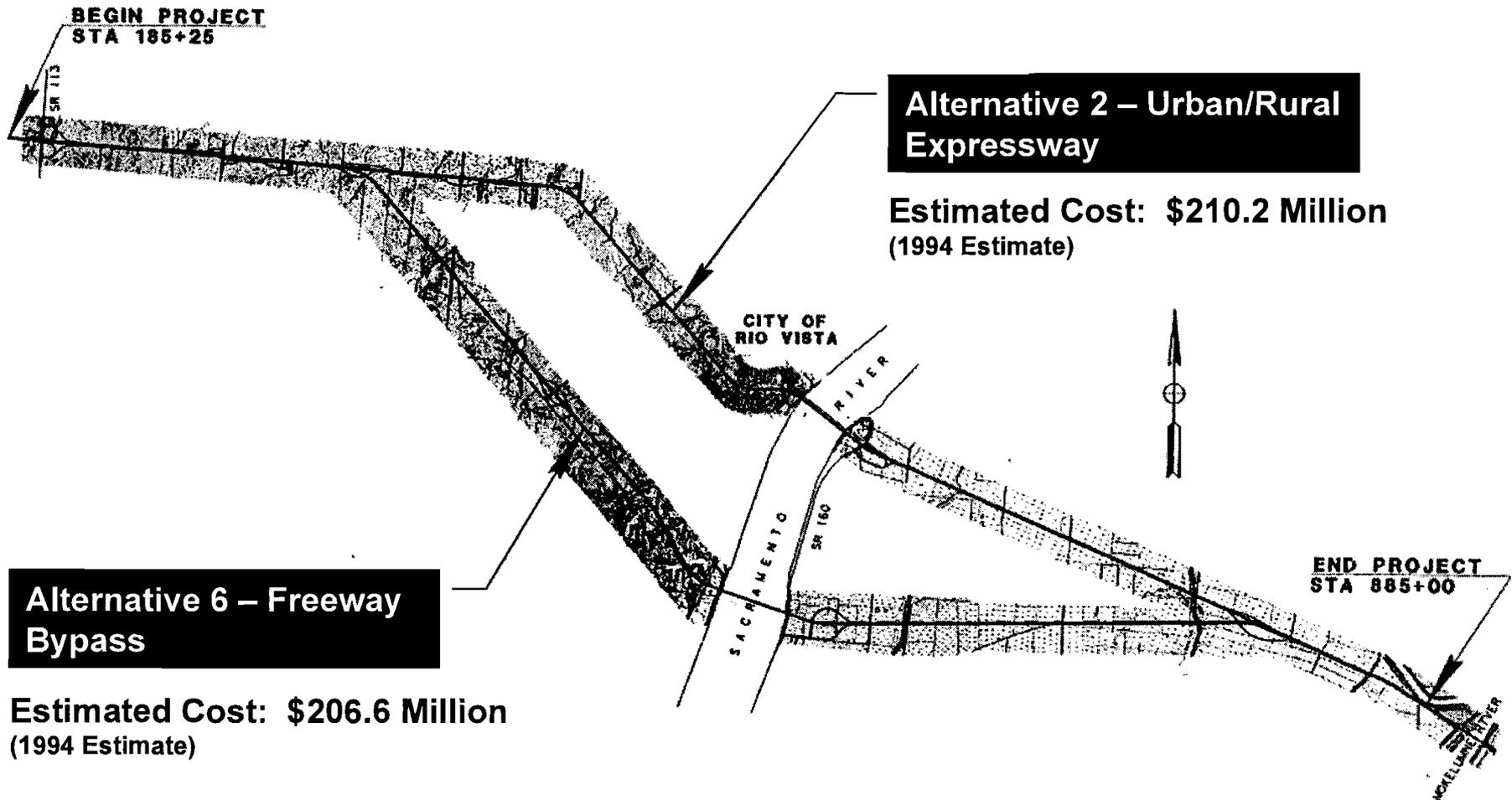
Alternative 2

NOTES:
 Alternatives 2A, 2B, 3, 4B, 4C, & 5 were eliminated due to impacts to existing, approved and proposed developments.
 Alternative 6A was eliminated due to cost and impacts to proposed and existing facilities,
 Alternatives 4 & 7 were eliminated due to impacts on planned development, poor soils near the river, increased bridge length and impacts to wetlands.



Project Feasibility Report (1994) – PSR Level Study

191

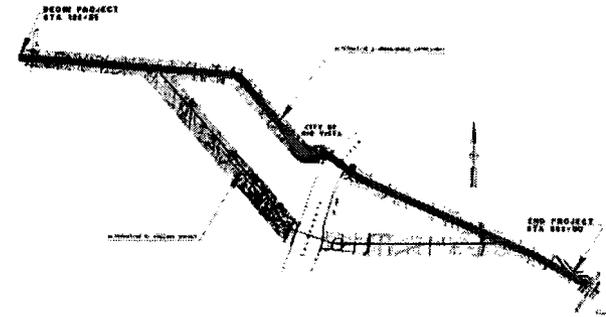


OVERSIGHT BY CALTRANS DISTRICT 10

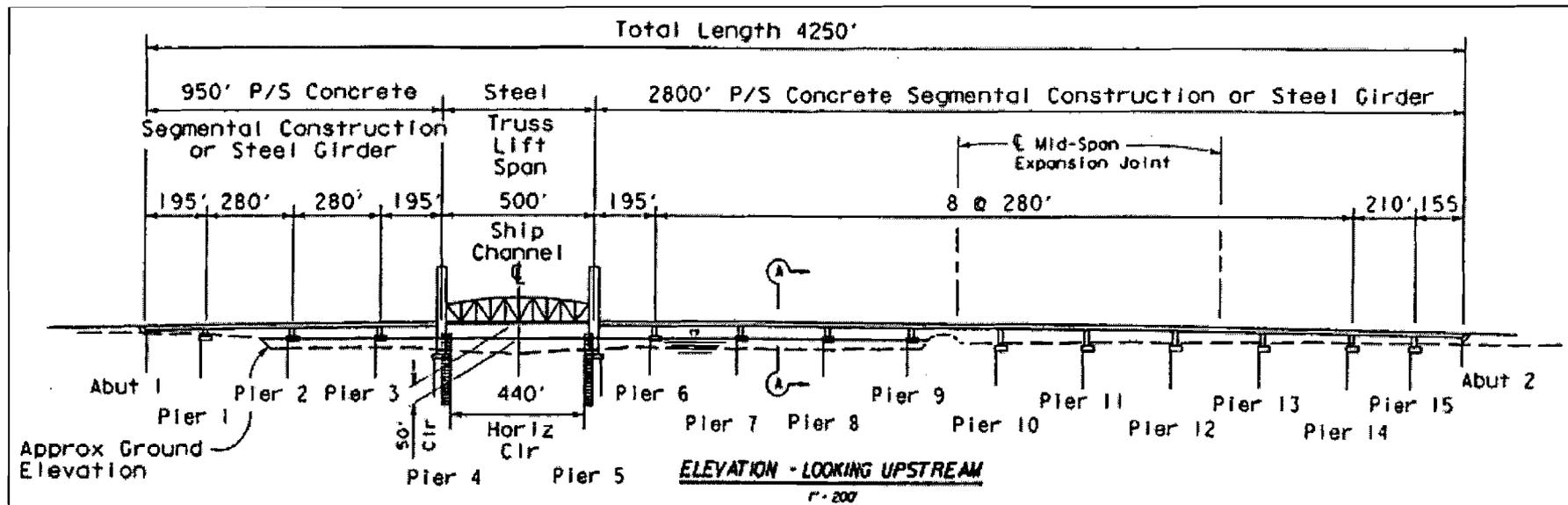


Project Feasibility Report (1994)

Mid-Level Bridge Alternatives



192



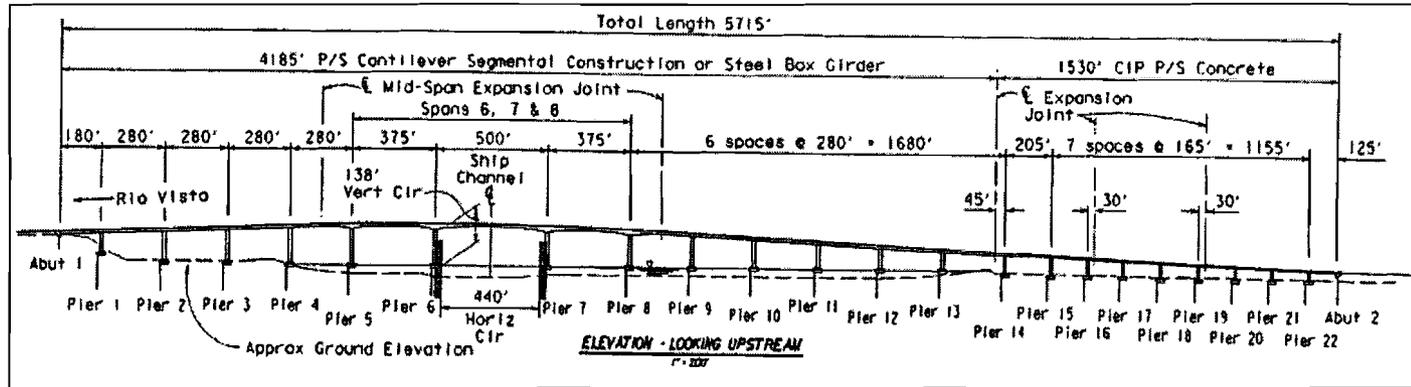
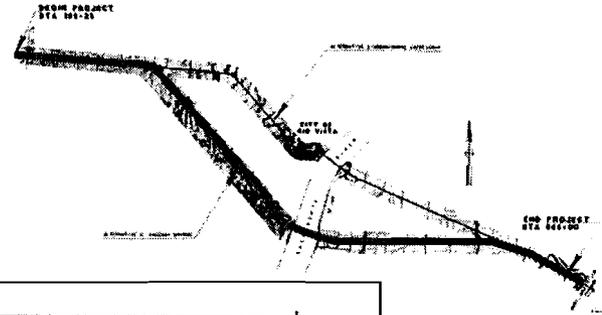
Truss Main Span – Lift Bridge w/Variou Approach Types

BRIDGE STUDIES – ALTERNATIVE 2

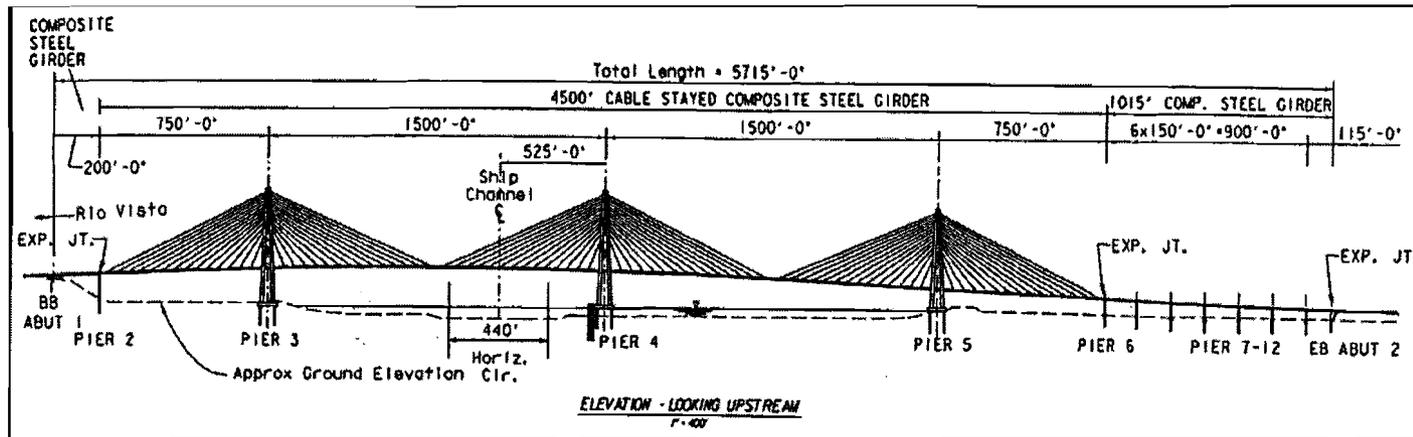


Project Feasibility Report (1994)

High Level Bridge Alternatives



Concrete Segmental & Orthotropic Steel Box Girder



Cable-Stayed

BRIDGE STUDIES – ALTERNATIVE 6



More Recent Study

Related Studies

Highway 12 Major Investment Study (2001)

- Included I-80 to Sacramento River
- Analyzed future (2025) conditions
 - w/ & w/o capacity enhancement at the Sacramento River Crossing
- Traffic Model indicated that additional capacity needed for Route & Crossing
- Identified Interim Safety & Operations Improvements

Highway 12 Major Investment Study (New Project)

- Joint Project – MTC, STA, Caltrans, SJCOG, etc.
- Will study SR12 between I-80 and I-5
- Will Incorporate the Bridge Study



Project Need + Purpose

Corridor Deficiencies

- Corridor is Undersized for Projected Growth
- Safety Issues: Little to No Shoulders, No Turn Lanes at Many Intersections & High Accident Rates
- Bridge Operation Causes Long Delays

Projected Needs

- 4-Lane SR-12 Facility
- 4 Lanes Across the River
- Minimize/Eliminate Conflict Between Road & River Traffic



Project Need + Purpose

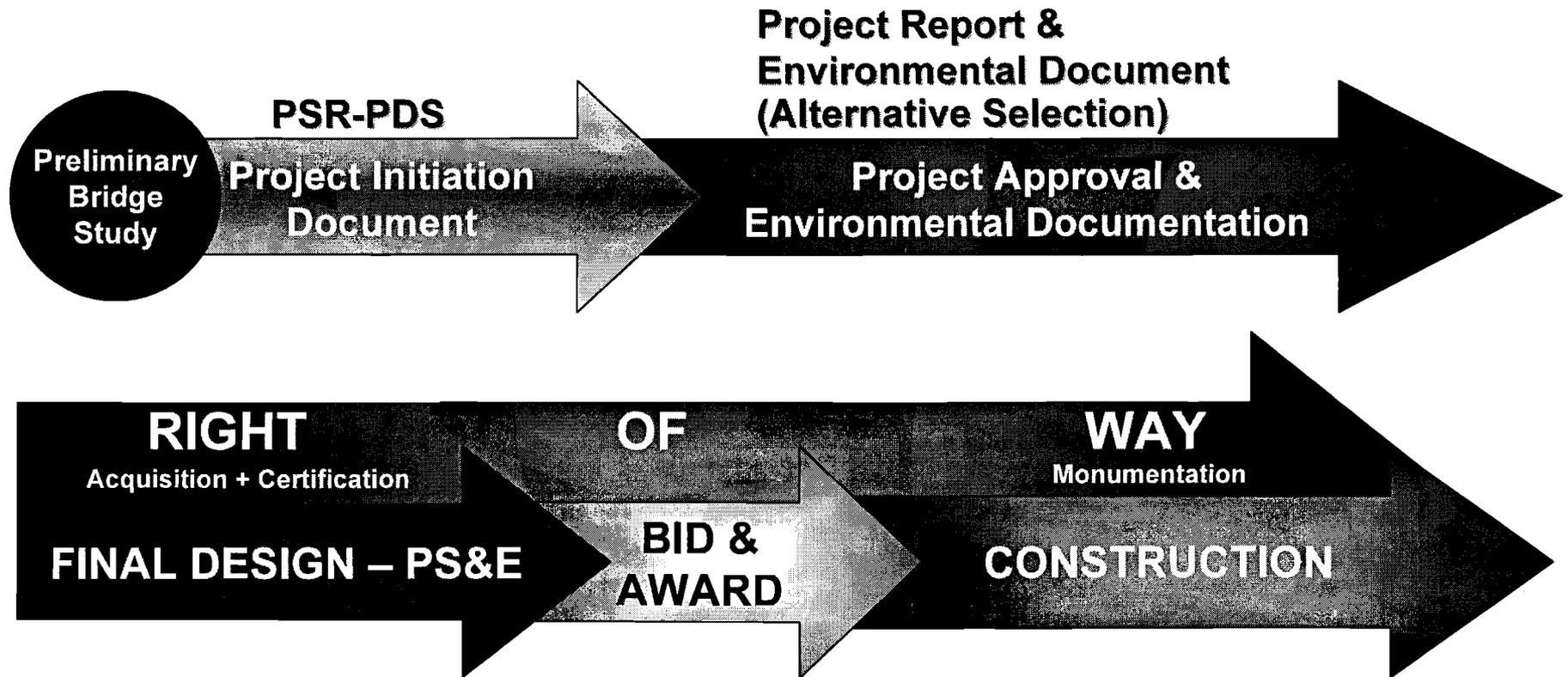
Project Purpose

- **Establish Feasible Alignment Alternatives**
 - Address Future Corridor Needs
 - Account for Planned Development – SOCIAL & ECONOMIC
 - Incorporate Community & Stakeholder Concerns
- **R/W Preservation – Future City General Plan Update to Prevent Preclusion of Currently Viable Alternatives**
- **Define Future Project Phases**
- **Update the Estimated Project Cost**
- **Identify Potential Funding Sources**



Project Delivery

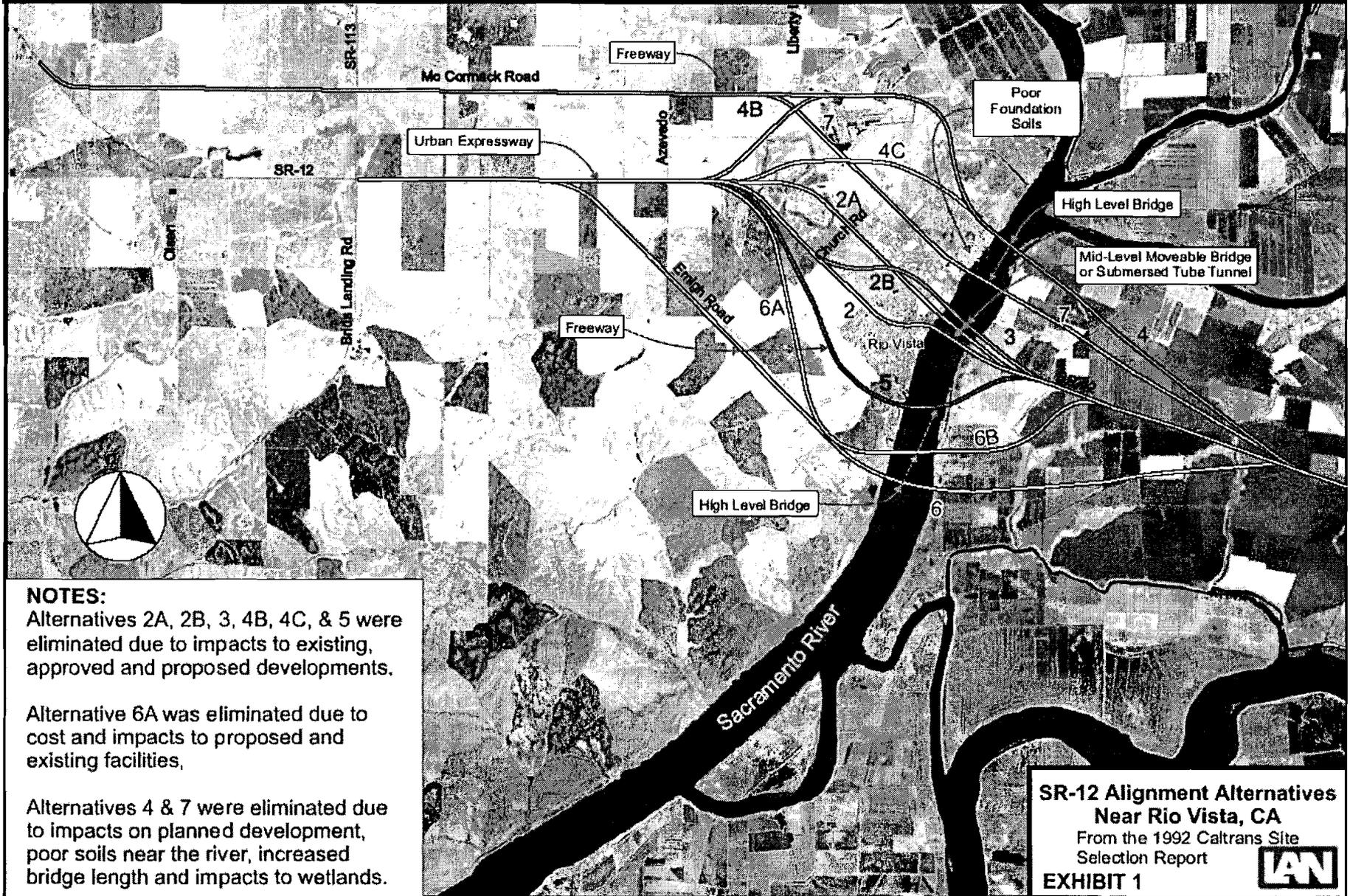
PROJECT DEVELOPMENT PROCESS



197

Preliminary Site Selection (1992)

Project Approach



NOTES:

Alternatives 2A, 2B, 3, 4B, 4C, & 5 were eliminated due to impacts to existing, approved and proposed developments.

Alternative 6A was eliminated due to cost and impacts to proposed and existing facilities,

Alternatives 4 & 7 were eliminated due to impacts on planned development, poor soils near the river, increased bridge length and impacts to wetlands.

**SR-12 Alignment Alternatives
Near Rio Vista, CA**

From the 1992 Caltrans Site
Selection Report

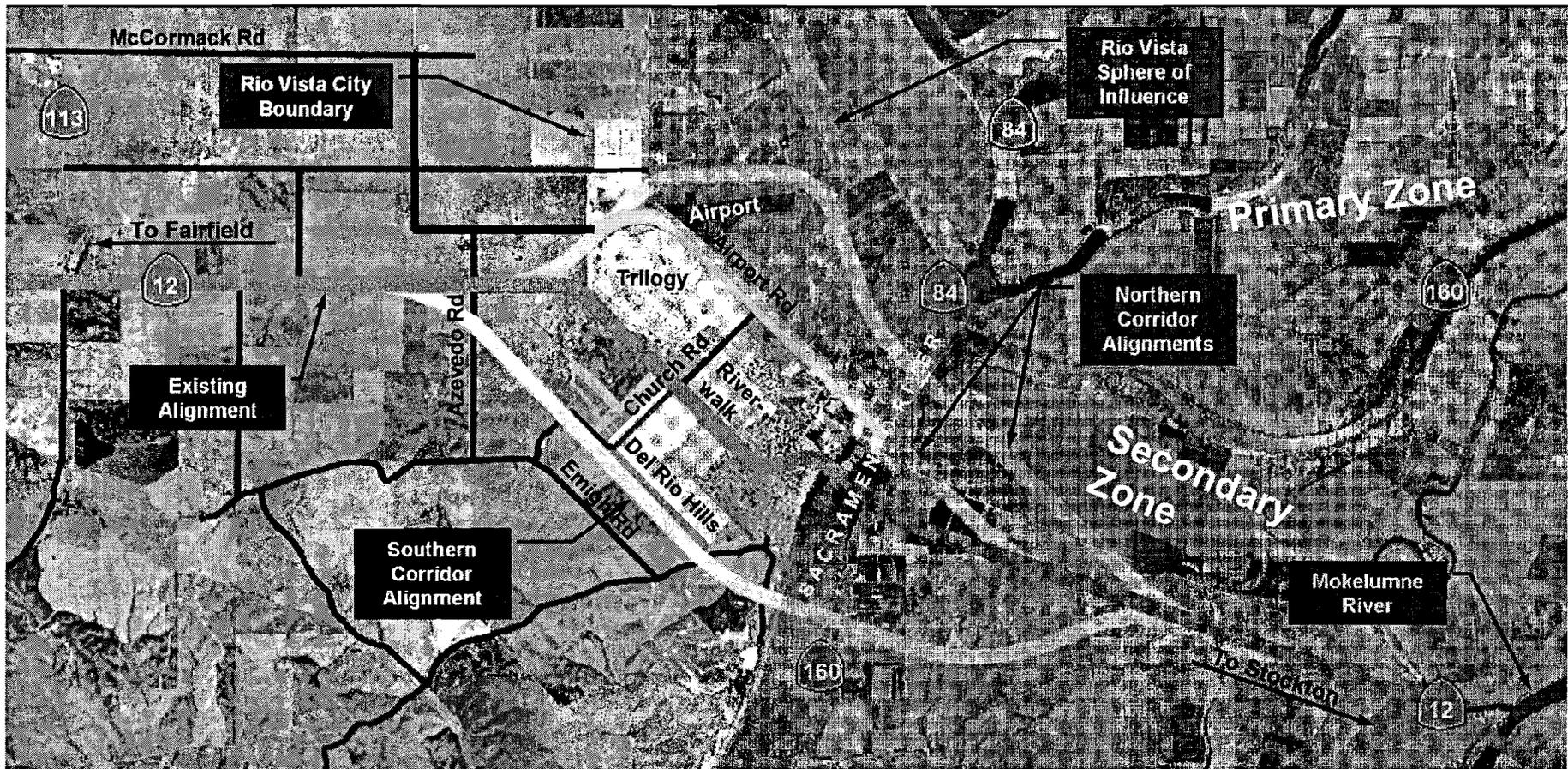
EXHIBIT 1



Project Approach

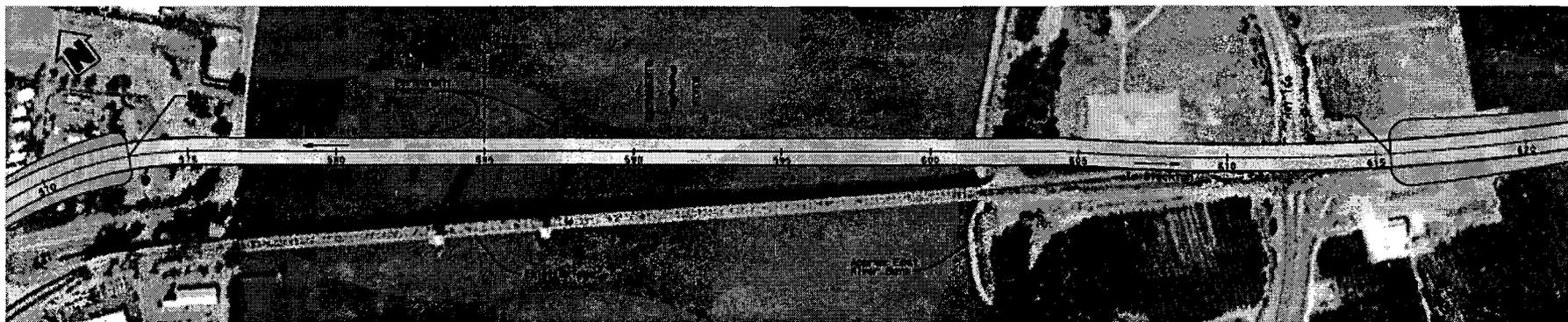
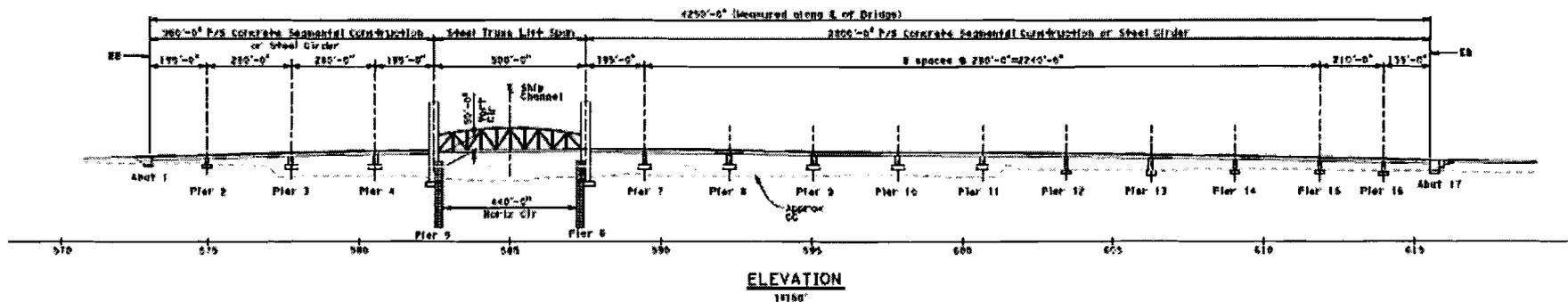
Traffic Projections

2030 Traffic – 4-Lane Facility Needed for River Crossing
SR12 4-Lanes Due to Development – Even with Bypass Alt



Project Approach

Existing SR-12 Route Alternative Mid-Level Moveable Bridge Bored Tunnel will be Studied

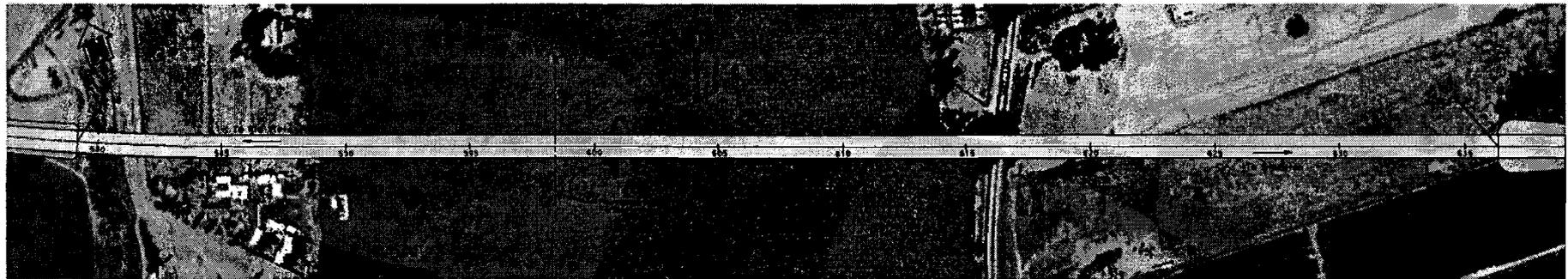
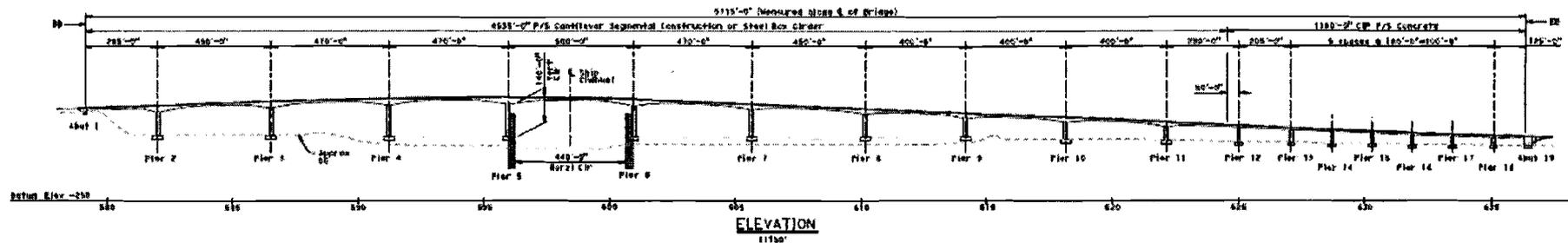


EXAMPLE BRIDGE : ALONG EXISTING STATE ROUTE 12

200

Project Approach

Bypass Alternatives High-Level Bridge



EXAMPLE BRIDGE : BYPASS ALTERNATIVE

CURRENT BRIDGE STUDY

- Document Community/Stakeholder Input
- Document Project Constraints
 - Environmental
 - Engineering
 - Development / Local Preferences
- Assess Potential Alignment Alternatives
- Perform Planning Level Engineering Studies
- Investigate Potential Funding Sources / Strategies
- Develop Preliminary Bridge Report
- Release Report for Use in Other Studies

Community Access to Information



SR 12/Rio Vista Bridge Preliminary Study

The Solano Transportation Authority (STA) and the City of Rio Vista are exploring alternatives for improving transportation mobility on State Route (SR) 12 through Rio Vista and across the Sacramento River. The existing Sacramento River Crossing at Rio Vista is a lift bridge that completes a vital link between Interstate 80 and Interstate 5.

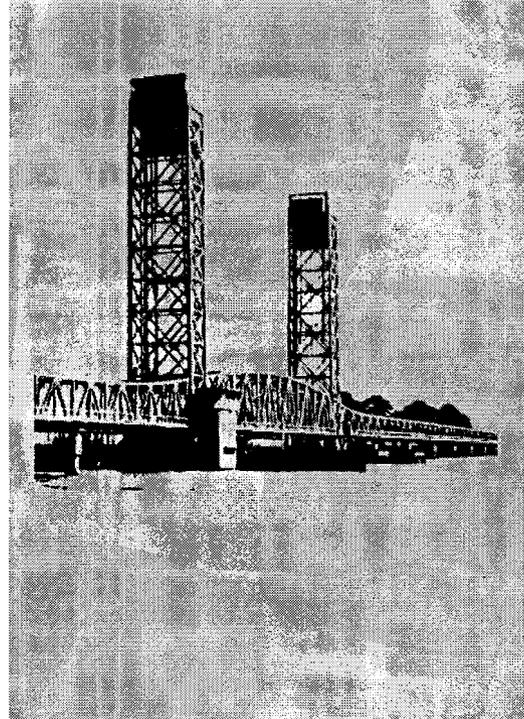
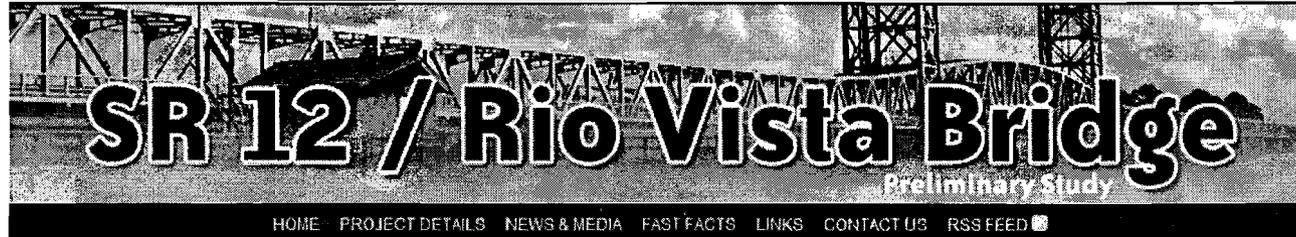
PROJECT WEB SITE

<http://www.riovistabridge.com/>

- CORRIDOR ALIGNMENT MAP
- View PROJECT NEWSLETTER and information on upcoming PUBLIC MEETINGS



Community Access to Information



SR 12/Rio Vista Bridge Preliminary Study

The Solano Transportation Authority (STA) and the City of Rio Vista are exploring alternatives for improving transportation mobility on State Route (SR) 12 through Rio Vista and across the Sacramento River. The existing Sacramento River Crossing at Rio Vista is a lift bridge that completes a vital link between Interstate 80 and Interstate 5.

Through the Rio Vista area, SR 12 is a two-lane facility that has narrow shoulders in many locations and lacks turn lanes at many intersections. In addition, the limited vertical clearance between the Sacramento River and the existing lift bridge requires that the bridge be operated to allow passage of nearly all water vessels. These circumstances have contributed to increased congestion that will worsen as population in the community and surrounding areas increases. To begin the planning process for alleviating these deficiencies, the SR 12 / Rio Vista Bridge Preliminary Study will investigate alternatives to improve traffic capacity along SR 12 and across the Sacramento River, eliminate surface traffic/river transportation conflicts and improve traffic safety.

What's new?

- PROJECT FACT SHEET
- CORRIDOR ALIGNMENT MAP
- View PROJECT NEWSLETTER and information on upcoming PUBLIC MEETINGS

Project Fact Sheet

Corridor Alignment Map

Project Newsletters

Public Meetings



Community Access to Information



PROJECT DETAILS

[NEWS & MEDIA](#)
[FAST FACTS](#)
[LINKS](#)
[CONTACT US](#)
[RSS FEED](#)

Project Timeline:

Preliminary study completed	Fall 2009
Preliminary engineering and environmental document	TBD
Final design and construction	TBD

We want to hear from you!

Comments (2)

[Login to comment](#)

Sort by: [Date](#) [Rating](#) [Last Activity](#)

CaptainGort [Op](#) [4 days ago](#) [+1](#) [T](#)

Go with the Southern (green) route!
Its shorter, much less disturbing to homes and other infrastructure and should cost less. NOTE: This project should go HAND-IN-HAND with a fixed divider on 12 from Fairfield to Lodi. If that is not part of this, its a big waste of money. Fix 'Blood Alley'!

[Reply](#)

carol forstrom [1 day ago](#) [0](#) [T](#)

i agree the south green route is the most non invasive.

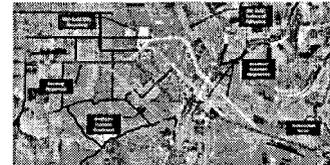
[Reply](#)

Post a new comment

Project Details

What is the SR 12/Rio Vista Bridge preliminary study?

The SR 12/Rio Vista Bridge Preliminary Study is comparing bridge replacement and bridge widening alternatives, identifying feasible alignment alternatives and investigating local design preferences. Specifically, the study will assess the existing route, as well as routes north and south of the airport and a southern alignment along the river bluffs.



Click to view the corridor alignment map

Why the SR 12/Rio Vista Bridge Preliminary Study?

The Rio Vista Bridge Preliminary Study was initiated to explore alternatives for improving transportation mobility on SR 12 through Rio Vista and across the Sacramento River. The section of SR 12 within the study limits, along with the existing river bridge, provide an important link along State Route 12 between Interstate 80 in the North Bay Area of Solano County and the Interstate 5 Corridor servicing Sacramento and San Joaquin Counties, as well as the Central Valley Region.

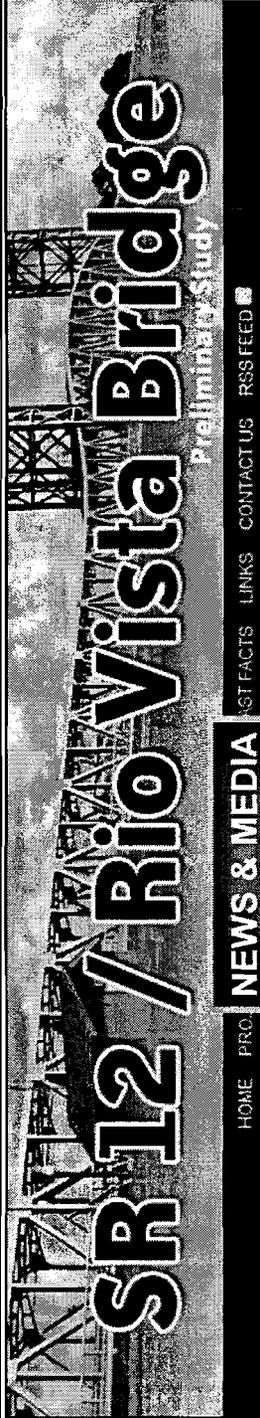
Through the Rio Vista area, SR 12 is a two-lane facility with deficiencies, including narrow shoulders in many locations and a lack of turn lanes at many intersections. In addition, the limited vertical clearance between the Sacramento River and the existing lift bridge requires that the bridge be lifted up to 40 times per day to allow passage of nearly all water vessels. These existing circumstances have contributed to increased congestion that will worsen as population in the community and surrounding areas increase. To begin the planning process for alleviating these deficiencies, the SR 12 / Rio Vista Bridge Preliminary Study will investigate alternatives to improve traffic capacity along SR 12 and across the Sacramento River, eliminate surface traffic/river transportation conflicts and improve traffic safety. Addition of traffic lanes and replacement of the bridge are needed to reduce congestion, to eliminate conflicts between roadway and river traffic and to improve safety.

Will the study result in construction?

No, the preliminary study will not directly result in construction of a new alignment. The study will investigate potential replacement bridge types, alignment alternatives and environmental constraints and will identify potential funding strategies. This study will be used by the City of Rio Vista for right-of-way preservation purposes in a future City General Plan update, and it will supplement a planned SR 12 Major Investment Study that will include the SR 12 Corridor from Interstate 80 to Interstate 5.



Community Access to Information



Media Inquiries

For media inquiries, please call 916-491-3161.

News & Media

Fact Sheet

View the project fact sheet here.

Newsletters

May 2009 **NEW!**

Public Meetings

6-8 p.m., Thursday, May 28 at White Elementary (500 Elm Way, Rio Vista)
Join the project team for an overview of the study, a review of alternatives, and to provide input. Learn more. Get Google directions.



Community Access to Information



HOME PROJECT DETAILS NEWS & MEDIA **FAST FACTS** CONTACT US RSS FEED

Project Timeline:

Preliminary study completed	Fall 2009
Preliminary engineering and environmental document	TBD
Final design and construction	TBD



Fast Facts

Location?

The Rio Vista Bridge is a lift bridge located on State Route (SR) 12 and crosses the Sacramento River, creating a vital link between Interstate 80 and Interstate 5.

Neighbors:

City of Rio Vista & Isleton

How much?

\$380,000 - funded by the City of Rio Vista through Federal Transportation Demonstration Funds

What?

The SR 12/Rio Vista Bridge Preliminary Study will:

- Compare bridge replacement and bridge widening alternatives
- Identify feasible alignment alternatives
- Identify environmental constraints
- Investigate local design preferences
- Identify potential funding strategies

Why?

The SR 12 Corridor in the project study area has several deficiencies that are contributing to increased congestion, and the region needs long-term traffic improvements to address the corridor deficiencies and accommodate a growing population. The study will be used by the City of Rio Vista for right-of-way preservation purposes in a future City General Plan update. It will also supplement a planned SR 12 Major Investment Study that will include the SR 12 Corridor from Interstate 80 to Interstate 5.

Partners?

Solano Transportation Authority is working with the City of Rio Vista to complete the preliminary study.



Community Access to Information

SR 12 / Rio Vista Bridge

Preliminary Study

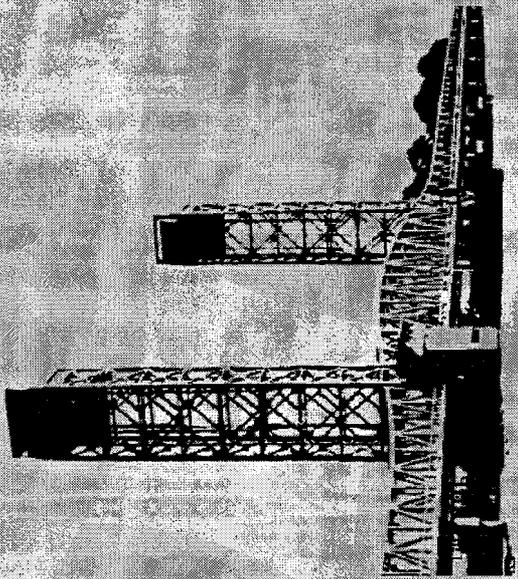
CONTACT US RSS FEED

LINKS

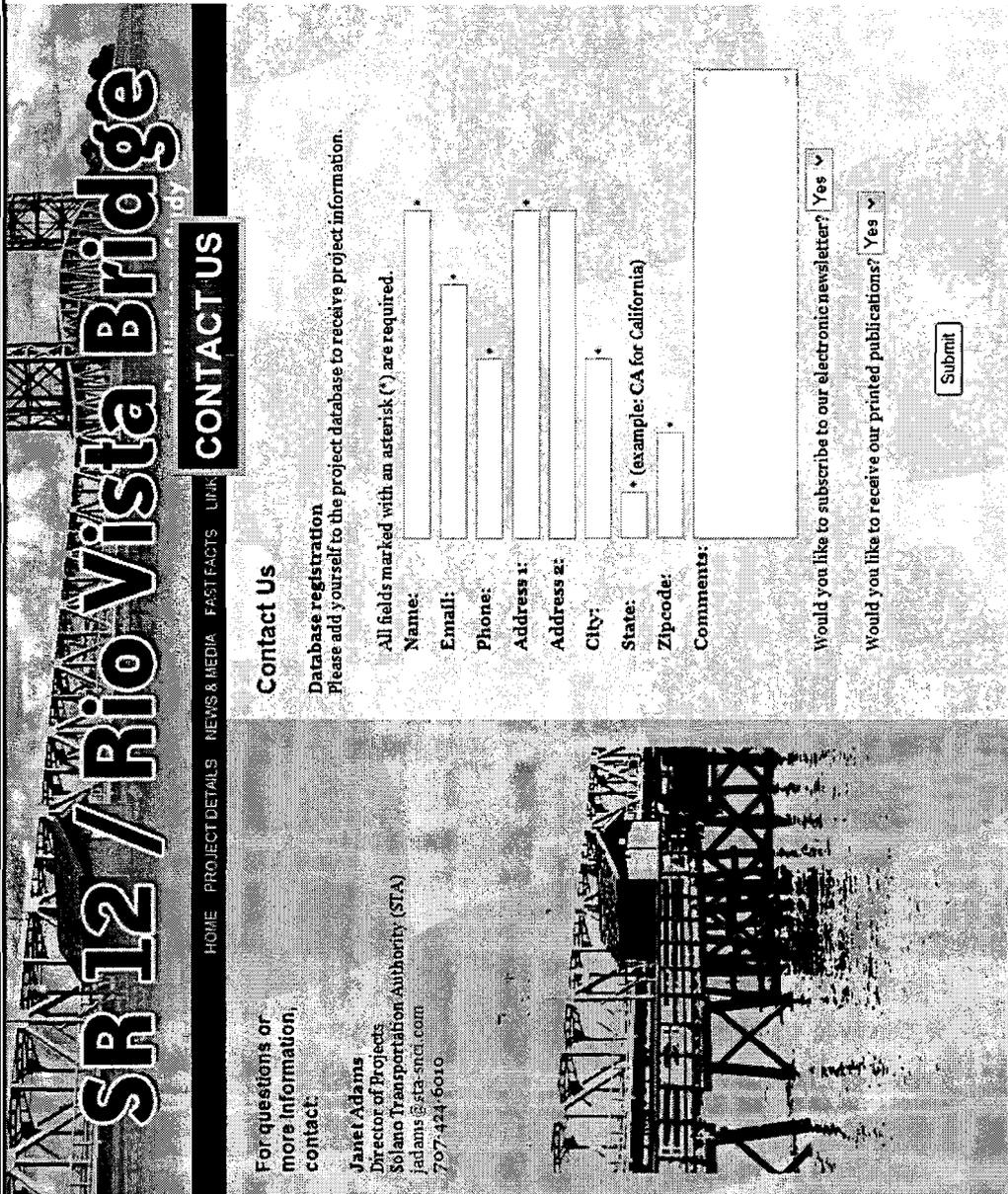
HOME PROJECT DETAILS NEWS & MEDIA FAST FACTS

Links and Resources

- Solano Transportation Authority
- City of Rio Vista
- Caltrans (main site)
 - District 4
 - District 3
 - District 10
- Federal Highway Administration



Community Access to Information



SR 12 / Rio Vista Bridge

HOME PROJECT DETAILS NEWS & MEDIA FAST FACTS LINKS **CONTACT US**

Contact Us

Database registration
Please add yourself to the project database to receive project information.

All fields marked with an asterisk (*) are required.

Name: *

Email: *

Phone: *

Address 1: *

Address 2:

City: *

State: * (example: CA for California)

Zipcode: *

Comments:

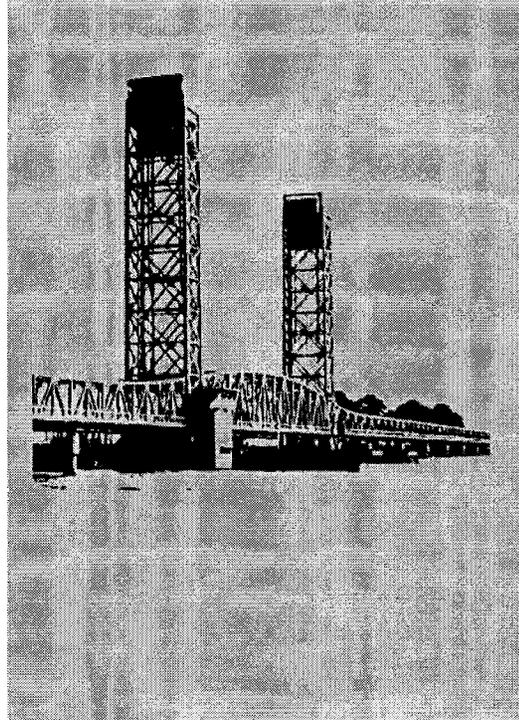
Would you like to subscribe to our electronic newsletter? Yes No

Would you like to receive our printed publications? Yes No

For questions or more information, contact:
Janet Adams
Director of Projects
SoLano Transportation Authority (STA)
jadams@sta-snci.com
707-424-6010



Community Access to Information



SR 12/Rio Vista Bridge Preliminary Study

The Solano Transportation Authority (STA) and the City of Rio Vista are exploring alternatives for improving transportation mobility on State Route (SR) 12 through Rio Vista and across the Sacramento River. The existing Sacramento River Crossing at Rio Vista is a lift bridge that completes a vital link between Interstate 80 and Interstate 5.

Through the Rio Vista area, SR 12 is a two-lane facility that has narrow shoulders in many locations and lacks turn lanes at many intersections. In addition, the limited vertical clearance between the Sacramento River and the existing lift bridge requires that the bridge be operated to allow passage of nearly all water vessels. These existing circumstances have contributed to increased congestion that will worsen as population in the community and surrounding areas increases. To begin the planning process for alleviating these deficiencies, the SR 12 / Rio Vista Bridge Preliminary Study will investigate alternatives to improve traffic capacity along SR 12 and across the Sacramento River, eliminate surface traffic/river transportation conflicts and improve traffic safety.

What's new?

- PROJECT FACT SHEET
- CORRIDOR ALIGNMENT MAP
- View PROJECT NEWSLETTER and information on upcoming PUBLIC MEETINGS



BREAKOUT SESSION STATIONS

Public Information / Access

- Web Site Access – RSS FEED REGISTRATION
- General Information
- Community Input
- Comment Box

Engineering / Technical

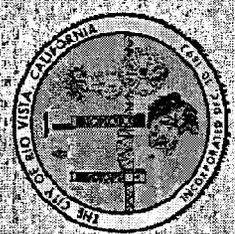
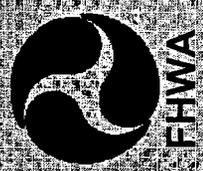
- Corridor Alignment Exhibits
- Bridge Example Exhibits
- Engineering Questions / Information
- Environmental / Engineering Constraints



IAN

The SR12 Realignment/Rio Vista Bridge Preliminary Study

THANK YOU FOR YOUR PARTICIPATION



SRTA

Solano Transportation Authority



DATE: May 29, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Yolo Solano Air Quality Management District Clean
Air Funds Committee Recommendation for Fiscal Year (FY) 2009-10

Background:

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

Discussion:

For FY 2008-09, the YSAQMD has \$390,000 of Clean Air Funds available for distribution to projects or programs in the Solano portion of the YSAQMD. The YSAQMD solicited applications, and received ten (10), totaling \$1,125,878 (Attachment A).

On March 11, 2008, the STA Board appointed three members to sit on an application review committee; the YSAQMD Board provided six additional members. The Committee met on May 13th and reviewed the applications. All of the applicants were invited to provide presentations.

The Committee recommended that the following projects receive funding:

1. Solano County Dept. of Resource Management – Off-Road Grader Replacement (\$160,974)
2. City of Dixon Public Works Dept. – Storm Drain and Sewer Cleaning Vehicle Replacement (\$15,000)
3. Solano County Dept. of Resource Management – Vaca-Dixon Bikeway Phase 4 (\$23,000)
4. Solano-Napa Commuter Information – SNCI Rideshare Program (\$50,000)
5. City of Vacaville – City Coach Lawrence Drive CNG Pilot Bus Route (\$46,821)
6. Solano Transportation Authority – Climate Change Study and Action Plan (\$20,000)
7. Breathe California of Sacramento – A. I. R. Solano County (\$10,000)
8. Solano Transportation Authority – Safe Routes to School Education and Encouragement (\$60,000)
9. City of Vacaville – City Coach Summer Youth Pass (\$4,205)
10. City of Vacaville – City Coach CNG Bus Wrap (\$0)

The full YSAQMD Board is scheduled to take action on the Clean Air Fund allocation at their meeting on the morning of June 10, 2009.

Fiscal Impact:

All project costs are funded by YSAQMD Clean Air Funds. Three STA projects have been recommended for funding: Safe Routes to School (\$60,000), Climate Change Study and Action Plan (\$20,000) and Solano-Napa Commuter Information Rideshare Program (\$50,000).

Recommendation:

Informational.

Attachment:

- A. Solano County YSAQMD Clean Air Fund Application Submittals with Recommended Funding

2009-10 YSAQMD/STA Screening Committee Recommendations

Applicant	Project	Funding requested	Description	Steering Committee Recommendations
Clean Technologies/LEV				
Solano County Dept. of Resource Management	Grader Replacement Project	\$384,000	Replace 2 off-road graders with lower-emission vehicles	\$160,974
City of Dixon	Storm Drain Clean Vehicle Replacement	\$252,978	Purchase replacement storm drain cleaning vehicle with LEV equivalent	\$15,000
Alternative Transportation				
Solano County Dept. of Resource Management	Vaca-Dixon Bikeway (Phase 4)	\$200,000	Construct 0.4 mile segment of Class 2 bikeway along Pitt School Road, from Webber Road to Midway Road.	\$23,000
Transit Services				
Solano-Napa Commuter Information	SNCI Ride Share Program	\$100,000	Partial funding of SNCI rideshare matching services for Dixon, Rio Vista, Vacaville and unincorporated county	\$50,000
City of Vacaville	City Coach Lawrence Drive route - pilot program	\$74,914	Conduct a 12-month pilot route for the Lawrence Drive area of Vacaville, using CNG bus	\$46,821
Education				
Solano Transportation Authority	STA Climate Change Study and Action Plan	\$20,000	Conduct GHG Emission Inventory for County, cities of Dixon, Rio Vista, Vacaville; develop emission reduction plan	\$20,000
Breath California of Sacramento - Emigrant Trails	A. I. R. - Solano County	\$20,000	Conduct AIR high-school air quality assessment, youth leadership summit and community outreach	\$10,000
Solano Transportation Authority	STA – Safe Routes to School Part Time Coordinators + Education and Encouragement	\$60,000	Hire part-time program and safety coordinators and educate students about safe practices for walking and bike riding to school for Dixon, Rio Vista, Vacaville and the unincorporated county.	\$60,000
City of Vacaville	CityCoach Public Education Campaign - Summer Youth Pass	\$5,045	Summer Youth Pass transit pass	\$4,205
City of Vacaville	CityCoach Public Education Campaign - Bus Wrap	\$8,941	CNG bus wraps	\$0
TOTALS		\$1,125,878		\$390,000

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DATE: May 29, 2009
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Model Technical Advisory Committee (TAC) and Model Update

Background:

The Napa-Solano Travel Demand Model was significantly updated in 2007 and 2008 to allow better projections of not only traffic behavior, but also transit and rideshare assumptions and the presence of High Occupancy Vehicle lanes. Based upon feedback received from the Planning staffs of the cities and the county in late 2008, a review of base year (2000), current year (2009), and projected year (2030) land uses has been undertaken in the first 4 months of 2009.

The Model TAC has operated as an informal advisor group, with cities and the county, the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission and traffic consultants participating as they felt the need. With the recent model updates, the STA staff, Model TAC members and the city and county Planning Directors concluded that a formal Memorandum of Understanding (MOU) setting out roles and responsibilities was needed.

Discussion:

Model Run Results

The most recent model run, utilized the updated land use files; no changes were made to the roadway network or to the underlying assumptions about factors such as transit use. The vast majority of the roadway segments analyzed in the model show similar levels of congestion using both sets of land use data. The model results were shared with the Model TAC participants, and comments were received from Caltrans and the cities of Dixon, Rio Vista and Vacaville. Several changes were made to account for issues raised in the agency comments. Model TAC members have been asked to give a final use/do not use recommendation by June 2nd.

Memorandum of Understanding: Solano Model TAC Participation

The Model TAC MOU has been approved by the Model TAC members. A copy of the MOU has been sent by STA legal counsel Chuck Lamoree to the legal counsel for each City and the County.

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: June 1, 2009
 TO: STA Board
 FROM: Kenny Wan, Assistant Project Manager
 RE: Project Delivery Update

Background:

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, the STA continually updates the STA's Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and reminds the TAC about upcoming project delivery deadlines.

Discussion:

There were 4 project delivery reminders this month:

1. **FY STP/CMAQ 2008-09 Federal Obligation Plan:**
 MTC has adopted new federal funding obligation request deadlines, changing them from March 1, 2009 to February 1, 2009 and the receive deadline from May 31, 2009 to April 30, 2009. This is in response to Caltrans moving up their Obligation Authority (OA) release date from June 1st to May 1st. With leftover OA becoming available sooner, MTC wants Bay Area projects ready to obligate.

<u>Projects included in FY STP/CMAQ 2008-09 Federal Obligation Plan</u>			
<ul style="list-style-type: none"> - \$8.7 M in Federal funding - Submit E76 Request by February 1, 2009 - Receive E76 by April 30, 2009 			
Agency	TIP ID	Project	Status/Deadlines
Benicia	SOL070045	State Park Road Bridge	\$1.67 M for CON (CMAQ & ARRA-TE) On July CTC agenda for allocation. Will receive E76 in a month.
Dixon	SOL070046	SR-113 Pedestrian Improvements	\$90,000 for CON. Contract awarded May 26, 09
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	\$85,000 for CON Field review on 28 th May. Design underway.
Solano County	SOL050024	Vacaville - Dixon Bike Route Phase II and III	\$337,000 for CON. Construction completed.

Agency	TIP ID	Project	Status/Deadlines
Solano County	SOL050046	Old Town Cordelia Enhancements	\$500,000 for CON. Expect obligation by Mid-June.
Vacaville	SOL050013	Vacaville Intermodal Station	\$3,028,000 for CON. Requested E76 for CON.
Vacaville	SOL070028	Downtown Creekwalk	\$53,000 for PS&E \$694,000 for CON Re-submit PS&E package due to new DBE program.
Vacaville	SOL070029	Ulatis Creek – Allison to I-80	\$169,000 for ENV. E76 Received. Waiting for Field Review day. Field Review forms submitted in December.
Vacaville	SOL070047	Peabody & Marshall Road Pedestrian Improvements	\$152,000 CMAQ for CON. and \$260,000 ARRA Fund. Received E76 on May 22, 09
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$672,000 for CON. E76 received on March 18 for CON. Contract awarded on May 19
Vallejo	SOL050048	Downtown Vallejo Pedestrian Enh. - Phase I	\$1,600,000 ARRA Fund and \$580,000 CMAQ for CON. Currently in PS&E. Pending E76

2. Inactive Obligations

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months or risk loss of funding.

More information can be found on Caltrans Local Assistance website:

<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Currently listed Inactive Projects				
Review Period: 01/01/09 – 03/31/09				
Invoice Submission Due to LPA: May 22, 2009				
Justification Due to DLAE: May 22, 2009				
Agency	Project	Unexpended Funds	Caltrans Status	Agency Responses
Fairfield	Travis Blvd. From Oliver Rd. To N. Texas St. , Signal Upgrade, Traffic Sign Install	\$170,537.81	Last Billed, 10/06/06. No documentation rec'd; submit invoice or justification form by 5/22/09.	Justification form was sent on 3/2/ 09. Already submitted final invoice on May. Unexpended funds will be \$30,362
Projects that will become inactive by June 2009				
Vacaville	Various Locations In Vacaville And Dixon	\$10,000	Authorized 09/08/02	Staff is working on the final report on the alt. fuels

				projects
Fairfield	Linear Park Between N. Texas St. & Dover Ave.	\$330,000	Authorized 04/18/07	Invoiced was submitted on May, 2009.
Projects that will become inactive by September 2009				
Suisun City	Various Locations Throughout City, striping for Bike Lanes	\$15,268	Authorized 8/1/2001. Last Billed 08/25/06.	Did not spend all money. Staff is completing project's close out paper.
Fairfield	Woolner Ave. From Enterprise Dr. to Sheldon Elementary School, sidewalk improvement.	\$53,100	Authorized 9/12/2007	Construction recently completed. Fairfield submitted invoice on May, final invoice expected on June, 09

3. STIP Allocation Status for FY 2008-09 Programmed Projects

Projects programmed in the State Transportation Improvement Program (STIP) must receive an allocation from California Transportation Commission (CTC) by the end of the fiscal year in which the funds are programmed. For projects programmed in FY 2009-10, and want to receive an allocation at the August 2009 CTC meeting, sponsor must submit allocation request to MTC and Caltrans D4 Local Assistance by June 15, 2009.

In accordance with recently adopted policy by MTC, all allocated construction funds must have a contract awarded within six months of allocation, and for federal projects (i.e. TE projects), be sure the sponsor's Disadvantaged Business Enterprise (DBE) program is approved by the Local Assistance.

STIP ALLOCATION STATUS REPORT FOR FY08-09			
Projects that need allocation by July, 2009			
Submit allocation request by May 11, 2009			
Agency	Project	Unexpended Funds	Status
STA	Jepson Parkway (I-80 reliever)	\$2,400,000	Project will be reviewed on June CTC meeting
Vacaville	Jepson Pkwy Gateway Enhancement	\$120,000	Allocation request submitted on April 13, 09
MTC	TE reserve	\$381,000	Will lapse due to advances of ARRA-TE Funding

STIP ALLOCATION STATUS REPORT FOR FY09-10

Projects that need allocation by June, 2010

Submit allocation request by April, 2010

Agency	Project	Unexpended Funds	Status
STA	Jepson Parkway (I-80 reliever)	\$3,800,000	ROW, May request and advance from programmed CON funding.
Vallejo	Vallejo Ferry Terminal Parking Phase 2	\$11,412,000	Amendment requested to CTC for \$13.1 million in FY09-10 for CON
Vacaville	Jepson Parkway Gateway enhancement	\$230,000	Potentially delay until FY11-12 due to advance of ARRA-TE funding
Solano	TE reserve	\$0	TE Reserve \$721K to go other counties due to advance of ARRA-TE funding for Solano TE projects from other counties.

4. American Recovery and Reinvestment Act update

On February 17, 2009, President Obama signed into law the American Recovery and Reinvestment Act (ARRA), which enacted a \$787 billion economic recovery package calling for significant new spending as well as tax cuts. Of this funding, \$9,730,000 was programmed for Solano local agency Local Streets and Roads projects.

The STA facilitated field reviews with Caltrans staff in late February and early March has been efficient and successful. Local agencies have been getting their environmental clearance and receiving their Categorical Exemption/Categorical Exclusion Forms.

As of mid-May, all agencies have submitted their Plans, Specification and Estimate packages (PS&E) to Caltrans and are waiting for the approval of E-76. One major reason for local agencies not receiving E-76 is due to the new Disadvantage Business Enterprise (DBE) policy. Caltrans tends to withhold the approval of E-76 until after the local agencies adopt the new Race Conscious DBE program.

Below is a table summarizing the funded projects and their current status of delivery.

PROJECT RECEIVING ARRA FUNDING

-NEPA Clearance & Final PS&E by April 30, 2009

-Received E-76 by May 31, 2009

-Award Contract by September 30, 2009

Local Agency	Project Title/Description/Location	ARRA \$	Status as of March 18
City of Benicia	Benicia - East 2nd Street Overlay	\$400,000	Pending E 76

City of Dixon	Dixon - Various Streets and Roads Rehabilitation	\$300,000	Pending E76
Local Agency	Project Title/Description/Location	ARRA \$	Status as of March 18
City of Fairfield	Fairfield - Gateway Boulevard Resurfacing	\$900,000	Pending E76
City of Fairfield	Fairfield - East Tabor Ave Resurfacing	\$900,000	Pending E76
City of Fairfield	McGary Road	\$1,640,000	Pending environmental clearance.
County of Solano	Solano County - Various Streets Overlay	\$2,000,000	E76 Received, Advertised on May 15. Open for bid on June 8, 09.
City of Suisun City	Suisun City - Sunset Avenue Road Rehabilitation	\$700,000	Pending E76
City of Vacaville	Vacaville - Peabody Road/Marshall Rd Pedestrian Safety Imps	\$260,000	Pending E76
City of Vacaville	Vacaville - Various Streets Overlay	\$1,330,000	Pending E76
City of Vacaville	Vacaville - GPS EVP System project	\$320,000	Pending E76
City of Vallejo	Vallejo - Downtown Vallejo Streetscape	\$1,600,000	Pending E76
City of Vallejo	Vallejo - Various Streets Overlay	\$1,020,000	Pending E76

5. TE and the Conservation Corps

SB 286, approved in 2008, directs agencies to prioritize projects that partner with either the state or local conservation corps when considering future Transportation Enhancement funding. MTC will hold a workshop at 11:30 a.m. on June 15 at the MetroCenter, 1st Floor, Auditorium, 101-8th Street, Oakland on the conservation corps, their mission, and how to partner with them for various local enhancement projects. All county, cities, and transit agencies, are invited to attend to learn more about the corps. Representatives from the Corps (both state and local) will be available to answer questions.

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: May 21, 2009
 TO: STA Board
 FROM: Sara Woo, Planning Assistant
 RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

Fund Source	Application Available From	Application Due
TIGER Grants for Surface Transportation*	None available. All questions must be submitted in writing via email to: TigerTeam@dot.gov .	N/A ¹
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program for Small Urban Projects*	Kristen Mazur, MTC (510) 817-5789	June 26, 2009
FTA Grant Program – 5317 New Freedom Program for Small Urban Projects*	Kristen Mazur, MTC (510) 817-5789	June 26, 2009
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program for Rural Projects*	Kristen Mazur, Caltrans (916) 654-8222	September 25, 2009

Fund Source	Application Available From	Application Due
FTA Grant Program – 5317 New Freedom Program for <i>Rural Projects*</i>	Tracey Frost, Caltrans (916) 654-8222	September 25, 2009

* New funding opportunity

¹Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.



FUNDING OPPORTUNITY

American Recovery and Reinvestment Act (ARRA)

TIGER (Transportation Investment Generating Economic Recovery) Grants

Anticipated Application Deadline Not Available

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the ARRA TIGER Grants for Surface Transportation is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public transportation agencies.

Program Description: This program will provide grants to public transit agencies for capital investments that will assist in surface transportation infrastructure projects.

Funding Available: Approximately \$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects. \$20 million minimum; \$300 million maximum.

Eligible Projects: Eligible projects include, but are not limited to, highway or bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments.

Further Details: <http://www.dot.gov/recovery/ost/>
The U.S. Department of Transportation is in the process of developing criteria for this program. Caltrans, MTC, and STA will work with the cities and County of Solano to allocate the funds when the criteria are available.

Program Contact Person: Mr. Leslie T. Rogers, Regional Administrator, U.S. Department of Transportation
Region 9
(415) 744-3133

STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant
FTA 5316 Job Access and Reverse Commute Program for Small Urban Projects
Application Due June 26, 2009

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

Program Description: The JARC Program provides funding for projects designed to transport welfare recipients and eligible low-income individuals to and from employment and employment-related activities.

Funding Available: Approximately \$3 million is available for JARC small urban projects. Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

<u>Operating:</u> <ul style="list-style-type: none">• Late night/weekend service• Guaranteed ride home service• Shuttle service• Expanded fixed-route public transit routes• Demand-responsive service• Ridesharing/carpooling activities• Voucher programs	<u>Capital:</u> <ul style="list-style-type: none">• Intelligent Transportation Systems (ITS)• Promotion of operating activities• Vehicles• Mobility management activities
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Further Details: <http://www.dot.ca.gov/hq/MassTrans/5316.html>

Program Contact Person: Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789
kmazur@mtc.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075
eniedziela@sta-snci.com



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5317 New Freedom Program for Small Urban Projects

Application Due June 26, 2009

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

Program Description: The New Freedom Program provides funding to assist transit operators and public agencies to provide new transportation services for individuals with disabilities, above and beyond the minimum required by the Americans with Disabilities Act of 1990.

Funding Available: Approximately \$1.6 million is available for New Freedom Small-Urban projects.

Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

- Eligible Projects: Operating: Expansion of hours for paratransit service, Enhancement of services, Voucher programs, Volunteer driver programs; Capital: Acquisition of accessibility equipment beyond ADA requirements, Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs, Mobility management activities

Further Details: http://www.dot.ca.gov/hq/MassTrans/5317.html

Program Contact Person: Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789, kmazur@mtc.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075, eniedziela@sta-snci.com



FUNDING OPPORTUNITY
Federal Transit Administration (FTA) Grant
FTA 5316 Job Access and Reverse Commute Program for Rural Projects
Application Due September 25, 2009

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

Program Description: The FTA 5316 JARC program provides funding to support projects designed to transport welfare recipients and eligible low-income individuals to and from employment activities and employment related activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

Funding Available: Approximately \$1.4million is available for JARC rural projects.

Eligible Projects:

<u>Operating:</u> <ul style="list-style-type: none">• Late night/weekend service• Guaranteed ride home service• Shuttle service• Expanded fixed-route public transit routes• Demand-responsive service• Ridesharing/carpooling activities• Voucher programs	<u>Capital:</u> <ul style="list-style-type: none">• Intelligent Transportation Systems (ITS)• Promotion of operating activities• Vehicles• Mobility management activities
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Further Details: <http://www.dot.ca.gov/hq/MassTrans/5316.html>

Program Contact Person: Tracey Frost, Acting Branch Chief (Caltrans),
(916) 654-8222
tracey_frost@dot.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst,
(707) 424-6075
eniedziela@sta-snci.com



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5317 New Freedom Program for Rural Projects

Application Due September 25, 2009

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5317 – New Freedom program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

Program Description: The FTA 5317 New Freedom program provides funding to assist transit operators and public agencies to provide “new” transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

Funding Available: Approximately \$0.7 million is available for New Freedom Rural Projects.

Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

<u>Operating:</u>	<u>Capital:</u>
<ul style="list-style-type: none">• Expansion of hours for paratransit service• Enhancement of services• Voucher programs• Volunteer driver programs	<ul style="list-style-type: none">• Acquisition of accessibility equipment beyond ADA requirements• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs• Mobility management activities

Further Details: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

Program Contact Person: Tracey Frost, Acting Branch Chief (Caltrans), (916) 654-8222
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eniedziela@sta-snci.com

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DATE: June 1, 2009
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated STA Board Meeting Schedule for Calendar Year 2009

Discussion:

Attached is the updated STA Board meeting schedule for the remainder of Calendar Year 2009.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board Meeting Schedule for the Calendar Year 2009

STA BOARD MEETING SCHEDULE
Remainder of Calendar Year 2009
(Meets on the 2nd Wednesday of Every Month)

DATE	TIME	DESCRIPTION	LOCATION	STATUS
June 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August	NO MEETING – SUMMER RECESS			
September 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 4	6:00 p.m.	STA 12 th Annual Awards	TBD	Pending
December 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed