



**STA BOARD MEETING AGENDA**  
**6:00 p.m., Regular Meeting**  
**Wednesday, October 10, 2012**  
**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 required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 3 minutes or less.**

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

**Staff Reports:** Staff reports are available for inspection at the STA Offices, One Harbor Center, Suite 130, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at [jmasiclat@sta-snci.com](mailto: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**

- |   |                        |
|---|------------------------|
| <p><b>I. CALL TO ORDER/PLEDGE OF ALLEGIANCE</b><br/>(6:00 – 6:05 p.m.)</p>  | <p>Chair Batchelor</p> |
| <p><b>II. CONFIRM QUORUM/ STATEMENT OF CONFLICT</b><br/><i>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.</i></p> | <p>Chair Batchelor</p> |

**STA BOARD MEMBERS**

Jack Batchelor, Jr. Chair City of Dixon	Steve Hardy Vice-Chair City of Vacaville	Elizabeth Patterson City of Benicia	Harry Price City of Fairfield	Jan Vick City of Rio Vista	Pete Sanchez City of Suisun City	Osby Davis City of Vallejo	Jim Spering County of Solano
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**STA BOARD ALTERNATES**

Rick Fuller	Ron Rowlett	Alan Schwartzman	Rick Vaccaro	Janith Norman	Mike Hudson	Erin Hannigan	John Vasquez
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**III. APPROVAL OF AGENDA**

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

(6:05 – 6:10 p.m.)

**V. EXECUTIVE DIRECTOR’S REPORT – Pg. 1**

Daryl K. Halls

(6:10 – 6:15 p.m.)

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

(6:15 – 6:35 p.m.)

**A. Announcement of Nominees for STA’s 15<sup>th</sup> Annual Awards**

Jayne Bauer

**B. Directors Report:**

**1. Planning**

Robert Macaulay

**2. Projects**

Janet Adams

**3. Transit/Rideshare**

**Presentation of International Walk to School Day**

Danelle Carey

**VII. CONSENT CALENDAR**

Recommendation:

Approve the following consent items in one motion.

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

(6:35 - 6:40 p.m.)

**A. Minutes of the STA Board Meeting of September 12, 2012**

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of September 12, 2012.

**Pg. 7**

**B. Minutes of the STA Board One Bay Area Grant (OBAG) Public Input Meeting of September 12, 2012**

Johanna Masiclat

Recommendation:

Approve STA Board OBAG Public Input Meeting Minutes of September 12, 2012.

**Pg. 17**

**C. Draft Minutes of the TAC Meeting of September 26, 2012**

Johanna Masiclat

Recommendation:

Approve Draft TAC Meeting Minutes of September 26, 2012.

**Pg. 21**

**D. STA’s Proposed Fiscal Year (FY) 2011-12 Final-Year Budget Amendment**

Daryl Halls  
Susan Furtado

Recommendation:

Receive and file.

**Pg. 27**

- E. Fiscal Year (FY) 2011-12 Fourth Quarter Budget Report** Susan Furtado  
Recommendation:  
*Receive and file.*  
**Pg. 31**
- F. Fiscal Year (FY) 2012-13 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds** Robert Guerrero  
Recommendation:  
*Approve the following for the FY 2012-13 TFCA Program:*  
  - 1. Reduce Benicia's Smart Growth/Safe Routes to School Project on Rose Drive Project TFCA allocation to \$25,500; and*
  - 2. Increase SNCI Rideshare Program's TFCA allocation by \$34,328.***Pg. 37**
- G. Jepson Parkway Concept Plan Update** Robert Guerrero  
Recommendation:  
*Approve the 2012 Jepson Parkway Concept Plan Update Overall Scope of Work and Community Workshop Format as shown in Attachment A.*  
**Pg. 39**
- H. Intercity Transit Funding Agreement for SolanoExpress Route for Fiscal Year (FY) 2012-13 and 2013-14** Liz Niedziela  
Recommendation:  
*Authorize the Executive Director to execute the FY 2012-13 and FY 2013-14 Intercity Transit Funding Agreement.*  
**Pg. 43**
- I. Greenhouse Gas Reduction Plan Contract Approval** Robert Macaulay  
Recommendation:  
*Authorize the Executive Director to:*  
  - 1. Execute a contract with AECOM to deliver tasks in the scope of work included in Attachment A, for an amount not to exceed \$153,800;*
  - 2. Execute individual contracts with the participating jurisdictions for development and implementation of the tasks identified in Attachment A, for a total amount not to exceed \$44,180; and*
  - 3. Execute an amendment to the agreement with Solano County to allow STA to administer the steps needed to implement the tasks identified in the SGC grant.***Pg. 59**

- J. Environmental Mitigation for the I-80/I-680/State Route (SR) 12 Interchange Phase 1 Project** Janet Adams  
Recommendation:  
*Authorize the Executive Director to enter into agreements to provide the environmental mitigation required by the I-80/I-680/SR 12 Interchange – Phase 1 project for a not-to-exceed amount of \$9.9 M.*  
**Pg. 69**
- K. I-80/I-680/State Route (SR) 12 Westbound (WB) I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements Project** Janet Adams  
Recommendation:  
*Authorize the Executive Director to finalize and execute the utility relocation agreement between STA and PG&E for the I-80/I-680/State Route (SR) 12 Westbound (WB) I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements Project.*  
**Pg. 73**
- L. I-80/I-680/State Route (SR)12 Interchange Project** Janet Adams  
Recommendation:  
*Approve the attached Resolution No. 2012-17 and Funding Allocation Request from the Metropolitan Transportation Commission (MTC) for \$5.98 million in bridge toll funds for the I-80/I-680/SR 12 Interchange Project for right-of-way phase.*  
**Pg. 79**

## VIII. ACTION FINANCIAL ITEMS

- A. Approval of OneBayArea Grant (OBAG) Local Streets and Roads Project Funding Swap for City of Vallejo** Sam Shelton  
Recommendation:  
*Approve the swap of \$611,000 of the City of Vallejo’s One Bay Area Grant (OBAG) Local Streets and Roads Surface Transportation Program (STP) funding for \$611,000 OBAG Congestion Mitigation and Air Quality (CMAQ) for the City of Vallejo’s Georgia Street Streetscape project.*  
 (6:40 – 6:45 p.m.)  
**Pg. 99**

## IX. ACTION NON-FINANCIAL ITEMS

- A. OneBayArea Grant (OBAG) Funding Criteria** Robert Macaulay  
Recommendation:  
*Adopt the Solano OBAG CMAQ Project and Program Criteria as shown in Attachment A.*  
 (6:45 – 7:00 p.m.)  
**Pg. 103**

- B. Suisun City Train Station Improvements** Jessica McCabe  
Recommendation:  
*Approve the following:*
- 1. Authorize the Executive Director to develop a funding plan with City of Suisun City for Suisun Train Station improvements and way finding signage; and*
  - 2. Authorize the STA Chair to appoint a Board subcommittee to review improvements to Suisun City Train Station and recommend a funding plan to the STA Board.*
- (7:00 – 7:05 p.m.)  
**Pg. 115**
- C. State Route (SR) 12/Church Road Assessment and Funding Plan** Janet Adams  
Recommendation:  
*Authorize the development of a funding plan with the City of Rio Vista for SR 12/Church project pending the results of the assessment currently underway by the Solano Economic Development Corporation.*
- (7:05 – 7:10 p.m.)  
**Pg. 125**
- D. STA’s Draft 2013 Legislative Priorities and Platform** Jayne Bauer  
Recommendation:  
*Distribute the STA’s Draft 2013 Legislative Priorities Platform for a 30-day review and comment period.*
- (7:10 – 7:15 p.m.)  
**Pg. 127**
- E. Guiding Principles for Development of Intergovernmental Memorandum of Agreement with Yocha Dehe Wintun Nation** Bernadette Curry  
Recommendation:  
*Approve the following:*
- 1. Guiding Principles for development of Intergovernmental Memorandum of Agreement with Yocha Dehe Wintun Nation; and*
  - 2. Authorize the STA Board Chair to execute the Memorandum of Agreement to be negotiated based on the Guiding Principles*
- (7:15 – 7:20 p.m.)  
**Pg. 157**
- F. State Route 12 Economic Study Wrap-Up** Mitchell Conner,  
ArchiLOGIX  
Recommendation:  
*Receive the SR 12 Economic Analysis.*
- (7:20 – 7:25 p.m.)  
**Pg. 163**

**X. INFORMATION - DISCUSSION**

- A. Mobility Management Plan**  
(7:20 – 7:30 p.m.)  
**Pg. 169** Phil McGuire,  
Innovative Paradigms
- B. Coordinated Short Range Transit Plan and Transit Corridor Study**  
(7:30 – 7:40 p.m.)  
**Pg. 171** Tony Bruzone,  
ARUP

**INFORMATION - NO DISCUSSION**

- C. Transit Studies Update**  
**Pg. 173** Liz Niedziela
- D. Fiscal Year (FY) 2011-12 Abandoned Vehicle Abatement (AVA) Program Third and Fourth Quarter Report**  
**Pg. 177** Susan Furtado
- E. Funding Opportunities Summary**  
**Pg. 179** Sara Woo
- F. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012**  
**Pg. 183** Johanna Masclat

**XI. BOARD MEMBERS COMMENTS**

**XII. ADJOURNMENT**

The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, December 12, 2012, Suisun City Hall Council Chambers.**



**MEMORANDUM**

DATE: October 1, 2012  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report –October 2012

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

**STA's Draft Legislative Platform and Priorities for 2013 \***

Staff has developed an update to the STA's Legislative Platform and funding priorities in preparation for the 2013 federal and state legislative sessions. The list of priorities for federal grants has been updated based on a meeting held with the four cities that are collectively working with the STA to share a federal lobbyist. The legislative policies have also been updated based on recent legislation enacted during the 2012 session.

**OneBayAreaGrant (OBAG) Criteria for Project Selection\***

Last month, the Solano Transportation Authority (STA) hosted a public workshop focused on the future allocation of federal transportation funds through the One Bay Area Grant Program (OBAG) developed by the Metropolitan Transportation Commission (MTC) in coordination with the Association of Bay Area Governments (ABAG). The next step in the process is for the STA Board to adopt criteria to provide guidance to the STA staff concerning the evaluation of candidate projects for Solano County's remaining share of OBAG funds, consisting of Federal Congestion Mitigation and Air Quality (CMAQ) funds.

**Development of MOU with Yoche Dehe Wintun Nation for Tribal Consultations \***

Earlier this year, members of the STA Board met with Tribal Counsel Leaders of the Yoche Dehe Wintun Nation to discuss how to improve communications and the consultation process for future STA projects that may affect Yoche Dehe Wintun Nation lands. In follow up, STA staff and legal counsel have worked with representatives of the Yoche Dehe Wintun Nation to develop guiding principles for development of an Intergovernmental Memorandum of Understanding (MOU). These guiding principles are presented for consideration by the STA Board.

**State Route 12/Church Road Funding Plan \***

STA has initiated an assessment of SR 12/Church Road in preparation for development of a funding plan for the project in partnership with the City of Rio Vista. STA has retained Solano EDC to conduct this assessment of the Project and adjacent property/development agreements. STA, working with the City of Rio Vista and Caltrans, completed a Project Study Report (PSR) that was approved by Caltrans in Fiscal Year 2009-10. Once the initial assessment is completed, a funding plan for the project, if feasible, will be brought to the STA Board and the Rio Vista City Council for approval. This is targeted to occur at the December STA Board meeting. Staff is seeking authorization from the STA Board for staff to develop the funding plan for the project in partnership with the City of Rio Vista.

**Suisun City Train Station Improvements \***

The Suisun City Train Station is the only train station located in Solano County served by the Capitol Corridor Joint Powers Authority's (CCJPA) intercity rail service. Suisun City submitted this project to the STA as part of the OBAG process and STA staff has met with representatives from Suisun City, Fairfield and Suisun Transit (FAST) and the CCJPA to discuss potential improvements to the station, including improved signage and other passenger amenities. Staff is requesting the Board form a subcommittee to review the proposed improvement project and authorize STA staff to work with staff from Suisun City and the CCJPA to develop a funding plan for Suisun City Train Station.

**State Route 12 Economic Study Wrap Up \***

STA contracted with Solano EDC to conduct an economic assessment of the SR 12 Corridor. Solano EDC's consultant team has completed the public input process for the study and will be providing the final wrap up at the Board meeting.

**Initiation of Solano Mobility Management Plan \***

The development of a mobility management plan and program was identified as a top priority in both STA's Senior and People with Disabilities Mobility Plan and the Senior and People with Disabilities Transportation Advisory Committee. STA has retained a consultant firm, Innovative Paradigms, to develop the plan in partnership with the County of Solano, Solano's transit operators, and the advisory committee. A presentation outlining the plan's scope of work and schedule will be provided at the meeting.

**Kick Off of Countywide Coordinated Short Range Transit Plan \***

The STA Board has authorized the STA to conduct a first ever Countywide Coordinated Short Range Transit Plan for Solano County. This plan will update each transit operator's Short Range Transit Plan (SRTP) utilizing one consultant firm and similar assessment and performance criteria. Concurrently, the study will update the Transit Corridor Study for the I-80, I-680, I-780 and SR 12 corridors.

**STA Partnerships with Local Schools to Commemorate International Walk to School Day**

On October 3rd, the Solano Transportation Authority commemorated International Walk to School Day with four Walking School Bus Pilots at four local schools located in the cities of Benicia, Fairfield, Vacaville and Vallejo. Three Board Members, one Board Alternative, a former Board Member, and staff from STA's Safe Routes to School Program, County Public Health, and four school districts joined with parents and children to organize these initial Walking School Bus Pilots. I was able to meet with and watch the new pilot program in the City of Fairfield at B. Gale Wilson School. This provides another example of the successful Safe Routes to Schools partnership between cities, the County, schools districts and the STA. STA is planning to initiate the Solano Walking School Bus Program on a countywide basis next calendar year once the federal grant funding for this program is approved by Caltrans. This is expected to occur by next month.

**STA Staff Update**

The STA interviewed the top nine candidates for the new contract position of Mobility Management Program Coordinator and a top candidate has been identified. I will announce the new employee at the Board meeting on October 10<sup>th</sup>.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated February 2012)

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

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SCS	Sustainable Community Strategy
SCTA	Sonoma County Transportation Authority
SFCTA	San Francisco County Transportation Authority
SJCOG	San Joaquin Council of Governments
SHOPP	State Highway Operations & Protection Program
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SoHip	Solano Highway Improvement Plan
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR	State Route
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
STAF	State Transit Assistance Fund
STIP	State Transportation Improvement Program
STP	Federal Surface Transportation Program
<b>T</b>	
TAC	Technical Advisory Committee
TAM	Transportation of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement Program
TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
TFCA	Transportation Funds for Clean Air Program
TIF	Transportation Investment Fund
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TMS	Transportation Management System
TOD	Transportation Operations Systems
TOS	Traffic Operation System
T-Plus	Transportation Planning and Land Use Solutions
TRAC	Trails Advisory Committee
TSM	Transportation System Management
<b>U, V, W, Y, &amp; Z</b>	
UZA	Urbanized Area
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**September 12, 2012**

**I. CALL TO ORDER**

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

**MEMBERS**

**PRESENT:** Jack Batchelor, Chair City of Dixon  
*Arrived at 6:15 p.m.* Steve Hardy, Vice-Chair City of Vacaville  
Alan Schwartzman City of Benicia  
(Alternate Board Member)  
Harry Price City of Fairfield  
Jan Vick City of Rio Vista  
Pete Sanchez City of Suisun City  
Osby Davis City of Vallejo  
Jim Sperring County of Solano

**MEMBERS** Elizabeth Patterson City of Benicia  
**ABSENT:**

**STAFF**

**PRESENT:** Daryl K. Halls Executive Director  
Bernadette Curry Legal Counsel  
Janet Adams Deputy Executive Director/Director of Projects  
Robert Macaulay Director of Planning  
Johanna Masiclat Clerk of the Board  
Jayne Bauer Legislative & Marketing Program Manager  
Susan Furtado Accounting & Administrative Svc. Manager  
Liz Niedziela Transit Manager  
Judy Leaks Program Manager  
Robert Guerrero Senior Planner  
Sam Shelton Project Manager  
Sara Woo Associate Planner  
Jessica McCabe Assistant Project Manager

**ALSO**

**PRESENT:**

*In Alphabetical Order by Last Name:*

Morrie Barr	City of Dixon
Jim Ducoing	Member of the Public
Amanda Dum	City of Suisun City
George Gwynn, Jr.	Member of the Public
Dan Kasperson	City of Suisun City
Robert Powell	Member of the Public
Mike Roberts	City of Benicia
Mike Segala	Councilmember, City of Suisun City
Alan Sheeley	Member of the Public
Matt Tuggle	County of Solano

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

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

**III. APPROVAL OF AGENDA**

On a motion by Board Member Vick, and a second by Alternate Board Member Schwartzman, the STA Board approved the agenda to include revisions to Agenda Item IX.A, OneBayArea (OBAG) Funding Criteria.

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**V. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- OneBayArea Grant (OBAG) Public Input Workshop & Criteria for Project Selection
- 2012 Solano Employer Commute Challenge Off to Fast Start
- Solano Napa Commuter Information (SNCI) Sets High Vanpool Mark in FY 2011-12
- Marketing Plans for SolanoExpress Service and SNCI
- State Route (SR) 12 Church Project Assessment
- Solano's Safe Routes to School Program Highlighted at League of California Cities

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

**A. MTC Report:**

None presented.

**B. Caltrans Report:**

None presented.

**C. STA Reports:**

**A. Directors Report:**

- 1. Planning**
- 2. Projects**
- 3. Transit/Rideshare**

Judy Leaks, SNCI Program Manager, presented the SNCI Program's year-end report (FY 2011-12) and Sorel Klein, SNCI Assistant Program Manager, presented the 2012 Solano Employer Commute Challenge update.

## **VII. CONSENT CALENDAR**

On a motion by Board Member Price, and a second by Board Member Vick, the STA Board approved Consent Calendar Items A through Q with the exception to include modifications to Item N requested by Board Member Spering.

**A. Minutes of the STA Board Meeting of July 11, 2012**

Recommendation:

Approve STA Board Meeting Minutes of July 11, 2012.

**B. Draft Minutes of the TAC Meeting of August 29, 2012**

Recommendation:

Approve Draft TAC Meeting Minutes of August 29, 2012.

**C. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – September 2012 – Dixon and Rio Vista**

Recommendation:

Approve the FY 2012-13 TDA Matrix – September 2012 for the Cities of Dixon and Rio Vista as shown in Attachment B.

**D. East Fairfield Community Based Transportation Plan (CBTP) Report**

Recommendation:

Approve the Final East Fairfield Community Based Transportation Plan as specified in Attachment B.

**E. 2012 Local Ridership Studies for Dixon Read-Ride, Fairfield and Suisun Transit (FAST), Rio Vista Delta Breeze, and Vacaville City Coach**

Recommendation:

Approve the 2012 Local Transit Ridership Study Reports as shown in Attachment A.

**F. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2012-13 Work Program and FY 2011-12 Year-End Report**

Recommendation:

Approve the Solano Napa Commuter Information Work Program for FY 2012-13 as shown in Attachment A.

**G. Fiscal Year (FY) 2012-13 Indirect Cost Allocation Plan (ICAP) Rate Application**

Recommendation:

Approve the following:

1. STA's ICAP Rate Application for FY 2012-13; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.

**H. Contract Extension for On-Call Model Service and Funding Agreement with Napa County Transportation and Planning Agency (NCTPA)**

Recommendation:

Approve the following:

1. Authorize the Executive Director to extend an agreement with Napa County Transportation and Planning Agency (NCTPA) to administer on-call traffic modeling services with an annual contribution of \$16,000 per year for a two-year period; and
2. Authorize the Executive Director to extend an agreement with Cambridge Systematics for On-Call Modeling Service as specified in Attachment A for an amount not to exceed \$25,000 per year for a two-year term.

**I. Solano Countywide Bicycle and Pedestrian Wayfinding Signage System (Phase 1)**

Recommendation:

Approve the following:

1. Local preference goal of 9% for the Solano Countywide Bicycle and Pedestrian Wayfinding Signage System (Phase 1); and
2. Authorize the Executive Director to enter into a procurement contract for the Solano Countywide Bicycle and Pedestrian Wayfinding Signage System (Phase 1) for an amount not-to-exceed \$15,000.

**Public Comment:**

Robert Powell, Member of the Public, commented that the signage should appropriately identify existing public bicycle transportation facilities. He explained that there is a sign at the entrance to a bicycle and pedestrian path parallel to Interstate 80 (I-80) at the on-ramp off of Green Valley Road that ambiguously reads “pedestrian bicycles motor-driven cycles prohibited,” when there is a bicycle path directly in front of the sign.

Mr. Powell further explained that there are issues at Jameson Canyon near State Route 12 – the use of pipe gates is restricting access and should not be used.

In follow-up, Board Member Spring requested that staff contact Mr. Powell and allow him the opportunity to discuss the issues indicated.

**J. Resolution Determining STA Board to Hear Resolution’s of Necessity for Westbound (WB) I-80 to State Route (SR) 12 (West) Connector and Green Valley Road Interchange Improvements Project and Resolution authorizing the Executive Director to Accept Grants Conveying Interests in Real Property to the STA**

Recommendation:

Approve the following:

1. Resolution No. 2012-14 determining that STA Board will hear Resolutions of Necessity for the WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements Project in Solano County; and
2. Resolution No. 2012-15 authorizing the Executive Director to accept and consent to grants conveying interests in real property to the Solano Transportation Authority.

- K. Issue Request for Proposals for Environmental Mitigation for the I-80/I-680/State Route (SR) 12 Interchange Project**  
Recommendation:  
 Authorize the Executive Director to issue a Request for Proposals (RFP) to select a firm/team to provide environmental mitigation required by the I-80/I-680/SR12 Interchange – Phase 1 Project.
- L. Request For Proposals (RFP) for SNCI Marketing Services for Fiscal Year (FY) 2012-13**  
Recommendation:  
 Approve the following:
1. Local preference goal of 1% for the SNCI Program Marketing for FY 2012-13; and
  2. Authorize the Executive Director to issue a Request For Proposals for consultant services for SNCI Program Marketing; and
  3. Authorize the Executive Director to enter into an agreement in an amount not-to-exceed \$38,000 for marketing consultant services for SNCI for FY 2012-13.
- M. Request For Proposals (RFP) for Regional Measure 2 (RM 2) SolanoExpress Fiscal Year (FY) 2012-13 Transit Marketing Consultant Services**  
Recommendation:  
 Approve the following:
1. Local preference goal of 2% for the SolanoExpress Transit Marketing FY 2012-13; and
  2. Authorize the Executive Director to issue a Request For Proposals for consultant services for SolanoExpress transit marketing; and
  3. Authorize the Executive Director to enter into an agreement in an amount not to exceed \$206,600 for the FY 2012-13 SolanoExpress transit marketing.
- N. Contract Amendment for State Legislative Advocacy Services**  
Recommendation:  
 Authorize the Executive Director to execute contract amendment to the State Lobbying Consultant Services Agreement with Shaw/Yoder/Antwih, Inc. for a 2-year term in an amount not-to-exceed \$46,500 annually.
- Board Member Spering requested to modify the language in the contract amendment to reflect consultant traveling to Solano County (rather than Suisun City), and facilitating and attending annual meetings with the delegation in the Solano District.
- O. Contract with Nancy Whelan Consulting for Project Management Services and Financial Analysis**  
Recommendation:  
 Authorize the Executive Director to enter into an agreement with Nancy Whelan Consulting for Project Management Services and Financial Analysis for an amount not to exceed \$82,860 with a term ending December 31, 2013.
- P. Extension of STA Management Agreement with SolTrans to Operate SolanoExpress Route 78**  
Recommendation:  
 Authorize the Executive Director to enter into a STA management agreement with SolTrans to operate SolanoExpress Rt. 78.

**Q. Paratransit Coordinating Council (PCC) Reappointment**

Recommendation:

Reappoint Kurt Wellner to the Paratransit Coordinating Council for an additional three-year term.

**VIII. ACTION – NON-FINANCIAL ITEMS**

**A. Legislative Update**

Jayne Bauer provided an overview of SB 2200. She stated that the STA is targeting express lanes on Hwy 80 by 2016 and that SB 2200 will prohibit that goal. She noted that with the amendments, and given the limited impact now on STA, the STA staff recommends a neutral position.

**Public Comments:**

None presented.

**Board Comments**

None presented.

Recommendation:

Adopt the following positions on State legislative bills:

AB 2200 (Ma) – neutral

SB 878 (DeSaulnier) - neutral

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

**B. OneBayArea Grant (OBAG) Funding Criteria**

Robert Macaulay requested the STA Board to provide general direction regarding funding priorities and determination. He cited that once the Board has given direction, then staff would then provide an initial ranking of projects based upon the eligibility criteria, funding priorities and project proposals. He added that the STA Technical Advisory Committee (TAC) recommended that any rating of projects for OBAG funding be qualitative and that an attempt not be made to develop a numeric or weighed quantitative rating scale.

**Public Comments:**

None presented.

**Board Comments**

At the request of Alternate Board Member Schwartzman, the following are comments cited regarding OBAG Project Selection Criteria:

1. Invest in projects that support regional job centers

Funding should go to projects that support local businesses and help create and retain jobs in the County. A vibrant economy will help fund regional services that have recently experienced severe cutbacks. Local jobs mean less commuting, resulting in less vehicle miles traveled, cleaner air, reduction in the need for costly freeway expansions, and a higher quality of life for our County residents. Invest in regional employment centers. (OBAG Selection Criteria No.9).

2. Support Bus Transit

Support projects that will help ensure bus transit remains a viable option in the future. Bus transit has not enjoyed the same level of success as other modes of public transportation, such as ferry and rail, neither of which will be coming to Benicia in the foreseeable future. For Benicia and other communities, public busing is the only viable mode of transportation for our citizens, especially those at-risk. Invest in infrastructure projects that support bus transit (OBAG Selection Criteria No.7).

3. Spread the \$8M OBAG Benefit Around

The \$8M pot of money should be spread around the County over the next 4 years so that every jurisdiction benefits. A large project can make a positive impact on multiple jurisdictions while oftentimes funding goes farther on smaller projects. Fund a combination of large and small projects so that the benefits from this OBAG program are equitably distributed throughout the county (OBAG Selection Criteria No.10).

Board Member Sperring requested staff to bring back the list of criteria providing project examples to each criteria. Daryl Halls suggested staff could use the criteria to evaluate previously funded projects as an example.

Board Member Sanchez asked what was the rationale behind Criteria# 8? Robert Macaulay responded that one of MTC and ABAG's major emphasis in the RTP is on location of housing with the idea of putting housing near jobs in high density areas which would then encourage transit use reducing Greenhouse Gas Emissions implementing SB 375. He added that the allocation of funds between the CMAs used to be based on road miles and maintenance fees but now has shifted to current population base and past/future housing growth which has impacted how OBAG funds are allocated.

In addition, Board Member Sanchez asked staff to define "equitable distribution" in Criteria #10. Robert Macaulay stated that staff did not offer a definition because the Board would need to determine if this should be based on population, road miles since these are transportation funds, or should it be looked at as current OBAG cycle or using other fund sources like State Assistance Funds (STAF). Chair Batchelor cited that perhaps using the term "benefit" would be more appropriate than "equitable distribution".

Board Members Davis and Sperring concurred with Board Alternate Member Schwartzman's comments regarding regional employment projects. They cited that it is beneficial to invest in transportation projects that would create jobs to keep the monies in our County. They noted that we need to take a global look at transportation projects that would benefit most of the people in the county rather than focusing on each jurisdiction.

In addition, Board Member Sperring also addressed concerns on the equitable distribution stating that there needs to be language that every member agency is given consideration.

Recommendation:

Adopt the revised public input schedule as shown in Attachment C.

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

**X. ACTION – FINANCIAL ITEMS**

**A. OneBayArea Grant (OBAG) Local Streets and Roads Project Funding**

Robert Macaulay reviewed the public outreach requirements through the OBAG Local Streets and Roads Call for Projects. He cited that the STA OBAG Local Streets and Roads Call for Projects was posted on STA's website in the three languages most frequently spoken in Solano County (English, Spanish, and Tagalog). He also indicated that STA and Solano County have completed a checklist that provides local certification of compliance with the public outreach requirements.

**Public Comments:**

George Gwynn commented on public local project labor agreements. Chair Batchelor reminded Mr. Gwynn of STA's Local Preference Policy which has been implemented by the STA Board. Alternate Board Member Schwartzman clarified that his comment earlier on local job labor was not intended for construction projects.

**Board Comments**

Vice Chair Hardy asked if this is the beginning of Agenda 21 process?

Board Member Spering responded by saying how unfortunate that most of the common sense and good investment things we are doing in Solano County have the same terminology being used as Agenda 21. He added that Solano County and the STA are not bringing in Agenda 21 policies, but good projects that are smart, safe and reliable protecting property values that have the same qualities as what Agenda 21 is calling. We are doing things that are good for the community and not necessarily following Agenda 21 principles and guidelines.

Alternate Board Member Schwartzman cited that since the money is there why not make the common sense things that improve the community.

Board Member Price cited that we should focus on project specifics and the funding that is available and avoid the generalization.

Recommendation:

Adopt Resolution No. 2012-16 certifying that the Solano OBAG Local Streets and Roads Call for Projects meet the requirements of the MTC OBAG Guidelines and establishing OBAG Local Streets and Roads funding amounts for each eligible jurisdiction.

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

**B. Public-Private Partnership (P3) Feasibility Study**

Sam Shelton reviewed the study's focus on developing and maintaining transit facilities of regional significance along the I-80 corridor through P3s to look at more global opportunities and to identify opportunities to attract private investment to partner with local project sponsors and transit operators.

**Public Comments:**

None presented.

**Board Comments**

None presented.

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

**X. INFORMATIONAL – NO DISCUSSION**

**A. 2012 Solano Employer Commute Challenge**

**B. Funding Opportunities Summary**

**C. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012**

**XI. BOARD MEMBER COMMENTS**

Chair Batchelor publicly thanked staff for their efforts in assisting STA's presentation of the Solano Safe Routes to School Program Partnership at League of Cities conference.

**XII. ADJOURNMENT**

The meeting was adjourned at 6:55 p.m.

The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, October 10, 2012, Suisun City Hall Council Chambers.**

**Attested by:**



**Johanna Masielat**  
**Clerk of the Board**

**/September 28, 2012**

**Date**

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## OneBayArea (OBAG) Grant



### Public Input Meeting

3:00 p.m., Wednesday, September 12, 2012

Solano County Events Center

601 Texas Street, Fairfield

### MEETING MINUTES

- I. CALL TO ORDER** Jack Batchelor, Jr., STA Chair
- II. ONEBAYAREA GRANT (OBAG) OVERVIEW** Robert Macaulay, STA
- III. PRESENTATIONS FROM STA ADVISORY COMMITTEES**
- **Bicycle Advisory Committee (BAC)**  
Mike Segala, Vice Chair of the BAC, cited the priority project for the BAC is the completion of the Vaca-Dixon Bike Route, an 8 mile countywide regional bikeway project. He noted this is also an important component for cross-county connectivity; this is the final connection and the last 3 miles that can be built for \$1.8 million.
  - **Lifeline Committee**  
Gina Merrell, Member of the Lifeline Committee, cited that the Committee's priority project is the development of rideshare program for low income and senior riders, but is not CMAQ eligible. Their second priority project is additional funding for a travel training (aka Transit Ambassador) program. A good example to follow is the Transit Ambassador Program, successfully implemented by Vacaville City Coach.
  - **Paratransit Coordinating Committee (PCC)**  
Kyrre Helmersen, Committee Member of the PCC, focused on inventory of sidewalk and crossways at key destinations and employment centers, and the PCC also supports funding for the Transit Ambassador Program. He identified the Committee's priority projects that relate to the needs of seniors, low income families and persons with disabilities which are safety upgrade to transit centers and bicycle paths for seniors in wheelchairs using the paths that lead to those centers, as well as the transit ambassador training program.
  - **Pedestrian Advisory Committee**  
Larry Mork, Vice Chair of the PAC, explained the PAC's process in determining the projects that are priority. He noted that the Committee requests and receives input from all the cities and the county on projects that affect bicycle and pedestrian paths. He cited that he would like to see other cities develop a bicycle and pedestrian path similar to the one in the City of Rio Vista, which includes not just a walkway but provide restrooms, picnic tables, etc.

- **Safe Routes to Schools Advisory Committee (SR2S)**  
 Mel Jordan, Assistant Superintendent of HR Operations at the Vallejo Unified School District and Committee Member of the SR2S Advisory Committee, provided an overview of the three (3) STA Board adopted (SR2S) goals (increase health and safe alternatives to drive alone, reducing the number of driving alone/chauffeured trips, and reduce the number of students versus vehicle accidents along school routes). He noted that the SR2S Advisory Committee is requesting \$1.2 million for future SR2S engineering projects to be identified later at the community level by each advisory committee.
- **Seniors and Persons with Disabilities Transportation Advisory Committee**  
 Father Fuentes, Faith in Action, cited that the Committee generally supports any projects that improve safety at transit centers, bicycle paths/facilities, and sidewalk and street crossing projects at key destinations. He also indicated that the Committee members also support the funding of the Transit Ambassador program.
- **Solano Express Intercity Transit Consortium**  
 Mona Babauta, SolTrans Executive Director and Consortium Member, cited that the Consortium has not met to discuss OBAG, but generally supports maintaining an adequate level of service for mass transit, replacement of transit vehicles with clean air/alternative fuel vehicles (and supporting infrastructure), transit and user training. A project involving Transportation System Management improvements on Military West in Benicia was handed out as a potential project for OBAG funding from SolTrans.
- **Technical Advisory Committee (TAC)**  
 Dan Kasperson, TAC Member, noted that the TAC discussed ranking criteria rather than individual projects. He cited that the TAC recommends ratings be qualitative, not quantitative; that some consideration of funding equity be included and that the ability of projects to promote or retain permanent local jobs be ranked high. The TAC discussed but did not reach consensus on whether land use considerations should be included in the ranking criteria.

#### IV. COMMENTS FROM MEMBERS OF THE PUBLIC

Below is a compilation of comments from the public:

- George Gwynn commented that there is too much money and too few good projects. He added that much of the process is being driven by UN Agenda 21, and government is telling people what to do in areas it should not be involved in. He commented that the focus should be on maintaining roads. He added that big buses are usually empty and do lots of road damage and should not be funded; however he expressed his support to projects that help everyone, not special interests.
- F.D. Crutchfield noted that the public input is the theater of the absurd. He cited that public comments are taken in and then ignored. He continued by stating that we are broke and unelected bureaucrats are driving the process by creating grand, unrealistic plans. He added that bicyclists should be required to be licensed and registered before they get transportation funding.
- Shirlee Pierce commented that no funding should go to projects that support stack-and-pack housing, mass transit dependence or bicycle lanes. They cited that there is quite a bit of opposition to Plan Bay Area, and the media never reports on the opposition that comes up at public meetings.

- Gary Rannegoo cited that people don't want regional government, and will give up the regional funds and regional projects in order to avoid regional governments. OBAG is implementation of Agenda 21.
- Ginger Emerson commented that there is a lot of local opposition to the Dixon West B Street Undercrossing, and the administrative amendment of the TIP to add the project is an attempt to circumvent public scrutiny. Comments made to MTC by STA staff distorted the issues. She added that if the Dixon West B Street Undercrossing is a safety issue, the at-grade crossing should be fenced off now. Safety is a legitimate point, and criteria #3 should be used.
- Matt Tuggle commented on the pavement maintenance which requires advocacy. He stated that it is underfunded, and the Pavement Condition Index is getting lower. OBAG alone can't cure this – the solution also depends on Washington DC.
- Robin Cox noted that Safe Routes to Schools projects are a win for everyone, and the program can become self sustaining.
- Susan Rochy cited that paratransit is necessary for some, but is much more expensive than regular transit. An Ambassador program that shifts people from Paratransit to transit helps maintain mobility at lower cost.
- Shirley Humphrey cited that many in Dixon lack opportunity to comment on projects and process. If the Dixon West B Street crossing is not worth fencing at this time, then the undercrossing project is not worth doing.

**V. COMMENTS FROM MEMBERS OF THE STA BOARD**

Board Member Spring responded to the comments that the STA Board does not listen to the public. He cited that the Citizen-based Committee members who are presented here are members of the community who volunteer a lot of time attending meetings and making recommendations to the STA Board. He continued by saying that it is unfair for the public to say that the Board does not listen when the recommendations that go to the Board come from Committee comprised of members who represent each of the cities in our County. In addition, he commented on criticism about taxpayer's money. He identified Faith in Action as the perfect example of the limited funding they receive and the amount of people they serve. He also touched on other issues related rail crossings in Davis and Dixon and his strong support for the Travel Ambassador Program.

**VI. SCHEDULE FOR OBAG IMPLEMENTATION**

Robert Macaulay, STA

**VII. ADJOURNMENT**

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**TECHNICAL ADVISORY COMMITTEE  
DRAFT Minutes for the meeting of  
September 26, 2012**

**I. CALL TO ORDER**

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

**Present:**

TAC Members Present	Mike Roberts	City of Benicia
	Morrie Barr	City of Dixon
	George Hicks	City of Fairfield
	Dave Mellili	City of Rio Vista
	April Wooden	City of Suisun City
	Shawn Cunningham	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Matt Tuggle	County of Solano

**STA Staff Present:**

*(In Alphabetical Order by Last Name)*

Janet Adams	STA
Jayne Bauer	STA
Robert Guerrero	STA
Daryl Halls	STA
Judy Leaks	STA
Robert Macaulay	STA
Johanna Masielat	STA
Jessica McCabe	STA
Liz Niedziela	STA
Sam Shelton	STA
Sara Woo	STA

**Others Present:**

*(In Alphabetical Order by Last Name)*

Nicholas Burton	County of Solano
John Kearns	City of Suisun City
Danielle Stanislaus	MTC

## II. APPROVAL OF THE AGENDA

On a motion by Dave Mellili, and a second by David Kleinschmidt, the STA TAC unanimously approved the agenda.

## III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

## IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Robert Guerrero announced the following:

1. Alternative Fuels Study- STA held a Working Group meeting in August and distributed a survey to each city and County fleet manager to complete. Mr. Guerrero added that the Working Group is anticipated to meet in October to discuss the survey results as well as a report on alternative fuels. David Kleinschmidt, City of Vallejo, requested clarification on the Working Group participation and asked if Vallejo was represented. Mr. Guerrero confirmed that Vallejo staff was invited and has been an active participant.
2. Jepson Parkway Subcommittee reconvened last week and reviewed the Jepson Parkway Concept Plan Overall Scope of Work and Public Workshop format. The Steering Committee, made up of four STA Board members, took an action on these items which will be reported directly to the STA Board at their October 10<sup>th</sup> meeting.

**Other:** None presented.

## V. CONSENT CALENDAR

On a motion by George Hicks, and a second by David Kleinschmidt, the STA TAC approved Consent Calendar Items A and D with the exception of the following:

1. Item C, Proposed SolanoExpress Route 20 Service Changes, table until the next meeting in November; and
2. Item D, Proposed SolanoExpress Route 78 Service Changes, was pulled for discussion.

### A. Minutes of the TAC Meeting of August 29, 2012

Recommendation:

Approve TAC Meeting Minutes of August 29, 2012.

### B. Proposed SolanoExpress Route 78 Service Changes

Recommendation:

Forward a recommendation to the STA Board to approve the proposed route changes by SolTrans to SolanoExpress Route 78 as shown in Attachment C.

Mike Roberts requested information on the proposed route changes and results of the outreach completed for this schedule. Daryl indicated he would arrange for the City and SolTrans staff to discuss the item in further detail before the STA Board Meeting on October 10, 2012.

On a motion by David Kleinschmidt, and a second by Mike Roberts, the STA TAC approved the recommendation.

**C. Proposed SolanoExpress Route 20 Service Changes**

Recommendation:

Forward a recommendation to the STA Board to approve the proposed route changes by FAST to SolanoExpress Route 20 as shown in Attachment B.

**D. Fiscal Year (FY) 2012-13 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds**

Recommendation:

Forward a recommendation to the STA Board to approve the following for the FY 2012-13 TFCA Program:

1. Reduce Benicia's Smart Growth/Safe Routes to School Project on Rose Drive Project TFCA allocation to \$25,500; and
2. Increase SNCI Rideshare Program's TFCA allocation by \$34,328 for a total of \$254,328.

**VI. ACTION FINANCIAL ITEMS**

**A. Suisun Train Station Improvements**

Jessica McCabe reviewed preliminary discussions between the STA staff, City of Suisun City, and Capitol Corridor Joint Powers Authority (CCJPA) staff regarding the project and proposed improvements to facilities, signage and access to the adjacent area. She cited that based on the preliminary discussions, Suisun City developed a list of items to be upgraded at the Train Station and the surrounding grounds, and identified a recommended level of routine maintenance.

Recommendation:

Recommend the following:

1. STA Board authorize the Executive Director to develop a funding plan with City of Suisun City for Suisun Train Station improvements and way finding signage; and
2. Formation of a Board subcommittee to review improvements to Suisun City Train Station and recommend a funding plan to the STA Board.

On a motion by Dave Mellili, and a second by April Wooden, the STA TAC unanimously approved the recommendation.

**B. State Route (SR) 12/Church Assessment and Funding Plan**

Janet Adams reviewed the assessment that will help STA determine if it is feasible to initiate the environmental documentation for the project. She cited that the STA is working with Solano Economic Development Corporation (EDC) and would need to develop a funding plan for all the work required to construct this project which would include the environmental document, the right-of-way acquisition /dedication and the construction funding.

Recommendation:

Forward a recommendation to the STA Board to authorize a funding plan with the City of Rio Vista for SR 12/Church project.

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

## VII. ACTION NON-FINANCIAL ITEMS

### A. OneBayArea Grant (OBAG) Funding Criteria

Robert Macaulay reviewed the proposed final project screening and ranking criteria. He noted that modifications were made to clarify the intent of the criteria and incorporate direction from the TAC and STA Board. He indicated that projects and programs must meet all of the screening criteria in order to be evaluated. He also cited that projects and programs that are not eliminated by the screening criteria will be evaluated using the ranking criteria.

At the request of Shawn Cunningham, the following modifications were made to the Solano OBAG CMAQ Project and Program Prioritization Criteria:

7. Does the project deliver *an element of* Complete Streets?

On a motion by Shawn Cunningham, and a second by Mike Roberts, the STA TAC approved the proposed changes as shown above in *bold italics*.

8. Is the project located in a jurisdiction that is taking a *large proportional share* of the county's housing allocation in the upcoming Regional Housing Needs Allocation process?

Several TAC members were concerned that the allocation of housing in the upcoming Regional Housing Needs Allocation (RHNA) process would play too large of a role in influencing where OBAG funds are programmed. STA staff recommended that the housing issue addressed in criteria 8 be discussed and recommended by the county Planning Directors. The TAC concurred with this approach.

On a motion by Shawn Cunningham, and a second by April Wooden, the STA TAC approved the proposed changes as shown above in ~~*strikethrough bold italics*~~.

Robert Macaulay then noted that at an earlier meeting the Consortium requested the following modifications to the Recommended OBAG CMAQ Projects and Program Criteria as listed below shown in ~~*strikethrough bold italics*~~:

10. Does the allocation of funds, including OBAG, Safe Routes to Schools projects, State Transit Assistance Funds and Regional Measure 2 project funding, benefit multiple ~~*cities jurisdictions*~~?

*ADD:*

11. *Does the project encourage or facilitate the use of public transit or other use of alternative modes?*

At the request of Mike Roberts, the following criteria was added to the Solano OBAG CMAQ Project and Program Prioritization Criteria:

***12. Does the project or program contribute towards the equitable distribution of benefits through the OBAG program?***

On a motion by Mike Robert, and a second by Dave Mellili, the STA TAC approved the proposed addition as shown above in ***bold italics***.

Recommendation:

Forward a recommendation to the STA Board to adopt the Solano OBAG CMAQ Project and Program Criteria as shown in Attachment B.

On a motion by George Hicks, and a second by Shawn Cunningham, the STA TAC unanimously approved the recommendation to include the modifications listed above shown in ~~***bold italics***~~.

**B. Appointment of TAC Members to Arterials Highways and Freeways Subcommittee**

Recommendation:

Appoint one county and one city TAC representative to the Solano CTP Arterials, Highways and Freeways Committee.

On a motion by Morrie Barr, and a second by David Kleinschmidt, the STA TAC appointed George Hicks, City of Fairfield, and Matt Tuggle, County of Solano, to serve as the STA TAC's representatives on the Arterials Highways and Freeways Subcommittee.

**C. STA's Draft 2013 Legislative Priorities and Platform**

Jayne Bauer reported that staff will forward the Draft 2013 Legislative Platform and Priorities to the STA Board at their October 10<sup>th</sup>, 2012 meeting with a recommendation to distribute the draft document for a 30-day review and comment period. She noted that the Final Legislative Priorities and Platform will be placed on the December 2012 STA Board agenda for consideration of adoption.

Recommendation:

Forward a recommendation to the STA Board to distribute the STA's Draft 2013 Legislative Priorities Platform for a 30-day review and comment period.

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

**VIII. INFORMATIONAL - DISCUSSION**

**A. Green Valley Interchange Cost Sharing Proposal**

Janet Adams reviewed the estimated cost for the Green Valley Interchange portion of the Initial Construction Package (ICP). She cited that the estimated cost of \$37.950M includes the construction, construction management, utility relocations (including PG&E Gas Valve Lot), and right-of-way. She added that consistent with the STA's adopted 50/50 policy, the proposal is at 50/50 for a local contribution.

**B. Public-Private Partnership (P3) Feasibility Study Update**

Sam Shelton cited that the STA Board authorized the Executive Director to enter into a contract for consultant services with KPMG for a Public Private Partnership (P3) Feasibility Study for an amount not-to-exceed \$150,000. He noted that the STA staff envisions working also with a P3 Policy Committee to evaluate political feasibility of P3 recommendations as the study develops, targeting STA Board review and approval by June 2013.

**C. Updated Regional Transportation Impact Fee (RTIF) Project Package Proposals**

Sam Shelton noted that staff intends to reconvene the RTIF Policy Committee to discuss the RTIF Work Group's recommendations and the potential for coordinating STA's RTIF process with the County's Public Facility Fee update process.

**D. Federal Transportation Authorization Bill "Moving Ahead for Progress in the 21st Century (MAP-21)" Implementation Update**

Sam Shelton provided a status update to the implementation of MAP-21. He noted that in August 2012, Caltrans Budgets & Programming staff have helped organized MAP-21 working groups to develop statewide consensus on FY 2013 funding levels and draft key parts of legislation to help govern the MAP-21 allocation of funds between not only programs but also between state programs governed by the CTC.

**NO DISCUSSION**

**E. Fiscal Year (FY) 2011-12 Abandoned Vehicle Abatement (AVA) Program Third and Fourth Quarter Report**

**F. Transit Studies Update**

**G. Funding Opportunities Summary**

**H. STA Board Meeting Highlights of September 12, 2012**

**IX. ADJOURNMENT**

The meeting was adjourned at 3:05 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, November 28, 2012.**



DATE: October 1, 2012  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Susan Furtado, Accounting & Administrative Services Manager  
RE: STA's Proposed Fiscal Year (FY) 2011-12 Final-Year Budget Amendment

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**Background:**

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. This budget is usually revised mid-year and finalized at the end of the fiscal year. In June 2012, the STA Board adopted the FY 2011-12 Second Budget Revision. Attachment A is the Final-Year Budget Amendment for FY 2011-12. This budget amendment provides STA staff updated budget operations based on final closeout for the fiscal year and for multi-year funded projects.

**Discussion:**

The Proposed FY 2011-12 Final-Year Budget Amendment is balanced with changes to the approved budget from \$27.39 million to \$28.04 million, an increase of \$649,717 (2.4%). The increase in the budget amount is primarily due to activities on the design phase and construction of projects for the State Route (SR) 12/Jameson Canyon Project and the I-80 Express Lanes Project. Budget changes are summarized as follows:

**FY 2011-12 Revenue Changes**

1. The Local Funds is increased by \$60,805 to reflect the Solano County Transit (SolTrans) Transition expenses from the State Transit Assistance Fund (STAF). A reimbursement claim has been billed to SolTrans for the amount.
2. The State Route (SR) 12/Jameson Canyon Project fund from the State Transportation Improvement Program (STIP)/Transportation Congestion Relief Program (TCRP) is increased by \$186,721 to reflect the actual project activities for the final design phase and the ongoing construction activities of the project. A reimbursement claim is billed to the STIP Memorandum of Understanding (MOU) allocation for this project.
3. The Regional Measure (RM) 2 funding for the I-80 Express Lanes is increased by \$390,982. This project is ongoing and has progressed faster than originally anticipated. This project is between Red Top Road and Air Base Parkway to convert the existing High Occupancy Vehicle (HOV) Lanes to Express Lanes and new construction of I-80 Express Lanes between Air Base Parkway and I-505.

Other revenue changes are made to reflect the actual fiscal year expenditure reimbursements of project and program activities for the fiscal year.

## **FY 2011-12 Expenditure Changes**

Changes to the approved budget are reflective of funds carryover and revenue changes as described above. The budget expenditure revisions are as follows:

1. The ***Operation and Management*** budget is not amended and budget is reflected as previously approved.
2. The ***Transit and Rideshare Services/Solano Napa Commuter Information (SNCI)*** budget is increased by \$55,644 (2%). The budget is amended to reflect the actual expenditures for Soltrans Transition expenditures. The expenditures are in line with previous Board authorization due to the extension of consultant staff due to the delay in the hiring of SolTrans staff. The Safe Route to School (SR2S) Program budget is reduced by \$5,161 to reflect the indirect cost charges reflected in the Administration revenue source. This indirect cost is charged on the federal fund source of the program from the Congestion Mitigation Air Quality (CMAQ).
3. The ***Project Development*** budget is increased by \$587,507 (2.7%) to reflect actual project activities for the SR 12/Jameson Canyon Project and the I-80 Express Lanes Project. The SR 12/Jameson Canyon Project is now in its construction phase of the project and the I-80 Express Lanes Project has progressed faster than anticipated.
4. The ***Strategic Planning*** budget is increased by \$6,566. The Strategic Planning Administration and the Model Development/Maintenance budget are adjusted to reflect the actual expenditures for the fiscal year. The Strategic Planning Administration Budget is changed due to the delay in the start of the study for the Jepson Parkway Transportation for Livable Communities (TLC) Plan Update. The Model Development/Maintenance Budget is changed due to the consultant's faster progress of the ongoing project activities.

The total FY 2011-12 revenue and expenditure budget is \$28.04 million. The FY 2011-12 Proposed Budget Amendment is balanced for the continued delivery of STA's priority projects and plans.

In conformance with the Office of Management and Budget (OMB) Circular A-87 (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the final-year budget for FY 2011-12 is amended to reflect actual budget revenue and expenditures.

### **Fiscal Impact:**

The STA's overall FY 2011-12 budget is increased by \$649,717 (2.4%) due to primarily faster delivery of projects activities of the SR 12/Jameson Canyon Project and the I-80 Express Lanes Projects.

### **Recommendation:**

Adopt the STA's FY 2011-12 Final-Year Budget Amendment as shown in Attachment A.

Attachment:

- A. STA FY 2011-12 Final-Year Budget Amendment dated October 10, 2012



**FY 2011-12 FINAL YEAR PROPOSED BUDGET AMENDMENT**

October 10, 2012

ATTACHMENT A

REVENUES			EXPENDITURES		
<i>STA Fund</i>	Adopted FY 11-12	Proposed FY 11-12	<i>Operations &amp; Administration</i>	Adopted FY 11-12	Proposed FY 11-12
MembersContribution/Gas Tax (Reserve Accounts)	108,000	108,000	Operations Management	1,436,979	1,436,979
Members Contribution/Gas Tax	148,987	148,987	STA Board of Directors/Administration	44,000	44,000
Transportation Dev. Act (TDA) Art. 4/8	358,079	358,079	Expenditure Plan	50,000	50,000
TDA Art. 3	22,100	22,100	Contributions to STA Reserve Account	108,000	108,000
State Transit Assistance Fund (STAF)	1,368,248	1,368,248	<b>Subtotal</b>	<b>\$ 1,638,979</b>	<b>\$ 1,638,979</b>
Surface Transportation Program (STP)	842,335	842,335	<b>Transit and Rideshare Services/SNCI/SR2S</b>		
STIP Planning, Programming and Monitoring (PPM)	577,929	587,733	SNCI/SR2S Management/Administration	433,050	433,050
CMA Block Grant	324,354	324,354	Employer Van Pool Outreach	14,200	14,200
Federal Earmark	19,916	20,808	SNCI General Marketing	34,000	34,000
Regional Measure (RM) 2 - North Connector - Design	11,522	9,666	Commute Challenge	34,000	34,000
RM 2 - I-80 Express Lanes	22,475	28,365	Bike to Work Campaign	20,000	20,000
RM 2 - I-80 HOV Lanes	13,505	9,012	Bike Links	15,000	15,000
RM 2 - I-80 Interchange Project	39,487	49,705	Incentives	7,500	7,500
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	30,939	21,693	Emergency Ride Home (ERH) Program	5,000	5,000
Transportation for Clean Air (TFCA)	192,715	192,715	Rideshare Services - Napa	40,000	40,000
TFCA - NCTPA	40,000	40,000	Safe Route to School Program (SR2S)	872,986	867,825
TFCA Regional Grant	66,750	66,750	Transit Management Administration	138,048	138,048
Yolo/Solano Air Quality Management District (YSAQMD)	81,557	81,557	Community Based Transportation Plan (CBTP)	60,000	60,000
Congestion Mitigation Air Quality (CMAQ)	756,529	756,529	Coordinated Short Range Transit Plan (SRTP)	0	0
Eastern Solano Congestion Mitigation Air Quality (ECMAQ)	150,000	150,000	Lifeline Program	16,000	16,000
Regional Rideshare Program (RRP)	240,000	240,000	Paratransit Coordinating Council (PCC)	45,000	45,000
Community Based Transportation Plan (CBTP)	60,000	60,000	Solano Express	100,000	100,000
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	10,000	SolTrans Transition & Marketing	612,359	673,164
Local Funds - Cities/County	132,203	193,008	Solano Senior & People with Disabilities Plan Implementation/Committee	50,200	50,200
Sponsors	18,000	18,000	Transit Consolidation Implementation Phase 2	6,000	6,000
<b>Subtotal</b>	<b>\$ 5,635,630</b>	<b>\$ 5,707,644</b>	I-80/I-680/I-780 Transit Corridor Study Update	-	-
<b>TFCA Program</b>			Ridership Survey	150000	150000
Transportation for Clean Air (TFCA)	232,806	232,806	<b>Subtotal</b>	<b>\$ 2,653,343</b>	<b>\$ 2,708,987</b>
<b>Subtotal</b>	<b>\$ 232,806</b>	<b>\$ 232,806</b>	<b>Project Development</b>		
<b>Abandoned Vehicle Abatement Program</b>			Project Management/Administration	71,893	81,697
Department of Motor Vehicle (DMV)	443,020	443,020	Regional Impact Fee (Feasibility Study/AB 1600)	70,221	70,221
<b>Subtotal</b>	<b>\$ 443,020</b>	<b>\$ 443,020</b>	Management Assistant for Projects in Solano (MAPS)	49,726	49,726
<b>Dixon B Street Undercrossing</b>			Public Private Partnership (P3) Feasibility Study	29,000	29,000
City of Dixon	400,000	400,000	Local Streets & Roads Annual Report	19,339	19,339
<b>Subtotal</b>	<b>\$ 400,000</b>	<b>\$ 400,000</b>	Dixon B Street Undercrossing	400,000	400,000
<b>Jepson Parkway Project</b>			Jepson Parkway	1,385,000	1,385,000
State Transportation Improvement Program (STIP)	1,250,000	1,250,000	Jameson Canyon Project	305,305	492,026
Federal Earmark	125,486	108,465	I-80/I-680/SR 12 Interchange Project	5,540,490	5,540,490
County of Solano	9,514	26,535	North Connector-East Project Closeout/Mitigation	1,500,000	1,500,000
<b>Subtotal</b>	<b>\$ 1,385,000</b>	<b>\$ 1,385,000</b>	I-80 East Bound (EB) Truck Scales Relocation Project	8,823,700	8,823,700
<b>I-80 East Bound (EB) Truck Scales Relocation Project</b>			I-80/HOV Lanes Project Follow Up/Ramp Metering	50,000	50,000
RM 2 Funds	8,823,700	8,823,700	I-80 Express Lanes Project	2,000,000	2,390,982
<b>Subtotal</b>	<b>\$ 8,823,700</b>	<b>\$ 8,823,700</b>	Redwood Parkway Drive Improvement Project	919,629	919,629
<b>Jameson Canyon Project</b>			SR 12 Bridge Realignment/Economic Analysis Study	150,000	150,000
STIP/TCRP	305,305	492,026	DMV Abandoned Vehicle Abatement (AVA) Program	443,020	443,020
<b>Subtotal</b>	<b>\$ 305,305</b>	<b>\$ 492,026</b>	<b>Subtotal</b>	<b>\$ 21,757,323</b>	<b>\$ 22,344,830</b>
<b>I-80 High Occupancy Vehicle (HOV) Lanes Project Follow Up/Ramp Metering</b>			<b>Strategic Planning</b>		
PA/ED Design RM-2	50,000	50,000	Planning Management/Administration	230,339	232,637
<b>Subtotal</b>	<b>\$ 50,000</b>	<b>\$ 50,000</b>	Events	10,000	10,000
<b>North Connector East Project Closeout/Mitigation</b>			Model Development/Maintenance	68,495	72,763
Preliminary Engineering/Right of Way - RM-2 Funds	1,500,000	1,300,449	Solano County TLC Program	260,446	260,446
City of Fairfield	-	199,551	Jepson Parkway TLC Plan Update	133,000	133,000
<b>Subtotal</b>	<b>\$ 1,500,000</b>	<b>\$ 1,500,000</b>	SR 12 MIS/Corridor Study	185,000	185,000
<b>I-80/I-680/SR 12 Interchange Project</b>			Comprehensive Transportation Plan (CTP) Follow Up	178,286	178,286
RM 2 Funds	5,540,490	5,540,490	Safe Route to Transit Implementation	-	-
<b>Subtotal</b>	<b>\$ 5,540,490</b>	<b>\$ 5,540,490</b>	Alternative Fuel Plan Implementation	25,000	25,000
<b>I-80 Express Lanes Project</b>			Climate Change Strategy	12,563	12,563
RM 2 Funds	2,000,000	2,390,982	TFCA Programs	232,806	232,806
<b>Subtotal</b>	<b>\$ 2,000,000</b>	<b>\$ 2,390,982</b>	<b>Subtotal</b>	<b>\$ 1,335,935</b>	<b>\$ 1,342,501</b>
<b>SR 12 Bridge Realignment/Economic Analysis Study</b>			<b>TOTAL, ALL EXPENDITURES</b>		
Federal Earmark	75,189	75,189	<b>\$ 27,385,580</b>	<b>\$ 28,035,297</b>	
Members Contribution/Gas Tax	74,811	74,811			
<b>Subtotal</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>			
<b>Redwood Parkway Drive/Fairgrounds Improvement Project</b>					
Federal Earmark	735,703	735,703			
Local Match Funds-STA	26,636	26,636			
Local Match Funds-Solano County/City of Vallejo	157,290	157,290			
<b>Subtotal</b>	<b>\$ 919,629</b>	<b>\$ 919,629</b>			
<b>TOTAL, ALL REVENUE</b>	<b>\$ 27,385,580</b>	<b>\$ 28,035,297</b>			

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DATE: October 1, 2012  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: Fiscal Year (FY) 2011-12 Fourth Quarter Budget Report

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**Background:**

The Solano Transportation Authority (STA) staff regularly provides the STA Board with budget updates on a quarterly basis. In June 2012, the STA Board was presented with the Third Quarter Budget Report for FY 2011-12.

**Discussion:**

The STA revenue and expenditure activity (Attachment A) for the FY 2011-12 Fourth Quarter Budget reflects the overall STA program administration and operations expenditure at 74% of the budget with total revenue received at 75% of budget projections.

**Revenues:**

Revenues for the Fourth Quarter of the fiscal year primarily consist of the year to date expenditure reimbursements. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the Fourth Quarter were billed and received after the quarter ending June 30, 2012. As of June 30, 2012, the total revenue billed and received is \$20.95 million (75%). The revenue budget highlights are as follows:

1. The State Transit Assistance Fund (STAF) allocation for FY 2011-12 in the amount of \$271,101 will be returned to the Metropolitan Transportation Commission (MTC). Effective July 1, 2012, STA will directly request and reclaim this fund from MTC for FY 2012-13 for the continuation of the various STA program and project studies, such as the Public Private Partnership (3) study and the Transit Corridor Study/Short Range Transit Plan (SRTP).
2. Expense reimbursement claim in the amount of \$60,805 is being billed to Solano County Transit (SolTrans) expenditures from the State Transit Assistance Fund (STAF).
3. The Abandoned Vehicle Abatement (AVA) Program received the total fund amount of \$373,408 for the fiscal year, which includes the amount of \$11,202 for Administration. Expenditure reimbursement in the amount of \$289,883 were made to member agencies, therefore, the total program carry over funds into FY 2012-13 is now in the amount of \$196,092.
4. Regional Measure (RM) 2 funds in the amount of \$13.91 million were received for five different RM 2 projects: I-80 I-80/I-680/ SR 12 Interchange Project, I-80 East Bound Truck Scales Relocation Project, I-80 Express Lanes, I-80 High Occupancy Vehicle (HOV) Lanes Project follow-up, and the North Connector East Project Closeout and Mitigation.

## **Expenditures:**

STA's projects and programs are ongoing and expenditures are within budget projections.

1. **STA's Operation and Administration is at \$1,436,340 (88%) of budget.** The STA Operation Management and Administration budget expenditures for the Fourth Quarter are within budget projections. The Expenditure Plan Budget is reprogrammed in the next fiscal year.

The contribution to the Contingency Reserve Account as of June 30, 2012 is \$917,753, which includes the \$200,000 Self Insurance Reserve (SIR). The Reserve Account is projected to be fully met by FY 2013-14.

2. **Transit and Rideshare Services/SNCI is at \$2,105,451 (78%) of budget.** The Transit and Rideshare Services and the SNCI Program activities in FY 2011-12 are within the budget expenditure projections. Unexpended funds for activities such as the employer Van Pool Outreach, SNCI General Marketing, Bike to Work Campaign, Emergency Ride Home (ERH) Program, Solano Express Marketing, and Rideshare Services in Napa County are carried over into the next fiscal year for the continuation of program activities.

The Safe Route to School (SR2S) Program is within the projected budget and is well in its program phase. Unexpended funds are carried over into the next fiscal year for the continuation of the program activities. The Walking School Bus Program will begin in FY 2012-13 with the final approval of grant funding by Caltrans and the subsequent recruitment of two part-time program coordinators.

3. **Project Development is at \$16,146,406 (72%) of budget.** The various RM 2 projects, environmental studies and construction projects are ongoing and are reflective of the budget expenditures. Projects such as the I-80 Eastbound Truck Scales Relocation and the SR 12 Jameson Canyon Project are in the construction phase; the I-80/I-680/SR 12 Interchange, the I-80 Express Lanes Project and the I-80 HOV Lanes/Vallejo Fairgrounds projects are in the environmental phase; the North Connector Project and the I-80 HOV Lane Projects are in the final closeout phase; the Jepson Parkway Project is currently under design. Funding for these projects are on a reimbursement basis, unexpended funds will be carried over to FY 2012-13 for the continuation of the projects and will be reflected in a subsequent budget revision.
4. **Strategic Planning is at \$1,127,731 (84%) of budget.** The traffic model maintenance is being updated. The model activities performed were more than anticipated for the fiscal year. This work is funded by the STP funds on a reimbursement basis. The Jepson Parkway Concept Plan Update and the Alternative Fuel Plan are ongoing with any unexpended allocated funds for these projects being carried over to FY 2012-13 for the continuation of the projects and will be reflected in a subsequent budget revision.

In summary, the revenue and expenditure for the fiscal year is consistent with the FY 2011-12 budgets. In addition, the projects such as the I-80 Eastbound Truck Scales Relocation and the SR 12 Jameson Canyon projects are in construction phase. The I-80 Express Lanes Project and the Dixon West B Street Overcrossing Project are ongoing and have accelerated their delivery of project schedules. Unexpended funds will be carried over to the next fiscal year and will be reflected in subsequent budget revisions.

The total revenue of \$20.95 million and expenditure of \$20.82 million for the year ending June 30, 2012 is consistent with the projected FY 2011-12 budgets.

**Fiscal Impact:**

The Fourth Quarter Budget for FY 2011-12 is within budget projections for the Revenue received of \$20.95 million (75%) and Expenditures of \$20.82 million (74%).

**Recommendation:**

Receive and file.

Attachments:

- A. STA FY 2012-13 Fourth Quarter Budget Report
- B. FY 2012-13 Budget and Fiscal Reporting Calendar

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**Fourth Quarter Budget Report  
FY 2011-12  
July 1, 2011 - June 30, 2012**

**October 10, 2012**

REVENUES				EXPENDITURES			
STA Fund	FY 11-12 Budget	Actual Received	%	Operations & Administration	FY 11-12 Budget	Actual Spent YTD	%
Members/Contribution/Gas Tax (Reserve Accounts)	108,000	108,000	100%	Operations Management	1,436,979	1,393,533	97%
Members Contribution/Gas Tax	148,987	123,987	83%	STA Board of Directors/Administration	44,000	42,807	97%
Transportation Dev. Act (TDA) Art. 4/8	358,079	358,080	100%	Expenditure Plan	50,000	-	0%
TDA Art. 3	22,100	16,509	75%	Contributions to STA Reserve Account	108,000	-	0%
State Transit Assistance Fund (STAF)	1,429,053	1,182,570	83%	<b>Subtotal</b>	<b>\$1,638,979</b>	<b>\$1,436,340</b>	<b>88%</b>
Surface Transportation Program (STP)	842,335	766,264	91%	<b>Transit and Rideshare Services/SNCI</b>			
STIP Planning, Programming and Monitoring (PPM)	587,733	535,294	91%	Transit/SNCI Management/Administration	433,050	430,037	99%
CMA Block Grant	324,354	198,453	61%	Employer Van Pool Outreach	14,200	9,777	69%
Federal Earmark	20,808	20,808	100%	SNCI General Marketing	34,000	6,472	19%
Regional Measure (RM) 2 - North Connector - Design	9,666	9,666	100%	Commuter Challenge	34,000	32,258	95%
RM 2 - I-80 Express Lanes	28,365	28,365	100%	Bike to Work Campaign	20,000	15,749	79%
RM 2 - I-80 HOV Lanes	9,012	9,012	100%	Bike Links	15,000	15,000	100%
RM 2 - I-80 Interchange Project	49,705	49,705	100%	Incentives	7,500	5,204	69%
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	21,693	21,693	100%	Emergency Ride Home (ERH) Program	5,000	2,378	48%
Transportation for Clean Air (TFCA)	192,715	180,653	94%	Solano Express Marketing	100,000	14,658	15%
TFCA - NCTPA	40,000	12,996	32%	Rideshare Services - Napa	40,000	12,996	32%
TFCA Regional Grant	66,750	40,933	61%	Transit Management Administration	138,048	73,747	53%
Yolo/Solano Air Quality Management District (YSAQMD)	81,557	37,893	46%	Community Based Transportation Plan (CBTP)	60,000	59,997	100%
Congestion Mitigation Air Quality (CMAQ)	756,529	455,231	60%	Lifeline Program	16,000	14,783	92%
Eastern Solano Congestion Mitigation Air Quality (ECMAQ)	150,000	141,500	94%	Paratransit Coordinating Council (PCC)	45,000	26,339	59%
Regional Rideshare Program (RRP)	240,000	240,000	100%	Solano Senior & People with Disabilities Plan Implementation/Committee	50,200	44,508	89%
Community Based Transportation Plan (CBTP)	60,000	59,997	100%	SofTrans Transition & Marketing	673,164	673,164	100%
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	11,202	112%	I-80/I-680/I-780/SR12 Transit Corridor Study Update			
Local Funds - Cities/County	132,203	111,263	84%	Transit Consolidation Implementation Phase 2	6,000	1,926	32%
Sponsors	18,000	19,508	108%	Coordinated Short Range Transit Plan (SRTP)			
Interest		7,482	0%	Ridership Survey	150,000	139,949	93%
<b>Subtotal</b>	<b>\$ 5,707,644</b>	<b>\$ 4,747,064</b>	<b>83%</b>	Safe Route to School (SR2S)Program	867,825	526,509	61%
<b>TFCA Program</b>				<b>Subtotal</b>	<b>\$2,708,987</b>	<b>2,105,451</b>	<b>78%</b>
Transportation for Clean Air (TFCA)	232,806	297,959	128%	<b>Project Development</b>			
Interest		90	0%	Project Management/Administration	81,697	81,697	100%
<b>Subtotal</b>	<b>\$ 232,806</b>	<b>\$ 298,049</b>	<b>128%</b>	Regional Impact Fee (Feasibility Study/AB 1600)	70,221	35,929	51%
<b>Abandoned Vehicle Abatement Program</b>				Management Assistant for Projects in Solano (MAPS)	49,726	4,814	10%
Department of Motor Vehicle (DMV)	443,020	289,883	65%	Public Private Partnership (P3) Feasibility Study	29,000	13,997	48%
Interest		750	0%	Local Streets & Roads Annual Report	19,339	19,318	100%
<b>Subtotal</b>	<b>\$ 443,020</b>	<b>\$ 290,633</b>	<b>66%</b>	Dixon B Street Undercrossing	400,000	184,013	46%
<b>Dixon B Street Undercrossing</b>				Jepson Parkway	1,385,000	293,322	21%
City of Dixon	400,000	182,478	46%	SR12/Jameson Canyon Project	492,026	492,026	100%
Interest		1,535	0%	I-80/I-680/SR 12 Interchange Project	5,540,490	5,176,405	93%
<b>Subtotal</b>	<b>\$ 400,000</b>	<b>\$ 184,013</b>	<b>46%</b>	North Connector-East Project Closeout/Mitigation	1,500,000	868,484	58%
<b>Jepson Parkway Project</b>				I-80 East Bound (EB) Truck Scales Relocation Project	8,823,700	5,570,048	63%
State Transportation Improvement Program (STIP)	1,250,000	160,649	13%	I-80/HOV Lanes Project Follow Up/Ramp Metering	50,000	32,853	66%
Federal Earmark	108,465	106,139	98%	I-80 Express Lanes Project	2,390,982	2,390,982	100%
County of Solano	26,535	26,535	100%	Redwood Parkway Drive Improvement Project	919,629	543,529	59%
Interest		2,512	0%	SR 12 Bridge Realignment/Economic Analysis Study	150,000	149,106	99%
<b>Subtotal</b>	<b>\$ 1,385,000</b>	<b>\$ 295,835</b>	<b>21%</b>	DMV Abandoned Vehicle Abatement (AVA) Program	443,020	289,883	65%
<b>I-80 East Bound (EB) Truck Scales Relocation Project</b>				<b>Subtotal</b>	<b>\$22,344,830</b>	<b>\$16,146,406</b>	<b>72%</b>
RM 2 Funds	8,823,700	5,509,566	62%	<b>Strategic Planning</b>			
Interest		218	0%	Planning Management/Administration	232,637	232,637	100%
<b>Subtotal</b>	<b>\$ 8,823,700</b>	<b>\$ 5,509,784</b>	<b>62%</b>	Events	10,000	8,652	87%
<b>Jameson Canyon Project</b>				Model Development/Maintenance	72,763	72,763	100%
STIP/TCRP	492,026	492,026	100%	Solano County TLC Program	260,446	258,746	99%
Interest		637	0%	Jepson Parkway TLC Plan Update	133,000	7,297	5%
<b>Subtotal</b>	<b>\$ 492,026</b>	<b>\$ 492,663</b>	<b>100%</b>	SR 12 MIS/Corridor Study	185,000	170,684	92%
<b>I-80 High Occupancy Vehicle (HOV) Lanes Project Follow Up/Ramp Metering</b>				Comprehensive Transportation Plan (CTP) Follow Up	178,286	170,166	95%
PA/ED Design RM-2	50,000	32,853	66%	Safe Route to Transit Implementation	-	-	0%
Interest		(120)	0%	Alternative Fuel Plan Implementation	25,000		0%
<b>Subtotal</b>	<b>\$ 50,000</b>	<b>\$ 32,733</b>	<b>65%</b>	Climate Change Strategy	12,563	11,509	92%
<b>North Connector East Project Closeout/Mitigation</b>				TFCA Programs	232,806	195,277	84%
Preliminary Engineering/Right of Way - RM-2 Funds	1,300,449	818,372	63%	<b>Subtotal</b>	<b>\$1,342,501</b>	<b>\$1,127,731</b>	<b>84%</b>
County of Solano	199,551	40,581	0%	<b>TOTAL, ALL REVENUE</b>			
Interest		4,972	0%	<b>\$ 28,035,297</b>	<b>\$ 20,950,090</b>	<b>75%</b>	
<b>Subtotal</b>	<b>\$ 1,500,000</b>	<b>\$ 863,925</b>	<b>58%</b>	<b>TOTAL, ALL EXPENDITURES</b>			
<b>I-80/I-680/SR 12 Interchange Project</b>				<b>\$28,035,297</b>	<b>\$20,815,928</b>	<b>74%</b>	
RM 2 Funds	5,540,490	5,156,101	93%				
Interest		50	0%				
<b>Subtotal</b>	<b>\$ 5,540,490</b>	<b>\$ 5,156,151</b>	<b>93%</b>				
<b>I-80 Express Lanes Project</b>							
RM 2 Funds	2,390,982	2,390,881	100%				
Interest		(197)	0%				
<b>Subtotal</b>	<b>\$ 2,390,982</b>	<b>\$ 2,390,684</b>	<b>100%</b>				
<b>SR 12 Bridge Realignment/Economic Analysis Study</b>							
Federal Earmark	75,189	75,189	100%				
Members Contribution/Gas Tax	74,811	73,907	99%				
<b>Subtotal</b>	<b>\$ 150,000</b>	<b>\$ 149,096</b>	<b>99%</b>				
<b>Redwood Parkway Drive/Fairgrounds Improvement Project</b>							
Federal Earmark	735,703	434,823	59%				
Local Match Funds-STA	26,636	17,672	66%				
Local Match Funds-Solano County/City of Vallejo	157,290	86,965	55%				
<b>Subtotal</b>	<b>\$ 919,629</b>	<b>\$ 539,460</b>	<b>59%</b>				



## FY 2012-13 Budget and Fiscal Reporting Calendar

### STA Board Meeting Schedule:

<b>DECEMBER</b>	FY 2011-12 Annual Audit FY 2012-13 First Quarter Budget Report STA Employee 2013 Benefit Summary Update Revised Five Year Revenue & Expenditure Budget Projections
<b>JANUARY</b>	FY 2012-13 Abandoned Vehicle Abatement (AVA) First Quarter Program Activity Report
<b>FEBRUARY</b>	FY 2012-13 Second Quarter Budget Report FY 2012-13 Mid-Year Budget Revision
<b>MARCH</b>	Local Transportation Development Act (TDA) and Members Contribution for FY 2013-14 FY 2012-13 AVA Second Quarter Program Activity Report
<b>MAY</b>	FY 2012-13 Third Quarter Budget Report FY 2012-13 AVA Third Quarter Program Activity Report
<b>JUNE</b>	FY 2012-13 Final Budget Revision
<b>JULY</b>	FY 2013-14 Budget Revision and FY 2014-15 Proposed Budget Adoption FY 2013-14 Provisionary Indirect Cost Rate Application
<b>SEPTEMBER</b>	FY 2012-13 AVA Fourth Quarter Program Activity Report
<b>OCTOBER</b>	FY 2012-13 4th Quarter Budget Report



DATE: September 26, 2012  
TO: STA Board  
FROM: Robert Guerrero, Senior Planner  
RE: Fiscal Year (FY) 2012-13 Transportation Fund for Clean Air (TFCA) 40%  
Program Manager Funds

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**Background:**

The Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds are administered by each Bay Area county Congestion Management Agency (CMA). The Solano Transportation Authority (STA) is the CMA for Solano County and therefore administers the program for Solano County. Eligible TFCA projects are those that reduce air pollution from motor vehicles. Examples include clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects.

The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County located in the Bay Area Air Basin are eligible to apply for these funds. The Yolo Solano Air Quality Management District provides similar funding (i.e. Clean Air Program Funds) for the remaining cities and the County unincorporated area within the Yolo-Solano Air Basin.

Funding for the TFCA program is provided by a \$4 vehicle registration fee, with 60% of the funds generated applied toward the TFCA Regional Program and the remainder toward the county 40% Program Manager Program. The BAAQMD, in coordination with the CMA's, establishes TFCA policies for both programs annually.

The STA is required to allocate the entire estimated amount of available TFCA Program Manager Funds within six months of the Air District approving the County Program Manager Funds. Unexpended TFCA funds are not allowed to be carried over into the next fiscal year after the six month period; instead they are reallocated as part of the Regional TFCA funds. The STA's deadline for allocating the funds is November 2, 2012 and is closing fast considering the TAC and Board cycle.

The estimated Solano County TFCA Program Manager funding amount available for FY 2012-13 is \$279,828. On March 14, 2012, the STA Board committed \$220,000 for the Solano Napa Commuter Information (SNCI) Rideshare Program and issued a call for projects for the remaining \$59,828. STA staff notified eligible project sponsors and posted notifications on the STA Website of the grant opportunity. The City of Benicia submitted the only application for a Smart Growth/Safe Routes to School Project on Rose Drive. On June 13, 2012, the STA Board approved the remaining funds be allocated toward the Benicia project.

**Discussion:**

The City of Benicia’s Smart Growth/Safe Routes to School Project on Rose Drive near Matthew Turner Elementary School will construct intersection improvements adjacent to the school, extend a Class II bike route along Rose Drive and construct bicycle sharrows (combined bike auto lanes). Staff from the BAAQMD analyzed the TFCA allocation and the project’s cost effectiveness and concluded that the maximum the project can receive is \$25,500. Therefore, Benicia’s TFCA funding allocation had to be reduced leaving a remaining balance of \$34,328. The BAAQMD’s analysis is based on a formula that takes into account the number of vehicle trips and the length of the bicycle route. Benicia staff confirmed that the project can still be completed despite the reduced TFCA funding.

Upon being notified by the Air District, STA staff and the City of Benicia have since attempted to work out a proposal to use the remaining balance of \$34,328 for installing Electric Vehicle Fast Chargers at potential employment and city facility locations. However, due to the timing constraints imposed by the Air District for the remaining funds, STA and Benicia staff have agreed to not pursue the electric vehicle charging station option with the remaining balance of funds for this fiscal year, but to work on an updated proposal in time for next year’s TFCA Program Manager allocation instead.

STA staff is recommending that the remaining \$34,328 be allocated to the SNCI Program at this time given the decision to pursue Benicia’s charging station as part of next year’s TFCA allocation and the short timing to allocate the remaining balance. SNCI’s Rideshare Program is the only other eligible TFCA project approved by the BAAQMD. The SNCI Program remains a highly cost effective program and continues to be an ideal candidate for TFCA funding. SNCI is able to accept the additional \$34,328 with the objective of working with Fairfield and Suisun Transit (FAST) to target promoting the use of new or less utilized park and ride facilities, helping to reduce the parking overflow at the Fairfield Transportation Center (FTC) while increasing vanpool and carpool riders. A second task would be to provide a transit incentive as part of the new SolanoExpress and SolTrans marketing plans.

The STA Technical Advisory Committee (TAC) reviewed this item and unanimously approved STA staff’s recommendation for STA Board approval at their September 26, 2010 meeting.

**Fiscal Impact:**

TFCA Program Manager Funds previously approved for Benicia’s Smart Growth/Safe Routes to School Project on Rose Drive near Matthew Turner Elementary School will be reduced to \$25,500. The remaining balance of TFCA funding will be added to SNCI’s Rideshare Program for a total of \$254,328 (previously \$220,000).

**Recommendation:**

Approve the following for the FY 2012-13 TFCA Program:

1. Reduce Benicia’s Smart Growth/Safe Routes to School Project on Rose Drive Project TFCA allocation to \$25,500; and
2. Increase SNCI Rideshare Program’s TFCA allocation by \$34,328.



DATE: September 26, 2012  
TO: STA Board  
FROM: Robert Guerrero, Senior Planner  
RE: Jepson Parkway Concept Plan Update

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**Background:**

The Jepson Parkway Concept Plan was originally adopted by the STA Board on May 10, 2000. The Plan envisioned a parkway designed to improve intra-county mobility for residents by improving a series of local roads connecting I-80/Leisure Town Road interchange in Vacaville with Highway 12 in Suisun City. Community leaders, members of the public, public works and planning staff from the cities of Fairfield, Suisun City, Vacaville and the County of Solano were instrumental in developing the plan.

Their collective input formed the plan with the following transportation objectives and benefits:

1. Implement safety improvements at various locations and road segments;
2. Promote linkages between future land uses and transportation facilities to reduce the need for vehicle trips and take advantage of transit, rideshare, bicycle and pedestrian modes;
3. Relieve existing and anticipated traffic congestion on local north-south routes in Solano County;
4. Provide improved and new transit, bicycle and pedestrian facilities; and
5. Provide a grade-separated crossing of the Union Pacific Railroad
6. Create a safe, efficient transportation network for the movement of people and goods within Solano County;
7. Protect residents living adjacent to roadways in the corridor from the impacts of existing and anticipated future traffic levels using landscape and noise buffers;
8. Provide traffic signals at major junctions along the corridor to improve access and safety for existing uses;
9. Provide efficient local streets to serve local trips that currently have to use the freeway system; and
10. Improve access for emergency vehicles and transit services.

The original Jepson Parkway Concept Plan features concepts that integrate roadway improvements, transit, bikeway/pedestrian elements, landscape design, open space protection, and land use guidelines in a single comprehensive plan.

**Discussion:**

Several planning and construction projects are underway or have been completed along the corridor since the Concept Plan was originally adopted. STA staff is currently updating the Concept Plan to reflect the current needs of the corridor and to update the corridor's purpose and vision.

STA staff recently presented an Overall Scope of Work and Community Workshop Format for the Concept Plan Update to the Jepson Parkway Steering Committee, made up of four STA Board members that represent the corridor, on September 20<sup>th</sup>. The Steering Committee unanimously recommended both items for the STA Board to approve. The Overall Scope of Work and Community Workshop Format are included as Attachment A. As part of their recommendation, the Steering Committee discussed the need for protecting the STA's funding investment on the corridor and the need for the plan to highlight the corridor's importance to existing and planned employment centers. The Steering Committee also advised STA staff to work with the STA's Bicycle and Pedestrian Advisory Committees to come up with unique features that could be included in the updated concept plan. The next Steering Committee meeting is anticipated to be held in November.

**Fiscal Impact**

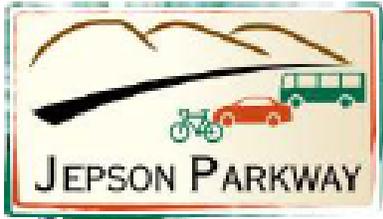
None at this time.

**Recommendation:**

Approve the 2012 Jepson Parkway Concept Plan Update Overall Scope of Work and Community Workshop Format as shown in Attachment A.

Attachment:

- A. 2012 Jepson Parkway Concept Plan Update Overall Scope of Work and Proposed Community Workshop Format



## **Jepson Parkway Concept Plan Update Overall Scope of Work:**

- ▶ Updated Transit Element to include updated transit and train service connections and stops
- ▶ Updated Bicycle and Pedestrian Element to highlight completed and planned projects (including wayfinding signs)
- ▶ Updated Landscape Element with concept agreement for maintenance of landscape improvements
- ▶ Updated Roadway Phasing and Management Plan
- ▶ Add Land Use Section to document existing and planned land uses
- ▶ Add Traffic Circulation and Access Section with the goal to generate policy consensus on LOS, full/partial movement

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## **Community Workshop Format**

### **Purpose:**

- ▶ Inform Public of overall corridor project status and phases
- ▶ Obtain Public Input on landscape design and gateway enhancements

### **Proposed Workshop Format:**

1. Project information stations by jurisdiction that would include:
  - ▶ Maps
  - ▶ Schedule
  - ▶ Project segment location/scope/status
  - ▶ Funding information: existing and remaining funding need
2. Presentations provided by STA, City of Fairfield, City of Vacaville
3. Potential Community Workshop Locations:
  - ▶ Callison Elementary School (Vacaville)
  - ▶ Vanden High School (Fairfield)

**Anticipated Workshop Date: Late November or Early December**

Workshop Noticing:

- ▶ STA facebook/website
- ▶ Work with member agencies to add STA link to workshop information on their websites
- ▶ Press release for Fairfield's Daily Republic and Vacaville Reporter
- ▶ Mailer potentially using Fairfield and Vacaville's current distribution list or STA's Jepson Parkway EIR contact list



DATE: October 1, 2012  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager  
RE: Intercity Transit Funding Agreement for SolanoExpress Routes for Fiscal Year (FY) 2012-13 and 2013-14

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**Background:**

Prior to 2005, the funding for Solano County's intercity routes, collectively called Solano Express, was shared among local jurisdictions through various understandings and informal and year to year funding agreements. In Fiscal Year (FY) 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit, the STA developed with the transit operators a countywide cost-sharing method that would provide funding stability for the operators of the intercity services and an equitable and predictable cost sharing formula for the funding partners. A working group was formed, the Intercity Transit Funding Working Group (ITFWG), and was comprised of representatives from STA, Solano County, and each participating city in Solano County. The first countywide Intercity Transit Funding Agreement was established for FY 2006-07.

Key components of the agreement are the Intercity Cost Sharing Formula, primarily based upon two factors: ridership by residence and population. This shared funding is for the cost of these routes after farebox and other non-local revenue are taken into account. Another key element of the agreement is that these routes be regularly monitored so that all the funding partners are aware of these routes' performances. This data helps guide future funding, service planning and marketing decisions.

**Discussion:**

Attachment A is a revised Intercity Transit Funding Agreement. It is based on the FY 2009-10 Agreement and has been modified so the basic elements of the agreement can stand the test of time and not require annual updates and signatures from all city manager, public works directors and agency attorneys with the merger of Benicia and Vallejo's transit systems in 2011, Solano County Transit (SolTrans) has replaced those two cities as funding partners.

The variable elements of the agreement such as the results of the cost sharing formula are included as an attachment in the agreement. A termination clause and process has been added as the request of one of the participating agencies. To simplify the process, both the agreement and the attachment include language that says the attachment will be revised administratively by a vote of the ITFWG each year.

STA staff sent out the agreement to the ITFWG for edits and comments which have been incorporated.

**Fiscal Impact:**

This funding agreement fully funds intercity services for FY 2012-13 and is consistent with the FY 2012-13 Transportation Development Act (TDA) matrix.

**Recommendation:**

Authorize the Executive Director to execute the FY 2012-13 and FY 2013-14 Intercity Transit Funding Agreement.

Attachment:

- A. FY 2012-13 Intercity Transit Funding Agreement

**INTERCITY TRANSIT FUNDING AGREEMENT**  
**AND**  
**AGREEMENT ESTABLISHING CERTAIN GOALS AND PRINCIPLES**  
**FOR INTERCITY TRANSIT ACTIVITIES IN SOLANO COUNTY**  
**BY AND AMONG**  
**THE SOLANO TRANSPORTATION AUTHORITY,**  
**THE COUNTY OF SOLANO,**  
**THE CITY OF DIXON,**  
**THE CITY OF FAIRFIELD,**  
**SOLANO COUNTY TRANSIT (SOLTRANS)**  
**THE CITY OF SUISUN CITY, AND**  
**THE CITY OF VACAVILLE**

**THIS AGREEMENT** is made and entered into as of this 1<sup>st</sup> day of July, 2012, by and among the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq. and the Congestion Management Agency of Solano County, hereinafter referred to as "STA", and the governmental entities in Solano County providing intercity transit services to the citizens of Solano County; to wit:

THE COUNTY OF SOLANO, a political subdivision of the State of California;  
 SOLANO COUNTY TRANSIT (SOLTRANS), a joint powers entity organized under  
 Government Code section 6500 et seq.; and  
 FOUR MUNICIPAL CORPORATIONS in Solano County:

The City Of Dixon,  
 The City Of Fairfield,  
 The City Of Suisun City, and  
 The City Of Vacaville

Unless specifically identified, the various public agencies herein may be commonly referred to as "the Parties" or "County and Cities" or "Jurisdictions" or "Intercity Transit Operators" as the context may require.

**RECITALS**

WHEREAS, the provision of transit services throughout Solano County has been developed on a jurisdiction by jurisdiction basis and, as a result, the provision of intercity transit services to the citizens of Solano County may be enhanced by the improved coordination of transit routes and other issues among the transit providers. Further, funding of transit services is a complex process which has been partially remedied by coordination of certain transit funds (both Transportation Development Act [TDA] Funds and State Transit Assistance Funds [STAF]) through the STA for approval by the Metropolitan Transportation Commission (MTC); and

WHEREAS, STA has sponsored, and the COUNTY and CITIES have joined and participated in, the “Intercity Transit Funding Working Group” (ITFWG) which is comprised of representatives that are PARTIES to this agreement; and

WHEREAS, STA’s I-80/I-680/I-780 Transit Corridor Study completed in 2004 identified seven intercity bus routes in Solano County, all of which are subsidized by more than one jurisdiction.

WHEREAS, the PARTIES agreed to a cost-sharing methodology and funding for these routes beginning in 2006; and

WHEREAS, the following is a matrix of presently existing Intercity Transit Routes and the service areas covered by this agreement:

<b>Transit Operator</b>	<b>Rt.</b>	<b>Dixon</b>	<b>Fairfield</b>	<b>SolTrans</b>	<b>Suisun City</b>	<b>Vacaville</b>	<b>County</b>
FAST	20		X			X	X
FAST	30	X	X			X	X
FAST	40		X	X		X	X
FAST	90		X		X		X
SolTrans	78			X			X
SolTrans	80			X			X
SolTrans	85		X	X			X

WHEREAS, STA’s coordination of the annual multi-agency Transportation Development Act (TDA) matrix, the State Transit Assistance Fund’s (STAF) project funding for the county, and Regional Measure 2 funding has clarified and simplified the funding claims process locally and regionally;

WHEREAS, having a coordinated multi-year, multi-agency funding strategy with predictability and some flexibility would help to further stabilize intercity transit service funding in Solano County; and

WHEREAS, all Solano County intercity transit operators and other funding partners participated in the aforementioned ITFWG which has, since its inception, met at least annually to review and refine data and funding formulae, and to develop core concepts to guide the coordination and funding of intercity transit operations in the future;

## AGREEMENT

**NOW, THEREFORE**, STA, the County of Solano, Solano County Transit (representing the cities of Benicia and Vallejo) and the cities of DIXON, FAIRFIELD, SUISUN CITY, and VACAVILLE in consideration of the mutual promises herein, agree as follows:

### Part I Transit Coordination and Guiding Principles

**Principle 1:**

To provide certainty to intercity transit operators and funding partners, and to establish a consistent method and an agreement for sharing subsidies for all intercity transit routes by Solano intercity transit operators based on a consensus of the participating jurisdictions.

**Principle 2:**

To focus limited financial resources and deliver productive intercity transit service and to develop a cost effective and affordable intercity route structure that will: 1) be implemented with the agreed upon subsidy sharing agreement; 2) meet the policy/coverage requirements agreed upon; 3) be marketed jointly.

**Principle 3:**

To develop strategies to consistently evaluate, modify, and market intercity transit services with the implementation of this Agreement.

### Part II Service Plan Review

In 2006, the PARTIES developed a set of criteria for evaluating intercity transit routes and service plans in order to provide consistency of analysis and a comprehensive, common and uniform methodology for such evaluations:

1. Service Productivity Measures
  - Passengers per revenue hour
  - Passengers per trip
  - Passengers per revenue mile
2. Cost Efficiency Measures
  - Cost per vehicle revenue hour
  - Cost per vehicle revenue mile
3. Cost Effectiveness Measures
  - Cost per passenger trip
  - Farebox Recovery Ratio
4. Policy/Coverage Requirements
  - Provides connectivity between cities
  - Provides regional transit connections
  - Meets unmet transit needs
  - Minimize stops in each city
  - Is user friendly

The Coordinated Short Range Transit Plan (SRTP), developed in FY 2012-13, will specify the metrics and performance standards against which actual performance of the Intercity Routes will be measured.

**Part III**  
**Intercity Transit Funding Agreement**

A. Included Intercity Transit Routes/ Intercity Transit Route Definition

To be included in this Agreement, a route must meet all five of the following criteria:

1. Operates between two cities (except between Fairfield and Suisun City where local service is provided by Fairfield and Suisun Transit); and
2. Has a monthly ridership of at least 2,000; and
3. Operates at least 5 days per week; and
4. Has been operating for at least a year and is not scheduled for deletion within the fiscal year.
5. Maintains service that meets at least one of the performance standards identified in the Coordinated SRTP with regards to service productivity, cost efficiency, and cost effectiveness.

B. Baseline Cost Data Source

Annually each intercity transit operator shall prepare a baseline cost estimate. The baseline cost estimate for the fiscal year shall be based on the intercity transit operators' preliminary budget for that fiscal year prepared in the Spring preceding the start of the fiscal year. The preliminary budget estimate shall include unit cost or line item cost escalation (as appropriate), cost changes due to service changes (e.g., changes to service hours), changes due to contract changes, and estimates of allocated overhead costs by mode.

The baseline cost estimate shall be submitted with the intercity transit operators' completed three variable cost allocation model that includes an estimate of fares by route and other subsidies by route. Sources for other subsidies shall be identified in the footnotes to the summary page of the cost allocation model or by another means to make clear the amounts and sources of other subsidies.

C. Mid-Year Budget or Cost Changes

Each intercity transit operator shall report to the ITFWG variances from the planned/budgeted costs and revenues for each intercity transit route no later than February 1<sup>st</sup> of each year. Budget variances and changes in subsidy requirements shall be considered by the ITFWG.

D. Baseline Data Definitions

The definitions for revenue service miles, revenue service hours, and peak vehicles as used for the cost allocation model shall follow the definitions provided by the National Transit Database (NTD). In the event that routes are interlined, peak vehicles shall be allocated by the proportion of the peak period operated by each intercity transit bus. In any case, the total peak vehicles used in the cost allocation model shall not exceed the total peak fleet reported in NTD.

E. Cost Allocation Model

The ITFWG has agreed to use a three variable cost model for allocating intercity transit costs by route. This model is based on the National Transit Database's recommended approach for allocating transit costs by vehicle hours, vehicle miles, and peak vehicles. The ITFWG uses this model to assign intercity transit costs by route. The results of the cost model form the basis for allocating subsidies to each jurisdiction. Each intercity transit operator shall input data into the model and the models shall be submitted to STA and each jurisdiction for further use and review.

F. Net Costs to be Shared

The net cost of each intercity transit route is the total cost of the route minus farebox revenue, Regional Measure 2 funds, agreed upon State Transit Assistance Funds, and other non-TDA and FTA operating funds that are applied to the route.

G. Ridership Survey Data

On-board ridership surveys have been taken periodically since 2006 to provide the ITFWG with data regarding the number of riders by jurisdiction of residence by intercity route. This data was assembled for use in establishing the cost sharing formula set forth in this Agreement. The on-board survey will be conducted periodically and no less frequently than every 3 years by STA for purposes of updating the ridership information in this Agreement.

H. Population Data

City and County Unincorporated population data for Solano County shall be obtained from the most current publication of the State of California Department of Finance E-4 Population Estimates for Cities, Counties and State. This information shall be updated and incorporated into this Agreement's cost sharing formula annually.

I. Intercity Transit Cost Sharing Formula

Intercity transit costs shall be shared among the jurisdictions based upon an agreed upon formula whereby the net cost of each route is further reduced by the County Unincorporated Area's agreed upon share proportionately for each route, up to an agreed upon maximum for the County share. The County share is negotiated annually and is based on either the proportion of the County's population share of the net subsidy required, or by increasing the prior year County share by the Consumer Price Index. The resulting net cost is shared 20% by population share and 80% by ridership by jurisdiction of residence. The subsidy amounts provided by each jurisdiction will be included in the annual TDA matrix prepared by STA and submitted to MTC.

J. Cost Estimates and Actual Costs -- Year End Reconciliation

The baseline cost information used in the cost allocation model is based on preliminary budget information for the next fiscal year. As such, the costs are estimates only and are subject to change. The ITFWG agreed to the following year end reconciliation procedure:

1. After annual audited financial statements are approved by the intercity transit operators' governing body, transit operator staff will update the data in the Cost Allocation Model for the audited fiscal year. Updated actual cost, revenue (fares and other revenue), hours, miles, and peak vehicle data shall be included in the cost allocation model.
2. Using results of the Cost Allocation Model populated with actual audited data, STA will recalculate the subsidy shares owed by each jurisdiction for the fiscal year and compare the amounts to the amounts paid according to the cost sharing formula in the agreement.
3. Differences between the planned/budgeted subsidies included in the agreement and the actual subsidy requirements based on audited data will be identified (a "true-up" will be performed. Subsidy surpluses (overpayments by a jurisdiction for its formula share of intercity transit services) and deficits (underpayments by a jurisdiction for its formula share of intercity transit services) will be applied to the subsequent year's amount due for intercity transit services. Based on the availability of audited data after the close of a fiscal year, there will be a two year lag for applying actual results for a given fiscal year to the subsidy shares for the upcoming budget year. That is, reconciliation for Year 1 will be applied to the subsidy shares due for Year 3.
4. Operators shall be credited or invoiced based on the results of the "true-up" through either 1) direct payments to the operators of the Intercity Routes (if actual expenses exceed the budgeted subsidies) per the CAM, or 2) credits to the share of subsidies provided by each jurisdiction, as dictated by the CAM, for funding the next year of intercity service. (NOTE TO LIZ: If SolTrans finds that it owes money to FAST for any of their Intercity Routes after the true-up occurs, we would like the flexibility to pay FAST using non-TDA funds. This is why we are proposing this 4<sup>th</sup> bullet.)

K. Application of the Intercity Transit Cost Sharing Formula

The intercity transit cost sharing formula shall be calculated and the results presented to the ITFWG no later than April 15 annually. The results of these calculations are shown in Attachment A to this agreement. Attachment A shall be modified administratively and approved by a vote of the ITFWG no later than May 15 each year.

L. Reporting

The intercity transit operators shall report at least quarterly to the ITFWG the following information by intercity route:

- Budget vs. actual cost for the quarter
- Budget vs. actual fares for the quarter
- Ridership
- Service hours

**M. Role and Responsibility of the ITFWG**

Recognizing that seven of eight local jurisdictions within Solano County participate in funding intercity transit routes, all proposed fare and service changes shall be presented by the intercity transit operators to the ITFWG at least 90 days prior to implementation and in sufficient time for the ITFWG's consideration. All participating jurisdictions are responsible for participating in the ITFWG and for meeting their financial obligations under this Agreement.

**Part IV**  
**General Terms and Conditions**

**1. Term of Agreement**

This Agreement shall continue in effect until modified in writing by the STA and a majority of the other signatories representing a majority of the population of Solano County.

**2. Method for Claims**

All funding claims for Transportation Development Act, State transit Assistance Funds, or Regional Measure 2 funds for intercity transit services identified under this Agreement shall be made by the eligible PARTIES to the Metropolitan Transportation Commission ("MTC") and shall be consistent with the annual funding matrix prepared by STA in coordination with the PARTIES. As required under current policy, TDA claims must be approved by the STA Paratransit Coordinating Council prior to approval by MTC.

**3. Independent Contractors**

STA shall perform this Agreement as an independent contractor. STA shall, at its own risk and expense, determine the method and manner by which duties imposed on STA by this Agreement shall be performed; provided however that the COUNTY and CITIES may monitor the work performed by STA. For projects or studies undertaken pursuant to this Agreement by the COUNTY or any of the CITIES, said COUNTY or CITY shall perform this Agreement as an independent contractor. Said COUNTY or CITY shall, at its own risk and expense, determine the method and manner by which duties imposed on them by this Agreement shall be performed; provided however, that the other PARTIES may monitor the work performed by said COUNTY or CITY.

**4. Indemnification**

The PARTIES and STA shall defend, indemnify and hold harmless each other and their respective officers, agents, employees, or subcontractors from any claim, loss or liability, including, without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by any of the PARTIES or STA, or their respective officers, agents, employees, or subcontractors of activities required under this Agreement, and any fees and/or costs reasonably incurred by the staff attorneys or contract attorneys of the PARTY(IES) to be indemnified, and any and all costs, fees and expenses incurred in enforcing this provision.

**5. Termination**

The PARTIES may terminate this agreement upon notification to the STA and the ITFWG no later than one year prior to the July 1<sup>st</sup> date requested for termination of the agreement. Request for termination of the agreement is to come from the policy board of the agency requesting termination of their participation in the agreement. The PARTY will provide the STA and the ITFWG with 30 days notice prior to taking action to request termination of their participation in the this agreement. The agreement or participation in the agreement may be terminated only for the future fiscal year beginning on July 1.

**6. No Waiver**

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

**7. Notices**

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

**SOLANO TRANSPORTATION AUTHORITY**

Daryl K. Halls  
Executive Director  
One Harbor Center, Suite 130  
Suisun City, CA 94585

**CITY OF DIXON**

Janet Koster  
Public Works Administrator  
600 East "A"  
Dixon, CA 95620

**SOLTRANS**

Mona Babauta  
General Manager  
311 Sacramento Street  
Vallejo, CA 94590

CITY OF FAIRFIELD

George Hicks  
Public Works Director  
1000 Webster St.  
Fairfield, CA 94533

CITY OF SUISUN CITY

Dan Kasperson  
Public Works Director  
701 Civic Center Blvd.  
Suisun City, CA 94585

CITY OF VACAVILLE

Shawn Cunningham  
Interim Public Works Director  
650 Merchant St.  
Vacaville, CA 95688

COUNTY OF SOLANO

Matt Tuggle  
Engineering Manager  
675 Texas St., Suite 5500  
Fairfield, CA 94533

**8. Subcontracts**

Within the funds allocated to the PARTIES under this agreement, all PARTIES are hereby given the authority to contract for any and all of the tasks necessary to undertake the projects or studies contemplated by this Agreement.

**9. Amendment/Modification**

Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of STA and the PARTIES.

**10. Interpretation**

Each PARTY has reviewed this Agreement and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting party. This AGREEMENT shall be construed as if all PARTIES drafted it. The headings used herein are for convenience only and shall not affect the meaning or interpretation of this Agreement. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.

## **11. Disputes and Dispute Resolution**

If a dispute should arise between some or all of the PARTIES to this Agreement relative to the performance and/or enforcement of any provision of this Agreement, the dispute shall first be considered by the ITFWG. A recommended resolution based on the deliberations of the ITFWG will be presented to the STA Consortium and Technical Advisory Committees (TAC) for their consideration. Final resolution of disputes will be determined by the STA Board of Directors following consideration of the STA Consortium and TAC.

## **12. Severability**

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

## **13. Local Law Compliance**

The PARTIES shall observe and comply with all applicable Federal, State and local laws, ordinances, and Codes.

## **14. Non-Discrimination Clause**

- a.) During the performance of this Agreement, the PARTIES and their subcontractors shall not deny the benefits thereof to any person on the basis of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation , nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.
- b.) The PARTIES shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

**15. Access to Records/Retention**

All PARTIES, any federal or state grantor agency funding all or part of the compensation payable hereunder, the State Controller, the Comptroller General of the United States, or the duly authorized representatives of any of the above, shall have access to any books, documents, papers and records of any PARTY which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the PARTIES shall maintain all required records for three years after final payment for any work authorized hereunder, or after all pending matters are closed, whichever is later.

**16. Conflict of Interest**

The PARTIES hereby covenant that they presently have no interest not disclosed, and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its obligations hereunder, except for such conflicts that the PARTIES may consent to in writing prior to the acquisition by a PARTY of such conflict.

**17. Entirety of Agreement**

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

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

SOLANO TRANSPORTATION AUTHORITY

APPROVED AS TO FORM

By: \_\_\_\_\_  
Daryl K. Halls, Executive Director

By: \_\_\_\_\_  
Bernadette Curry, STA Legal Counsel

SOLANO COUNTY TRANSIT

APPROVED AS TO FORM

By: \_\_\_\_\_  
Mona Babauta, General Manager

By: \_\_\_\_\_  
Heather McLaughlin, on behalf of  
SolTrans Legal Counsel

CITY OF DIXON

APPROVED AS TO FORM

By: \_\_\_\_\_  
Jim Linley, City Manager

By: \_\_\_\_\_  
Michael Dean, City Attorney

CITY OF FAIRFIELD

By: \_\_\_\_\_  
Sean Quinn, City Manager

APPROVED AS TO FORM

By: \_\_\_\_\_  
Greg Stepanicich, City Attorney

CITY OF SUISUN CITY

By: \_\_\_\_\_  
Suzanne Bragdon, City Manager

APPROVED AS TO FORM

By: \_\_\_\_\_  
Jayne Williams, City Attorney

CITY OF VACAVILLE

By: \_\_\_\_\_  
Laura Kuhn, City Manager

APPROVED AS TO FORM

By: \_\_\_\_\_  
Shana Faber, Assistant City Attorney

COUNTY OF SOLANO

By: \_\_\_\_\_  
Birgitta Corsello, County Administrator

APPROVED AS TO FORM

By: \_\_\_\_\_  
Lori Mazzella, Dep. County Counsel

ATTACHMENT A

INTERCITY TRANSIT FUNDING AGREEMENT

FY 2012-13 COST SHARING FORMULA CALCULATION

A. Included Intercity Transit Routes

The following intercity transit routes meet the definition and criteria described in Part III. A of the Intercity Transit Funding Agreement and thereby are qualified to be included in the cost sharing formula for FY 2012-13:

<b>Operator</b>	<b>Route</b>
Fairfield and Suisun Transit	20
Fairfield and Suisun Transit	30
Fairfield and Suisun Transit	40
SolTrans	78
SolTrans	80
SolTrans	85
Fairfield and Suisun Transit	90

B. Cost Allocation Models

Cost allocation models provided by Fairfield and Suisun Transit (FAST) and SolTrans used in the calculation of intercity cost shares are from the following excel files:

1. Fairfield and Suisun Transit Routes 20, 30, 40, and 90 are from the file labeled “FF Cost Allocation Model Estimated 12-13 w rev”.
2. SolTrans Routes 78, 80, and 85 are from the file labeled “SolTrans Cost Allocation Model FY 12-13 Budget DRAFT 20120504”.

C. Ridership Survey Data

Ridership survey data collected in 2009 will be used as input to the FY 2012-13 intercity cost sharing calculations. The survey data collected in early 2012 was not final prior to the completion of the intercity cost sharing calculations for FY 2012-13 and will be used as input to the FY 2013-14 intercity cost sharing formula.

D. County Share

The County agreed upon share for FY 2012-13 is based on the prior year share of \$133,900 increased by the Consumer Price Index (CPI) for the previous year. CPI data for this calculation is based on the Bureau of Labor Statistics, All Urban Consumers, San Francisco, Oakland, San Jose Urban Area). The maximum county share used in calculating the FY 2012-13 intercity cost sharing amounts will be \$138,619.

E. FY 2012-13 Intercity Cost Sharing Formula Results

The results of the FY 2012-13 intercity cost sharing formula calculations, including reconciled amounts for FY 2010-11 and net of other subsidies, are as follows:

<b>SOLANO TRANSPORTATION AUTHORITY</b>									
<b>SOLANO EXPRESS COST SHARING</b>									
<b>RECONCILIATION OF FY 10-11 SUBSIDIES BY JURISDICTION PLUS AMOUNT OWED FOR 12-13</b>									
<b>SUMMARY</b>									
	<b>Amount Owed to FAST</b>					<b>Amount Owed to SolTrans</b>			
	for Rt 20	for Rt 30	for Rt 40	for Rt 90	TOTAL	for Rt 78	for Rt 80	for Rt 85	TOTAL
Benicia	4,715	7,025	9,677	10,921	<b>32,338</b>	140,694	26,794	-1,136	<b>166,352</b>
Dixon	3,171	76,582	11,817	12,102	<b>103,672</b>	3,275	6,770	-403	<b>9,642</b>
Fairfield	124,999	149,422	173,362	365,585	<b>813,368</b>	25,060	66,955	-14,821	<b>77,194</b>
Rio Vista	0	0	0	0	<b>0</b>	0	0	0	<b>0</b>
Suisun City	26,221	32,439	81,508	119,867	<b>260,036</b>	9,484	17,274	-2,341	<b>24,417</b>
Vacaville	151,264	167,761	99,068	131,250	<b>549,341</b>	20,172	43,588	-3,535	<b>60,225</b>
Vallejo	27,391	69,697	32,428	42,259	<b>171,775</b>	164,458	574,290	-24,338	<b>714,410</b>
Balance of County	17,522	25,539	20,683	36,816	<b>100,561</b>	13,945	31,517	-4,139	<b>41,322</b>
<b>TOTAL</b>	<b>355,282</b>	<b>528,466</b>	<b>428,543</b>	<b>718,799</b>	<b>2,031,091</b>	<b>377,087</b>	<b>767,188</b>	<b>-50,712</b>	<b>1,093,563</b>

F. Annual Update to the Intercity Transit Cost Sharing Formula Calculation

This attachment shall be modified administratively and approved by a vote of the ITFWG each year.



DATE: October 4, 2012  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Greenhouse Gas Reduction Plan Contract Approval

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**Background:**

On July 13, 2011, the STA Board authorized staff to pursue funds from the California Strategic Growth Council (SGC) for the development of a multi-agency Climate Action Plan (CAP) and CAP Implementation Strategy, subject to endorsement from the Solano City County Coordinating Council (4Cs). Subsequently, the Pacific Gas and Electric (PG&E) contacted STA and stated that funds were available to assist STA in the development of a CAP focused on energy production and use. The Energy Chapter Climate Action Plan (ECCAP) will cover the cities of Dixon, Fairfield, Rio Vista, Suisun City and Vacaville.

On August 11, 2011, the 4Cs requested STA take the lead in seeking an SGC grant for the multi-agency CAP and CAP Implementation Strategy. On May 10, 2012, the SGC announced that Solano County and STA were awarded \$275,550 for development of a countywide CAP and Implementation Plan. The CAP Implementation Plan will cover all 7 cities and the county.

**Discussion:**

STA has worked with the consulting firm of AECOM to develop the countywide Greenhouse Gas (GHG) inventory and the ECCAP. Because of the need to integrate the existing inventories and the ECCAP with the SGC-funded work, STA has worked with AECOM to develop the final scope of work and budget for the SGC CAP and implementation plan. The scope of work is included as Attachment A.

When completed, the CAP and Implementation Plan will include work done under both the PG&E and SGC programs. Each of these jurisdictions will then have the opportunity to either adopt a new CAP (for Dixon, Fairfield, Rio Vista and Suisun City) or amend their current CAP (Benicia, Vacaville, Vallejo and Solano County). By developing similar CAPs, administration of implementation tasks can be shared by jurisdictions, and there is less chance that any jurisdiction will be put at a competitive disadvantage by having implementation measures that are substantially different from those used by other jurisdictions.

The SGC grant includes funds to cover some staff time expenses incurred by the jurisdictions participating in development of the CAP and the Implementation Plan. Money is also identified to assist in the initial implementation of GHG reduction measures once the CAP is adopted. Eventually, implementation is intended to become self sustaining through grants.

The formal recipient of the SGC award is Solano County. The STA and Solano County will also need to amend the agreement that allows STA to fully administer the steps needed to implement the tasks identified in the SGC grant.

**Fiscal Impact:**

The total grant from SGC is \$275,555. Of that amount, STA will retain \$77,575 for STA's staff work during FY 2012-13 and 2013-14. This amount will be reflected in the Planning budget when the mid-year budget revision is considered by the STA Board in early 2013.

**Recommendation:**

Authorize the Executive Director to:

1. Execute a contract with AECOM to deliver tasks in the scope of work included in Attachment A, for an amount not to exceed \$153,800;
2. Execute individual contracts with the participating jurisdictions for development and implementation of the tasks identified in Attachment A, for a total amount not to exceed \$44,180; and
3. Execute an amendment to the agreement with Solano County to allow STA to administer the steps needed to implement the tasks identified in the SGC grant.

Attachments:

- A. Scope of Work for SGC Greenhouse Gas Reduction Plan

## Scope of Work STA contract with AECOM for Development of SGC-Funded CAP and Implementation Plan

**TASK 1: PREPARE CLIMATE ACTION PLANS FOR FAIRFIELD, SUISUN CITY, DIXON, VACAVILLE, AND RIO VISTA**

In May 2011, the cities of Fairfield, Suisun City, Dixon, Vacaville, and Rio Vista completed GHG baseline inventories, funded by STA. In Task 1, PG&E funds/cash match will be used to support energy sector related work prior to SGC grant awards are announced. The City of Vacaville is in the process of completing a Climate Action Plan as a part of the General Plan Update, and will utilize PG&E funds to complete energy-sector portions of the work program (Tasks 1.1 to 1.7). The other cities, Fairfield, Suisun City, Dixon, and Rio Vista, would develop Climate Action Plans as a part of this Task 1 scope of work, starting with PG&E funding energy sector work prior to the SGC grant awards are announced, then conducting the remaining portions of the work program as SGC funds are available.

Similar to the development of the baseline inventories, each City will assign a representative to work with STA and the consultants to prepare emission projections, conduct a policy gap analysis, develop reduction strategies and measures, and publish Climate Action Plans. Task 1 run concurrent with Task 2; which means the cities involved in developing Climate Action Plans will benefit from the policy analysis of strategies and measures that have already been adopted by the cities of Benicia, Vallejo, Vacaville, and Solano County (See Task 2 for additional information).

**1.1 Prepare Emissions Projections for 2020 and 2035.**

Estimate projected municipal and communitywide GHG emissions for Fairfield, Suisun City, Dixon, Rio Vista, and Vacaville (energy sector only) in 2020 and 2035. Forecast each jurisdiction's projected emissions using historical trends to establish a basis for measuring the effectiveness of proposed reduction measures. Describe the assumptions used to create the projections, such as assumed population growth, efficiency factors, and increased consumption. Consider foreseeable changes to the regulatory and technological environments affecting GHG emissions (e.g., Renewable energy portfolio standards, California Green Building Code standards, vehicle emissions controls, and fuel efficiency standards). *PG&E funds will be used to support development of energy-sector portions of this task.*

**DELIVERABLES:** Technical memorandum and supporting data summarizing 2020 and 2035 projections

**1.2 Conduct Policy Gap Analysis**

Review existing data sources and perform a sustainable policy gap analysis. Consult with City and County staff in various departments, Solano Transportation Authority (STA), and energy providers. Review existing plans and policies across transportation, building energy (new and existing), municipal operations, renewable energy, water conservation and waste reduction. Develop criteria to prioritize measures including GHG reduction potential, cost/savings to government, cost/savings to the public, staffing levels required, ease of implementation, secondary benefits (such as local air quality improvements), visibility, and educational impact. *PG&E funds will be used to support development of energy-sector portions of this task.*

**DELIVERABLES:** Summary of gap analysis and framework of criteria for prioritizing reduction measures

### **1.3 Develop Preliminary Reduction Strategies and Measures**

Compile a matrix of countywide GHG reduction strategies and measures focused on agriculture, transportation, energy, water/wastewater, waste/recycling, carbon sequestration, and municipal operations. Address new development (discretionary actions), existing uses (community actions), and City (municipal) facilities and operations. Evaluate land use tools available to reduce VMT and GHG emissions from the transportation sector. Prioritize and describe the feasibility to implement proposed measures by jurisdiction. *PG&E funds will be used to support development of energy-sector portions of this task.*

**DELIVERABLES:** Preliminary matrix of CAP strategies and measures

### **1.4 Evaluate Cost-Effectiveness of Preliminary Reduction Strategies and Measures**

Assess the defensible effectiveness of each proposed GHG reduction measure. Develop order-of-magnitude estimates of mitigation program cost. Develop reasonable assumptions for participation rates. Convert the effectiveness of a GHG emission reduction strategy into MT CO<sub>2</sub>e reduced. Identify GHG reduction potential of proposed measures as %-reductions relative to the reduction target. Identify potential costs of measures using a low-medium-high cost approach. Criteria for prioritizing measures will result from public consultation. *PG&E funds will be used to support development of energy-sector portions of this task.*

**DELIVERABLES:** Revised matrix showing cost-effectiveness of proposed strategies and measures

### **1.5 Recommend GHG Reduction Targets**

Recommend GHG reduction targets for each jurisdiction that collectively further the goals identified by the State in AB 32 and EO S-3-05. Prepare policy white papers summarizing the recommended reduction targets for consideration by City and County staff, Planning Commissions and City Councils/Board of Supervisors. *PG&E funds will be used to support development of energy-sector portions of this task.*

**DELIVERABLES:** Policy white papers summarizing recommended GHG reduction targets

### **1.6 Conduct Community Workshop #1**

Prepare an agenda and presentation and facilitate the first of three community workshops. Educate community members on importance of GHG reduction for long term climate change adaptability. Identify current community and individual actions that reduce GHG emissions. Develop community-specific definitions of sustainability as it relates to long term climate change adaptation and GHG reductions. Provide information on costs and benefits of existing and proposed GHG reduction programs. [Note: Community workshop #1 will be facilitated as a single countywide workshop]. *PG&E funds will be used to support this task.*

**DELIVERABLES:** Workshop agenda, presentation materials, facilitation, and summary.

## **1.7 Prepare Administrative Draft Climate Action Plans**

Complete an Administrative Draft CAP for each jurisdiction. Convey reduction measures along with associated costs, benefits, implementation strategies, and forecasted reductions. The CAP can be organized as follows:

**Chapter 1. Planning for Climate Change:** Outlines the jurisdiction’s rationale and motivation for reducing GHGs. Provides a brief overview of climate science, describes the potential effects increased GHG emissions may have in the city, describes sustainability benefits of addressing emissions in a comprehensive manner, and outlines applicable state guidelines and legislation.

**Chapter 2. Baseline Emissions Inventory and Forecast:** Presents a summary of the emissions inventory and projections and describes emission reductions necessary to achieve the recommended target.

**Chapter 3. Emissions Reduction Measures:** Describes implementation measures necessary to reduce emissions and achieve the target. Recommends measures for each of the following sectors (as applicable): agriculture, energy conservation, transportation, land use, water conservation, waste reduction and municipal operations. Within each sector, measures will address new development, existing development, and municipal operations. Measures will be enforceable, include a timeline, describe costs and financing mechanisms, document progress toward GHG reduction goals and assign responsibility to agencies and departments.

**Chapter 4. Benchmarks and Implementation:** Identifies benchmarks, monitoring procedures, plan update processes and other steps needed to ensure the jurisdiction achieves its GHG reduction goals.

*PG&E funds will be used to support development of energy-sector portions of this task.*

**DELIVERABLES:** Administrative Draft CAPs (4)

## **1.8 CEQA Compliance for Climate Action Plans**

The *Sustainable Communities Planning Grants* program specifically prohibits use of grant resources for preparation of CEQA documentation. Thus, the project partners will offer in-kind staff services and/or seek alternative funding for this portion of the work program.

Each city will be responsible for preparing an environmental documentation according to CEQA and the CEQA Guidelines. Where applicable, the CEQA documentation will tier from recently completed and certified General Plan EIRs. Complete mailings, notices, and other tasks necessary to support 30-day public distribution and review of the environmental document in tandem with the Draft CAP. Prepare a final environmental documentation for Board/Council consideration in tandem with the CAP. The CAPs will be developed consistent with Bay Area Air Quality Management District (BAAQMD) plan-level GHG threshold requirements, Yolo-Solano Air Quality Management District (YSAQMD) recommendations, and the forthcoming Governor’s Office of Planning and Research (OPR) Climate Action Plan Guidance document.

### **1.9 Prepare Public Review Draft Climate Action Plans**

Prepare a Public Review Draft CAP incorporating City and County staff comments on the Administrative Draft. Develop an appropriate distribution list and circulate electronic versions of the Draft CAP to the public and applicable agencies, stakeholders and interest groups for a 30-day public review period. *PG&E funds will be used to support development of energy-sector portions of this task.*

**DELIVERABLES:** Public Review Draft CAPs (4)

### **1.10 Conduct Community Workshop #2**

Prepare an agenda and presentation and facilitate the second of two workshops. Conduct this workshop during the public review period for the Draft CAPs. Provide educational overview of each jurisdictions' GHG emission sources, GHG reduction targets, strategies and measures. *PG&E funds will be used to support this task.*

[Note: Community Workshop #2 will be conducted in each jurisdiction, for a total of five sessions.]

**DELIVERABLES:** Workshop agenda, presentation materials, facilitation, and summaries.

### **1.11 Prepare Final Climate Action Plans**

Following the public review period, provide a summary characterization of public comments for use in public hearings. Following public hearings, prepare a Final CAP that incorporates appropriate revisions to the text of the Draft CAP considering public comments. *PG&E funds will be used to support development of energy-sector portions of this task.*

**DELIVERABLES:** Final CAPs (5)

### **1.12 Conduct Regional Climate Action Planning Committee Meetings**

Appoint a countywide Regional Climate Action Planning Committee, including representatives from STA, each city, Solano County, YSAQMD, BAAQMD, PG&E, and other agencies to provide guidance for the project. Schedule up to five meetings throughout the course of the project to review deliverables and provide recommendations to respective Planning Commissions and City Councils (Board of Supervisors). Identify and prioritize short- and long-term implementation measures based on effectiveness, applicability to existing development, costs, funding sources, and feasibility for implementation at a regional scale. Invite stakeholders, industry groups, and community organizations to attend meetings, as needed, to gain additional input from the public. *PG&E funds will be used to support this task.*

**DELIVERABLES:** Meeting agendas, presentation materials, facilitation, and summaries.

### **1.13 Present at Solano City-County Coordination Council (4Cs) Meetings**

Schedule up to 2 meetings with the 4Cs to discuss progress and gain input on development of GHG emission forecasts and reduction targets, draft and final CAPs. Provide support for staff reports and presentations. *PG&E funds will be used to support this task.*

**DELIVERABLES:** Support for staff reports, presentation materials, and meeting attendance.

### **1.14 Present at Planning Commission/City Council (Board of Supervisors) Public Hearings**

Provide City and County staff support for presentations to Planning Commissions and City Councils (Board of Supervisors). Schedule meetings and public hearings prior to and during the release of the public review draft CAPs, and prior to and following the release of the short- and long-term priorities report. *PG&E funds will be used to support this task.*

**DELIVERABLES:** Support for staff reports, presentation materials, and meeting attendance.

### **1.15 Project Management and Grant Administration**

Provide the necessary project management and administrative activities in order to track project progress, maintain schedule and budget, respond to requests for information, and administer the grant consistent with State requirements. Provide monthly status updates accompanying invoices and be available as needed to discuss and resolve project management issues. *PG&E funds will be used to support development of energy-sector portions of this task.*

*[Note: Solano County will transfer responsibility for grant administration to STA following grant awards in an internal Memorandum of Understanding, consistent with previous practices.]*

**DELIVERABLES:** Prepare status reports, invoices and complete other administrative duties needed to administer the grant consistent with State requirements.

## **TASK 2: IMPLEMENT GHG REDUCTION PROGRAMS IN BENICIA, VALLEJO, VACAVILLE, AND SOLANO COUNTY**

The cities of Benicia, Vallejo, and Vacaville and Solano County have made substantial progress towards reducing GHG emissions through developing Climate Action Plans. In December 2011, Benicia hired a Sonoma State to act as the Climate Action Plan Coordinator responsible for monitoring the City's adopted 2009 Climate Action Plan and implementing GHG-reduction programs. Vallejo's Climate Action Plan, released May 2011, is currently under public review and nearing adoption. In June 2011, Solano County adopted a Climate Action Plan and Sea Level Rise Strategic Program. Vacaville is currently developing a Climate Action Plan as a part of the General Plan Update, scheduled for adoption in 2012, and will be supported under Task 1 to facilitate early completion of the Public Review Draft CAP.

Task 2 will leverage these efforts by creating a regional program that prioritizes implementation of short-and long-term GHG reduction programs. PG&E

will provide early support for these work outlined in Task 2, including meetings of the Regional Climate Action Planning Committee, so that energy sector can begin prior to the SGC grant awards are announced. Remaining portions of the of the work program as SGC funds will be integrated into the process as funds become available.

Each city and Solano County will assign a representative to work with STA and qualified consultants to evaluate regional program opportunities, develop criteria for program selection, and report on short- and long-term implementation priorities. This Task will build on the region’s demonstrated history of successful multi-jurisdictional collaboration.

### **2.1. Evaluate Regional Program Opportunities**

Work with STA, Benicia, Vacaville, Vallejo, and Solano County to gather information on GHG reduction programs identified in Climate Action Plans, Sea Level Rise Strategic Program, and other related documents. Develop matrix of existing program information (e.g., budgets, funding sources, timelines, resources) available to support GHG reduction programs. Develop criteria to evaluate and prioritize program implementation. Using these criteria, select short- and long-term priorities for implementation based on ability to fund, regional effectiveness, and feasibility of implementation. Likely candidates for short-term implementation will include:

- Rideshare/commuter information programs,
- Vehicle replacement programs,
- Regional bicycle system improvements,
- Model subdivision ordinances for complete streets, and
- Safe routes to school/transit.

*PG&E funds will be used to support development of energy-sector portions of this task.*

**DELIVERABLES:** Report on short- and long-term implementation programs (matrix of programs, criteria, implementation timeline).

### **2.2. Develop Online Community Support**

Develop and maintain a website for the project to provide a platform for education and information. Add links to each jurisdiction’s website along with links to other regional organizations involved in sustainability programs. Provide regular news updates, blog posts, e-blasts, and other online tools (surveys, document library) to facilitate development of an online sustainability community. *PG&E funds will be used to support this task.*

**DELIVERABLES:** Solano Regional Climate Action Planning Program website.

### **2.3. Conduct Community Workshop #3**

Prepare an agenda and presentation and facilitate the third of two workshops. Invite community stakeholder groups that are interested in or involved in GHG reduction programs (e.g., bike advocates), Provide overview of regional programs that are available to reduce GHG emissions. Solicit feedback on implementation priorities for regional projects. *PG&E funds will be used to support this task.*

[Note: Community workshop #3 will be facilitated as a single countywide workshop.]

**DELIVERABLES:** Workshop agenda, presentation materials, facilitation, and summary.

### **2.4. Conduct Regional Climate Action Planning Committee Meetings**

Appoint a countywide Regional Climate Action Planning Committee, including representatives from each city, Solano County, YSAQMD, BAAQMD, STA, and other agencies to provide guidance for the project. Schedule up to five meetings throughout the course of the project to review deliverables and provide recommendations to respective Planning Commissions and City Councils (Board of Supervisors). Identify and prioritize short- and long-term implementation measures based on effectiveness, applicability to existing development, costs, funding sources, and feasibility for implementation at a regional scale. Invite stakeholders, industry groups, and community organizations to attend meetings, as needed, to gain additional input from the public. *PG&E funds will be used to support this task.*

**DELIVERABLES:** Meeting agendas, presentation materials, facilitation, and summaries.

### **2.5. Present at Solano City-County Coordination Council (4Cs) Meetings**

Schedule up to 2 meetings with the 4Cs to discuss progress and gain input on development of short- and long-term implementation priorities. Provide support for staff reports and presentations. *PG&E funds will be used to support this task.*

**DELIVERABLES:** Support for staff reports, presentation materials, and meeting attendance.

### **2.6. Present at Planning Commission/City Council (Board of Supervisors) Public Hearings**

Provide City and County staff support for presentations to Planning Commissions and City Councils (Board of Supervisors). Schedule meetings and public hearings prior to and following the release of the short- and long-term priorities report. *PG&E funds will be used to support this task.*

**DELIVERABLES:** Support for staff reports, presentation materials, and meeting attendance.

## **2.7. Implement Regional Program Opportunities**

Identify an STA staff member familiar with local programs to manage implementation of short- and long-term programs. Work with the cities (including the Benicia Climate Action Plan Coordinator) and Solano County to develop a self-sustaining program. Work with community members, neighborhood organizations, non-profit organizations, and business partners to gain support for implementation. Report on a quarterly basis on progress to the Solano City-County Coordination Council (4Cs).

**DELIVERABLES:** Quarterly progress reports on implementation of short-term priority programs, funding opportunities, meetings/outreach, and other accomplishments.

## **2.8. Project Management and Grant Administration**

Provide the necessary project management and administrative activities in order to track project progress, maintain schedule and budget, respond to requests for information, and administer the grant consistent with State requirements. Provide monthly status updates accompanying invoices and be available as needed to discuss and resolve project management issues.

*[Note: Solano County will transfer responsibility for grant administration to STA following grant awards in an internal Memorandum of Understanding, consistent with previous practices.]*

**DELIVERABLES:** Prepare status reports, invoices and complete other administrative duties needed to administer the grant consistent with State requirements.



DATE: October 1, 2012  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Environmental Mitigation for the I-80/I-680/State Route (SR) 12 Interchange Phase 1 Project

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**Background:**

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, four separate projects were identified for delivery, including the I-80 High Occupancy Vehicles (HOV) Lanes, the North Connector, the I-80 Eastbound Cordelia Truck Scales Relocation and the I-80/I-680/SR 12 Interchange Projects.

The I-80 HOV Lanes Project has been completed, the North Connector (east portion) Project has been completed (with the exception of the mitigation monitoring), the I-80 Eastbound Cordelia Truck Scales Relocation Project is under construction and the I-80/I-680/SR 12 Interchange (subject of this staff report) is currently in the later stages of the environmental phase.

**Discussion:**

The I-80/I-680/SR 12 Interchange is currently in the later stages of the environmental phase and the Final Environmental Impact Statement/Environmental Impact Report (FEIS/EIR), is expected to be completed in the October 2012 time frame. One of the next key steps will be to proceed with implementing environmental mitigation for the I-80/I-680/SR12 Interchange – Phase 1 Project.

Over the past several years, STA staff and Caltrans staff have been working with all the resource agencies to determine the required environmental mitigation to address project impacts for this critical project (Attachment A). The required mitigation will be documented in the Biological Opinion (BO) from the US Fish and Wildlife Service (USFWS) and other environmental permits from the US Army Corp of Engineers (USACE), the Regional Water Quality Control Board (RWQCB) and the Department of Fish and Game (DF&G). At this time, staff is requesting the Board authorize the Executive Director to issue a Request for Proposals (RFP) to select a firm/team to provide environmental mitigation required by the I-80/I-680/SR12 Interchange – Phase 1 Project. Last month the Board authorized the Executive Director to issue a Request for Proposals (RFP) to select a firm/team to provide environmental mitigation required by the I-80/I-680/SR 12 Interchange – Phase 1 Project. Six proposals were received on September 28, 2012. The proposals have been reviewed by a selection panel comprised of STA staff, the project management, consultant and Caltrans staff. As such, staff is now recommending the Executive Director be authorized to enter into a contracts to implement necessary agreements for a not-to-exceed amount of \$9.9 M.

**Fiscal Impact:**

The environmental mitigation at a not-to-exceed amount of \$9.9 million for the I-80/I-680/SR 12 Interchange Project is being funded with bridge toll funds.

**Recommendation:**

Authorize the Executive Director to enter into agreements to provide the environmental mitigation required by the I-80/I-680/SR 12 Interchange – Phase 1 project for a not-to-exceed amount of \$9.9 M.

Attachment:

- A. Required Environmental Mitigation for the I-80/I-680/SR12 Interchange – Phase 1 Project.

**I-680/I-80/SR12 Interchange Mitigation Requirements**

16 August 2012

<b>Habitat Type</b>	<b>Mitigation</b>
<i>Seasonal and Perennial Drainages, and Wetlands</i>	<b>9.14 acres</b> of wetland creation (of which, 0.98 acres is to be created vernal pool & tadpole shrimp habitat); <b>265 linear feet</b> of riparian enhancement
<i>California Red-Legged Frog and Callippe Silverspot Butterfly Upland Habitat</i>	<b>282.84 ac</b> of existing habitat
<i>Vernal Pool Fairy &amp; Tadpole Shrimp Habitat</i>	<b>2.05 ac</b> preservation of existing habitat
<i>Valley Elderberry Longhorn Beetle Habitat</i>	<b>177 stems</b>
<i>Riparian Woodland</i>	<b>3.33 ac</b> creation
<i>Valley Oak Woodland</i>	<b>0.14 ac</b> of plantings
<i>Live Oak Woodland</i>	<b>11.77 ac</b> of plantings
<i>Swainson's Hawk Foraging Habitat</i>	<b>111.86 ac</b> of suitable habitat per CDFG 1994 Guidelines

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DATE: October 1, 2012  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: I-80/I-680/State Route (SR) 12 Westbound (WB) I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements Project

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**Background:**

STA has been actively working with State of California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) to deliver the WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements Project. The environmental document, Environmental Impact Statement/Environmental Impact Report (EIS/EIR), for the Project is scheduled to be completed in November 2012. Caltrans is the California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) lead for the EIS/EIR.

**Discussion:**

STA is taking the lead for design, right-of-way acquisition and utility relocations for the WB I-80 to SR12 (West) Connector and Green Valley Road Interchange Improvements Project in order to comply with funding source deadlines for the project. The WB I-80 to SR12 (West) Connector and Green Valley Road Interchange Improvements Project proposes to construct a new two-lane WB I-80 to WB SR 12 Connector braided with a new WB I-80 Green Valley on-ramp, as well as reconstructing the I-80 Green Valley Interchange. Through the Proposition 1B Trade Corridor Improvement Fund (TCIF), State Transportation Improvement Program (STIP) and bridge toll funds, this project is fully funded and expected to be ready to start construction in the late summer/fall of 2013.

One critical upcoming activity for the project is the relocation of utilities that are in conflict with the planned improvements. The utility relocations will include several PG&E and AT&T facilities. The highest priority and most critical utility to be relocated is the PG&E valve lot and associated pipe lines. In order to proceed with this utility relocation, staff is recommending the Board authorize the Executive Director to finalize and execute the attached utility agreement between STA and PG&E. Should any substantial changes to the draft agreement be required, the agreement would be brought back to the Board for approval. PG&E will be responsible for preparing design plans and relocating their own facilities.

**Fiscal Impact:**

Relocation of the PG&E facilities, as part of the WB I-80 to SR12 (West) Connector and Green Valley Road Interchange Improvements Project, are being funded with Bridge Toll funds.

**Recommendation:**

Authorize the Executive Director to finalize and execute the utility relocation agreement between STA and PG&E for the I-80/I-680/State Route (SR) 12 Westbound (WB) I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements Project.

Attachment:

- A. Draft STA and PG&E Utility Relocation Agreement

<b>DISTRICT</b> 4	<b>COUNTY</b> Solano	<b>ROUTE</b> 80 / SR 12	<b>POST MILE</b> 80 PM 14.0 to 15.7 SR12 PM L1.8 to 2.0	<b>EA</b> 0A5351
FEDERAL AID NO.		<b>UTILITY OWNER</b> Pacific Gas and Electric Company – Gas Transmission		
FEDERAL PARTICIPATION				
On The Project <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		On The Utilities <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

**UTILITY AGREEMENT NO. 04-XXXX.X DATE October 1, 2012**

The **Solano Transportation Authority**, hereinafter called "STA," in cooperation with the California Department of Transportation ("Caltrans"), proposes to reconstruct the existing Interstate 80 / Interstate 680 / State Route 12 Interchange, in and near the City of Fairfield, County of Solano, State of California.

And

**Pacific Gas and Electric Company**

Herein after called "OWNER," owns and maintains GAS TRANSMISSION FACILITIES

Within the limits of STA's project which requires RELOCATION OF GAS TRANSMISSION FACILITIES

To accommodate STA's project.

It is hereby mutually agreed that:

**I. WORK TO BE DONE**

**I-1. Work Performed by Owner per Owners Plan:**

In accordance with Notice to Owner No. XXXX.X dated \_\_\_\_\_, OWNER shall relocate its existing gas transmission lines and related facilities. All work shall be performed substantially in accordance with OWNER's Plan No. 30720751 dated XXX XX, 2012 consisting of ('X') sheet(s), a copy of which is on file in STA's office at **One Harbor Center, Suite 130, Suisun City, CA 94585**. Deviations from the OWNER's plan described above initiated by either the STA or the OWNER, shall be agreed upon by both parties hereto under a Revised Notice to Owner. Such Revised Notices to Owner, approved by the STA and agreed to/acknowledged by the OWNER, will constitute an approved revision of the OWNER's plan described above and are hereby made a part hereof. No work under said deviation shall commence prior to written execution by the OWNER of the Revised Notice to Owner. Changes in the scope of the work will require an amendment to this Agreement in addition to the revised Notice to Owner.

## II. LIABILITY FOR WORK

### **II-9. State or Prorated Expense – Master Contract:**

The existing facilities described in Section I above will be relocated at 91.92% STA expense and 8.08% OWNER expense in accordance with Section 5 of the Master Contract dated November 1, 2004.

## III. PERFORMANCE OF WORK

### **III-1. Owner's Forces or Continuing Contractor Performs Work:**

OWNER agrees to perform the herein-described work with its own forces or to cause the herein described work to be performed by the OWNER's contractor, employed by written contract on a continuing basis to perform work of this type, and to provide and furnish all necessary labor, materials, tools, and equipment required therefore; and to prosecute said work diligently to completion.

## IV. PAYMENT FOR WORK

### **IV-1. Owner Operates Under PUC, FERC, or FCC Rules:**

The STA shall pay its share of the actual and necessary cost of the herein described work within 45 days after receipt of five (5) copies of OWNER's itemized bill, signed by a responsible official of OWNER's organization and prepared on OWNER's letterhead, compiled on the basis of the actual and necessary cost and expense incurred and charged or allocated to said work in accordance with the uniform system of accounts prescribed for OWNER by the California Public Utilities Commission, Federal Energy Regulatory Commission or Federal Communications Commission, which is applicable.

It is understood and agreed that the STA will not pay for any betterment or increase in capacity of OWNER's facilities in the new location and that OWNER shall give credit to the STA for the "used life" or accrued depreciation of the replaced facilities and for the salvage value of any material or parts salvaged and retained or sold by OWNER.

### **IV-3. For All Owners – Progress/Final Bills:**

(Has been made as part of the mandatory language of the agreement)

Not more frequently than once a month, but at least quarterly, OWNER will prepare and submit progress bills for costs incurred not to exceed OWNER's recorded costs as of the billing date less estimated credits applicable to completed work. Payment of progress bills not to exceed the amount of this agreement may be made under the terms of this Agreement. Payment of progress bills which exceed the amount of this Agreement may be made after receipt and approval by STA of documentation supporting the cost increase and after an Amendment to this Agreement has been executed by the parties to this Agreement.

The OWNER shall submit a final bill to the STA within 360 days after the completion of the work described in Section I above. If the STA has not received a final bill within 360 days after notification of completion of OWNER's work described in Section I of this Agreement, and STA has delivered to OWNER fully executed Director's Deeds, Consents to Common Use or Joint use Agreement for OWNER's facilities (if required), STA will provide written notification to OWNER of its intent to close its file within 30 days. OWNER hereby acknowledges, to the extent allowed by law, that all remaining costs will be deemed to have been abandoned. If the STA processes a final bill for payment more than 360 days after notification of completion of OWNER's work, payment of the late bill may be subject to allocation and/or approval by the California Transportation Commission.

The final billing shall be in the form of an itemized statement of the total costs charged to the project, less the credits provided for in this Agreement, and less any amounts covered by progress billings. However, the STA shall not pay final bills which exceed the estimated cost of this Agreement without documentation of the reason for the increase of said cost from the OWNER and approval of documentation by STA. Except, if the final bill exceeds the OWNER's estimated costs solely as the result of a revised Notice to Owner as provided for in Section I, a copy of said revised Notice to Owner shall suffice as documentation. In either case, payment of the amount over estimated cost of this Agreement may be subject to allocation and/or approval by the California Transportation Commission.

In any even if the final bill exceeds 125% of the estimated cost of this Agreement, an Amended Agreement shall be executed by the parties to this Agreement prior to the payment of the OWNER's final bill. Any and all increases in costs that are the direct result of deviations from the work described in Section I of this Agreement shall have the prior concurrence of the STA.

Detailed records from which the billing is compiled shall be retained by the OWNER for a period of three years from the date of the final payment and will be available for audit by State and/or Federal auditors. Owner agrees to comply with Contract Cost Principles and Procedures as set forth in 48 CFR, Chapter 1, Part 31, et seq., 23 CFR, Chapter 1, Part 645 and/or 18 CFR, Chapter 1, Parts 101, 201, et al. If a subsequent State and/or Federal audit determines payments to be unallowable, OWNER agrees to reimburse STA upon receipt of STA billing.

## V. GENERAL CONDITIONS

### **V-1. State Liable for Review and Design Costs, Project Cancellation Procedures and Utility Agreement Subject to State Funding Clauses – FOR ALL OWNERS:**

All costs accrued by OWNER as a result of STA's request of October 25, 2011 to review, study and/or prepare relocation plans and estimates for the project associated with this Agreement may be billed pursuant to the terms and conditions of this Agreement.

If STA's project which precipitated this Agreement is canceled or modified so as to eliminate the necessity of work by OWNER, STA will notify OWNER in writing, and STA reserves the right to terminate this Agreement by Amendment. The Amendment shall provide mutually acceptable terms and conditions for terminating the Agreement.

All obligations of STA under the terms of this Agreement are subject to the passage of the annual Budget Act by the State Legislature and the allocation of those funds by the California Transportation Commission.

### **V-2. Notice of Completion – FOR ALL OWNERS:**

OWNER shall submit a Notice of Completion to the STA within 30 days of the completion of the work described herein.

### **V-5. State to Provide New Rights of Way Over Private Lands:**

STA will acquire new rights of way in the name of either the STA or OWNER through negotiation or condemnation and when acquired in STA's name, shall convey same to OWNER by Director's Easement Deed. STA's liability for such rights of way will be at the proration shown for relocation work involved under this Agreement. OWNER shall reimburse the STA all costs for the easement.

### **V-6. State to Issue JUA or CUA:**

Where OWNER has prior rights in areas which will be within the highway right of way and where OWNER's facilities will remain on or be relocated on STA highway right of way, a Joint Use Agreement or Consent to Common Use Agreement shall be executed by the parties.

### **V-7. Master Contract Specifies Equal Replacement Rights:**

Upon completion of the work to be done by STA in accordance with the above-mentioned plans and specifications, the new facilities shall become the property of OWNER, and OWNER shall have the same rights in the new location that it had in the old location.

### **V-9. Federal Aid Clause – Master Contract:**

It is understood that said highway is a federal aid highway and accordingly, 23 CFR, Chapter 1, Part 645 is hereby incorporated into this Agreement by reference; provided, however, that the provisions of any agreements entered into between the STA and the OWNER pursuant to State law for apportioning the obligations and costs to be borne by each, or the use of accounting procedures prescribed by the applicable Federal or State regulatory body and approved by the Federal Highway Administration, shall govern in lieu of the requirements of said 23 CFR 645.

THE ESTIMATED COST TO THE STA FOR ITS SHARE OF THE ABOVE-DESCRIBED WORK IS **\$11,972,600.**





DATE: October 1, 2012  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: I-80/I-680/State Route (SR) 12 Interchange Project

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**Background:**

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

- North Connector Project (Completed)
- I-80 HOV Lanes Project (Completed)
- I-80 Eastbound Cordelia Truck Scales Relocation (Completed)
- I-80 Express Lanes Project (Underway)
- I-80/I-680/SR 12 Interchange Project (Subject of this staff report)

**Discussion:**

The California Transportation Commission (CTC) approved using the \$24.0M in remaining Proposition 1B Corridor Mobility Improvement Account (CMIA) funds for the first construction package for the I-80/I-680/SR12 Interchange. Subsequently, the CTC approved a request from STA and Caltrans to swap the CMIA funds for Proposition 1B Trade Corridor Investment funds (TCIF) that has a later construction award deadline of Summer of 2013. STA staff is working with Caltrans to expedite the completion of the Final Environmental Impact Statement /Environmental Impact Report (FEIS/EIR) for the project. In order to maintain the schedule for the Initial Construction Package (ICP), STA staff is now recommending the Board approve an allocation request of \$5.98 million for right-of-way phase for the ICP. As part of the standard process, STA is required to approve the attached resolution, the Initial Project Report (IPR) for RM2 Project 7 and cash flow plan (attachments to resolution).

**Fiscal Impact:**

The right of way/utility relocation activities (right-of-way phase) for the I-80/I-680/SR 12 Interchange - ICP project would be funded with Bridge Toll funds.

**Recommendation:**

Approve the attached Resolution No. 2012-17 and Funding Allocation Request from the Metropolitan Transportation Commission (MTC) for \$5.98 million in bridge toll funds for the I-80/I-680/SR 12 Interchange Project for right-of-way phase.

Attachment:

- A. STA Resolution No. 2012-17

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**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION No. 2012-17**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING AB 1171 FUNDING ALLOCATIONS FROM THE  
METROPOLITAN TRANSPORTATION COMMISSION FOR THE I-80/I-680/SR12  
INTERCHANGE PROJECT –INITIAL CONSTRUCTION PACKAGE (ICP)**

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

**WHEREAS**, Streets and Highway Code Sections 30950 et seq. created the Bay Area Toll Authority (“BATA”), which is a public instrumentality governed by the same board as that governing MTC; and

**WHEREAS**, pursuant to Streets and Highways Code (“SHC”) Section 31010 (b), funds (generally referred to as “AB1171 funds”) generated in excess of those needed to meet the toll commitments as specified in paragraph (4) or subdivision (b) of section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Code Sections 30913 and 30914; and

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

**WHEREAS**, MTC is responsible for funding projects eligible for RM 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 RM 2 and AB 1171 bridge toll funding; and

**WHEREAS**, allocations to MTC must be submitted consistent with procedures and conditions; and

**WHEREAS**, Solano Transportation Authority is the sponsor of the I-80/I-680/SR 12 Interchange Project – Initial Construction Package (PROJECT), which is eligible for RM 2 and AB 1171 funding; and

**WHEREAS**, the AB 1171 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate funds; and

**NOW, THEREFORE, BE IT:**

**RESOLVED**, that Solano Transportation Authority certifies the PROJECT is consistent with the Regional Transportation Plan (“RTP”); and be it further

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

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

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

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

**RESOLVED**, Solano Transportation Authority 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); and be it further

**RESOLVED**, the PROJECT is eligible for receipt of AB 1171 funds consistent with California Streets and Highway Code section 31010 (b); and be it further

**RESOLVED**, that Solano Transportation Authority is authorized to submit an application for RM 2 and AB 1171 funds for PROJECT in accordance with California Streets and Highways Code sections 30913 and 30914(c) as applicable; and be it further

**RESOLVED**, that there is no legal impediment to Solano Transportation Authority making allocation requests for RM 2 and AB 1171 funds; and be it further

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

**RESOLVED** that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM 2 and AB 1171 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 and AB1171 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

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

**RESOLVED**, that assets purchased with RM 2 and AB 1171 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM 2 and AB 1171 funds were originally used; and be it further

**RESOLVED**, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the PROJECT is funded with AB 1171 Toll Revenues; and be it further

**RESOLVED**, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for AB 1171 funds in the amount of \$5,980,000.00 for right-of-way acquisition for the I-80/I-680/SR 12 Interchange, purposes and amounts included in the project application attached to this resolution; and be it further

**RESOLVED**, that Solano Transportation Authority authorizes its Executive Director, or his designee, has been delegated the authority to make non-substantive changes or minor amendments to the IPR as he deems appropriate; and be it further

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

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Jack Batchelor, Jr., Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of October 10, 2012.

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Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10<sup>th</sup> day of October, 2012 by the following vote:

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

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

# Regional Measure 2 Initial Project Report (IPR)

**Project Title:**

Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange

**RM2 Project No.**

7

**Allocation History:**

	MTC Approval Date	Amount	Phase
#1:	January 2006	\$5,975,000	PA/ED I-80 HOV Lanes (\$3.475M) and North Connector (\$2.5M)
#2	September 2006	\$1,000,000	PA/ED (I-80 HOV Lanes)
#3	February 2007	\$6,525,000	Final Design I-80 HOV Lanes (\$4.525M) and Construction for Advanced Package - Green Valley Bridge Widening (\$2.0M)
#3A		<\$ 78>	Rescission - Reduction in Allocation #3 for Construction for Advanced Package - Green Valley Bridge Widening (\$2.0M)
#4	October 2007	\$8,300,000	PA/ED for I-80/I-680/SR12 Interchange (Original allocation was \$13.2M and \$5.2M was transferred to I-80 EB Truck Scales per Allocation #6)
#5	May 2008	\$10,300,000	Final Design (\$1.0M), R/W Acquisition (\$7.0M), and Advanced Construction Package (\$2.3M) for N. Connector Project
#6	October 2008	\$5,200,000	PA/ED for I-80 EB Cordelia Truck Scales Relocation
#7	January 2009	\$18,204,000	Construction for the N. Connector Project
#7A		<\$3,004,007>	Rescission - Reduction in Allocation #7
#8	April 2009	\$15,200,000	Design and ROW Acquisition for the I-80 Eastbound Truck Scales Project (\$16.7 million for Design and \$3.0 million for ROW Acquisition) - (Allocation was modified between Design and ROW per Allocation #16, so this allocation is reduced by \$4.5M to ensure no double counting)

**Regional Measure 2 – INITIAL PROJECT REPORT**

#9	June 2009	\$1,100,000	Preliminary Engineering for the I-80 Express Lanes
#10	July 2009	\$1,000,000	PA/ED for I-80 EB Cordelia Truck Scales Relocation
#11	September 2009	\$5,200,000	PA/ED for I-80/I-680/SR12 Interchange
#12	February 2010	\$2,900,000	Utility Relocation for I-80/I-680/SR12 Interchange
#13	September 2010	\$ 300,000	PA/ED for the I-80 Express Lanes
#14	December 2010	\$ 15,000,000	PA/ED for the I-80 Express Lanes
#15	December 2010	\$ 7,000,000	PA/ED for the I-80/I-680/SR12 Interchange
#16	March 2011	\$ 4,500,000	Design and ROW Acquisition for the <u>I-80 Eastbound Truck Scales Project</u> – Transfer of allocation between Design and ROW Acquisition [Previously it was \$16.7 million for Design and \$3.0 million for ROW Acquisition (See Allocation #8 above); now it will be \$12.2 million for Design and \$7.5 million for ROW Acquisition]
#17	April 2011	\$26,400,000	Construction for the I-80 Eastbound Truck Scales Project
#17A		<\$3,817,000>	Rescission - Reduction in Allocation #17
#18	July 2011	\$7,000,000	PA/ED for the I-80/I-680/SR12 Interchange
#19	February 2012	\$14,280,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#20	June 2012	\$1,500,000	PA/ED for the I-80/I-680/SR12 Interchange

Total: \$150,062,915

**Current Allocation Request:**

IPR Revision Date	Amount Being Requested	Phase Requested
October 2012	\$5,980,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package

## **Regional Measure 2 – INITIAL PROJECT REPORT**

### **I. OVERALL PROJECT INFORMATION**

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

Solano Transportation Authority is the project sponsor and implementing agency.

#### **Project Purpose**

The I-80/I-680/SR-12 Interchange experiences traffic congestion due to San Francisco Bay Area commuter traffic, regional traffic using the interstate system, and recreational traffic traveling between the San Francisco Bay Area and Lake Tahoe. The objectives of the proposed project are to alleviate congestion, improve safety, and provide for existing and proposed traffic demand by upgrading the capacity of the freeway (including Express Lanes and the relocation of the I-80 Cordelia Truck Scales) and completing a local roadway system that will provide local travelers alternatives to using the freeways for local trips. The Express Lanes provide a mobility option for single occupant vehicles to provide reliable travel at a variable price.

The I-80/I-680/State Route (SR) 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex, which is located in Solano County. Improvements being considered or cleared in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and other environmental documents include the following components: modification of existing interchanges, adding freeway lanes, constructing new interchanges, auxiliary lanes, high-occupancy vehicle (HOV) lanes and frontage roads within and adjacent to existing freeway rights of way, relocation of the existing truck scales within the interchange area to improve ingress and egress of the truck traffic. The Project also includes Express Lanes thru Fairfield and Vacaville.

Project Graphics to be sent electronically with This Application

#### **Impediments to Project Completion**

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

The STA is expending TCRP funds and RM2/AB1171 funds for the preparation of five environmental documents for the I-80/I-680/SR 12 Interchange (I/C) improvements.

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

## Regional Measure 2 – INITIAL PROJECT REPORT

### Operability

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

## II. PROJECT PHASE DESCRIPTION and STATUS

### Environmental –

Does NEPA Apply:  Yes  No

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

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

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

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

**I-80 Express Lanes Project (Red Top Road to I-505)** - Environmental clearance for the I-80 Express Lanes will be completed in one document, with phased implementation, since the portion from Red Top Road to Airbase Parkway will be a conversion of HOV Lanes to Express Lanes and the portion from Airbase Parkway to I-505 will be newly constructed lanes. Environmental clearance is anticipated in Spring 2014.

**I-80/I-680/SR12 Interchange Project** - The environmental document for the balance of the I-80/I-680/SR12 I/C Project is currently being prepared and will be an EIR/EIS. The document will evaluate the entire project (excluding the North Connector, the I-80 HOV Lanes, the I-80 EB Truck Scales, and the I-80 Express Lanes), but a Record of Decision (ROD) can only be issued for a fundable phase. A Notice of Determination (NOD) will be approved for the entire project. The Draft EIR/EIS was circulated in August 2010 with the Final EIR/EIS scheduled for approval in September 2012.

## Regional Measure 2 – INITIAL PROJECT REPORT

### **Design –**

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

### **Right-of-Way Activities / Acquisition –**

Right-of-way activities for the North Connector started in May 2008 and are proceeding well. Since the I-80 HOV Lanes was constructed in the median, no right-of-way acquisition was needed for the I-80 HOV Lanes Project. Right-of-way activities for the I-80 EB Truck Scales are underway and proceeding well, with a R/W Cert #2 completed in May 2011. Right-of-way acquisition related activities (appraisal work) for the I-80/I-680/SR12 Interchange started in November 2011 and R/W acquisition (offers) began in April 2012.

### **Construction / Vehicle Acquisition -**

Construction has been completed for the Advanced Construction Package – Green Valley Bridge Widening and the I-80 HOV Lanes, including Ramp Metering work. Construction of the North Connector (East Segment) started in July 2009 and was completed in December 2011, with the exception of the Mitigation Site. Construction of the Mitigation Site started in August 2010 and was completed in early 2011, at which time the 10 year monitoring period commenced.

## III. PROJECT BUDGET

### **Project Budget (Escalated to year of expenditure)**

<b>Phase: TOTAL PROJECT</b>	<b>Total Amount - Escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$ 86,094
Design - Plans, Specifications and Estimates (PS&E)	161,802
Right-of-Way Activities /Acquisition (R/W)	171,481
Construction / Rolling Stock Acquisition (CON)	1,617,565
Total Project Budget (in thousands)	\$2,036,941

## Regional Measure 2 – INITIAL PROJECT REPORT

### Project Budget (Escalated to year of expenditure)

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

### Project Budget (Escalated to year of expenditure)

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

### Project Budget (Escalated to year of expenditure)

<b>Phase: I-80 Eastbound Truck Scales Relocation</b>	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$ 6,800
Design - Plans, Specifications and Estimates (PS&E)	11,330
Right-of-Way Activities /Acquisition (R/W)	7,500
Construction / Rolling Stock Acquisition (CON)	59,875
<b>Total Project Budget (in thousands)</b>	<b>\$86,375</b>

### Project Budget (Escalated to year of expenditure)

<b>Phase: I-80 Express Lanes</b>	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$16,400
Design - Plans, Specifications and Estimates (PS&E)	15,745
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	250,000
<b>Total Project Budget (in thousands)</b>	<b>\$282,145</b>

### Project Budget (Escalated to year of expenditure)

<b>Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Packages</b>	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$29,000
Design - Plans, Specifications and Estimates (PS&E)	5,513
Right-of-Way Activities /Acquisition (R/W)	76,641
Construction / Rolling Stock Acquisition (CON)	189,604
<b>Total Project Budget (in thousands)</b>	<b>\$300,758</b>

## Regional Measure 2 – INITIAL PROJECT REPORT

### IV. OVERALL PROJECT SCHEDULE

<b>North Connector</b>	<b>Planned (Update as Needed)</b>	
<b>Phase-Milestone</b>	Start Date	Completion Date
Environmental Document	10/02	05/08
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	10/02	05/08
Final Design - Plans, Specs. & Estimates (PS&E)	05/08	03/09
Right-of-Way Activities /Acquisition (R/W)	05/08	04/12
Construction (CON)	07/09	11/11

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

<b>I-80 Eastbound Truck Scales Relocation</b>	<b>Planned (Update as Needed)</b>	
<b>Phase-Milestone</b>	Start Date	Completion Date
Environmental Document	05/03	09/09
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	05/03	10/09
Final Design - Plans, Specs. & Estimates (PS&E)	10/09	05/11
Right-of-Way Activities /Acquisition (R/W)	10/09	02/13
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT	09/11	12/13

**Regional Measure 2 – INITIAL PROJECT REPORT**

<b>I-80 Express Lanes</b>	<b>Planned (Update as Needed)</b>	
	Start Date	Completion Date
<b>Phase-Milestone</b>		
Environmental Document	05/10	05/14
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	05/10	05/14
Final Design - Plans, Specs. & Estimates (PS&E)	N/A	N/A
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT (Green Valley Bridge Widening –2007)	N/A	N/A

<b>Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Packages</b>	<b>Planned (Update as Needed)</b>	
	Start Date	Completion Date
<b>Phase-Milestone</b>		
Environmental Document	06/02	11/12
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	11/12
Final Design - Plans, Specs. & Estimates (PS&E)	08/12	03/13
Right-of-Way Activities /Acquisition (R/W)	04/12	03/14
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP1	08/13	12/15

**V. ALLOCATION REQUEST INFORMATION**

**Detailed Description of Allocation Request**

FY 2011-12: R/W Phase for the I-80/I-680/SR12 Interchange Project – Initial Construction Package (ICP)

Amount being requested (in escalated dollars)	\$ 5,980,000
Project Phase being requested	R/W
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	October 2012
Month/year being requested for MTC Commission approval of allocation	November 2012

## Regional Measure 2 – INITIAL PROJECT REPORT

### Status of Previous Allocations (if any)

Work is progressing well with the previous allocations.

### Workplan

Workplan in Alternate Format Enclosed

<b>TASK NO</b>	<b>Description</b>	<b>Deliverables</b>	<b>Completion Date</b>
1	N. Connector	Final ED	05/08 (A)
2	N. Connector	Final Design	03/09 (A)
3	N. Connector	Right of Way Acquisition	09/12
4	N. Connector	Construction	12/11 (A)
5	I-80 HOV Lanes	Final ED	04/07 (A)
6	I-80 HOV Lanes	Final Design	01/08 (A)
7	I-80 HOV Lanes	Construction	12/09 (A)
8	I-80 EB Truck Scales	Draft ED	01/09 (A)
9	I-80 EB Truck Scales	Final ED	10/09 (A)
10	I-80 EB Truck Scales	Final Design	05/11 (A)
11	I-80 EB Truck Scales	Construction	12/13
12	I-80/I-680/SR12 I/C	Draft ED	08/10 (A)
13	I-80/I-680/SR12 I/C	Final ED	11/12
14	I-80/I-680/SR12 I/C	Final Design	03/13
15	I-80/I-680/SR12 I/C	Right of Way Acquisition	03/14
14	I-80 Express Lanes	Draft ED	06/13
15	I-80 Express Lanes	Final ED	05/14

(A) = Actual Date

### Impediments to Allocation Implementation

No impediments. The STA, in cooperation with Caltrans, is prepared to move expeditiously to complete the R/W Phase of the I-80/I-680/SR12 Interchange Project – Initial Construction Package (ICP).

## VI. RM-2 FUNDING INFORMATION

### RM-2 Funding Expenditures for funds being allocated

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

### Next Anticipated RM-2 Funding Allocation Request

October 2012 – Final Design Phase and R/W Phase (utility relocations) for Initial Construction Packages for the I-80/I-680/SR12 Interchange.

## **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:

### **VIII. CONTACT / PREPARATION INFORMATION**

#### **Contact for Applicant's Agency**

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

#### **Information on Person Preparing IPR**

Name: Dale Dennis  
Phone: (925) 595-4587  
Title: STA Project Management Consultant  
E-mail: dodennis@dataclonemail.com

#### **Applicant Agency's Accounting Contact**

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

Revised IPR 09.28.07.doc

# Instruction Sheet

## **Cover Page**

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

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

## **I. Overall Project Information**

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

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

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

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

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

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

## **Regional Measure 2 – INITIAL PROJECT REPORT**

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

### **II. Project Phase and Status**

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

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

### **III. Total Project Budget Information**

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

### **IV. Project Schedule**

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

### **V. Allocation Request Information**

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

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

## **Regional Measure 2 – INITIAL PROJECT REPORT**

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

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

### **VI. RM-2 FUNDING INFORMATION**

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

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

### **VII. GOVERNING BOARD ACTION**

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

### **VIII. CONTACT / PREPARATION INFORMATION**

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

**RM2 - Initial Project Report**

**TOTAL PROJECT FUNDING PLAN**

(Amounts Escalated in Thousands)

Project Title: Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange														Project ID: 7	
Agency: Solano Transportation Agency														Plan Date: 1-Oct-12	
<b>TOTAL PROJECT: COMMITTED + UNCOMMITTED</b>															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
<b>COMMITTED FUNDING PLAN</b>															
TCRP	ENV	8,400	3,000												11,400
STIP	ENV	400													400
Local - N. Conn	PS&E			2,300											2,300
Local - N. Conn	R/W			1,000											1,000
Local - N. Conn	CON					18,900									18,900
RM2 - N. Conn	ENV			2,500											2,500
RM2 - N. Conn	PS&E					1,000									1,000
RM2 - N. Conn	R/W					7,000									7,000
RM2 - N. Conn	CON					2,300	15,200								17,500
RM2 - HOV Lanes	ENV			3,475	1,000										4,475
RM2 - HOV Lanes	PS&E				4,525										4,525
RM2 - HOV Lanes	CON				2,000										2,000
CMIA - HOV Lanes	CON					24,324		8,226							32,550
Federal - HOV Lanes	CON					15,377									15,377
AB1171 - I-80/I-680/SR12 Interchange - Overall	ENV					8,300		5,200							13,500
AB1171 - Interchange (ICP, CP2, CP3)	ENV								7,000	7,000	1,500				15,500
AB1171 - Interchange (ICP, CP2, CP3)	PS&E										5,513				5,513
RM2 - Interchange (ICP)	R/W							2,900							2,900
AB1171 - Interchange (ICP)	R/W								14,280	5,980					20,260
AB1171 - Interchange (ICP)	CON										29,448				29,448
STIP (ICP)	CON										11,412				11,412
CMIA (ICP)	CON										24,000				24,000
AB1171 - Interchange (CP2)	R/W										6,696				6,696
Br Tolls/Fed/STIP/Local ( CP 2,3)	R/W												46,785		46,785
Br Tolls/Fed/STIP/Local ( CP 2, 3)	CON											37,354		87,390	124,744
TCRP - EB Truck Scales	ENV					600									600
RM2 - I-80 EB Truck Scales	ENV					5,200		1,000							6,200
RM2 - I-80 EB Truck Scales	PS&E							12,200							12,200
RM2 - I-80 EB Truck Scales	R/W							7,500							7,500
AB1171 - I-80 EB Truck Scales	CON								22,583						22,583
TCIF/SHOPP	CON									37,292					37,292
RM2 - FF-Vac Express Lanes	ENV							1,100	15,300						16,400
RM2 - Vallejo Express Lanes	ENV										2,300				2,300
<b>UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)</b>															
Federal, State - Interchange (CP 1)	CON														
<b>FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)</b>															
Local, Federal or STIP	ENV													12,819	12,819
Local, Federal or STIP	PS&E													136,264	136,264
Local, Federal or STIP	R/W													79,340	79,340
Local, Federal or STIP	CON													1,281,759	1,281,759
<b>TOTAL PROJECT: COMMITTED + UNCOMMITTED</b>															
		8,800	3,000	9,275	7,525	83,001	15,200	38,126	22,300	81,155	86,849	37,354	46,785	1,597,571	2,036,941

Comments:

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

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DATE: September 27, 2012  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
RE: Approval of OneBayArea Grant (OBAG) Local Streets and Roads Project  
Funding Swap for City of Vallejo

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**Background:**

*OneBayArea Grant (OBAG), \$18.8M for Solano County*

On May 17, 2012, the Metropolitan Transportation Commission (MTC) released guidelines for the OneBayArea Grant (OBAG) program. OBAG is a new program developed by MTC and the Association of Bay Area Governments (ABAG) for the allocation of the region's federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. OBAG combines funds for local streets and roads maintenance, Transportation for Livable Communities (TLC), regional bicycle network Congestion Management Agency (CMA) Planning activities, and other STP and CMAQ eligible transportation activities into one grant proposal. For STA, OBAG funding is estimated to be \$18.8 million over 4 years.

*STA OBAG Call for Projects*

On July 12, 2012, the STA Board designated funding for existing commitments, including a commitment of the remaining \$5.1 million in STP funds for Local Streets and Roads (LS&R) maintenance and \$7.6M for CMAQ projects. Calls for projects for both LS&R projects and CMAQ projects were issued in July and due to the STA in August 2012.

*STA Board Approval of OBAG LS&R Funds*

On September 12, 2012, the STA Board approved OBAG programming for LS&R projects, including the City of Vallejo's Georgia Street (Santa Clara St to Sacramento St) project. As of July, the City of Vallejo's estimated share of LS&R funding was \$784,000 of STP funds. STA staff plans to submit to MTC LS&R projects for programming into the Transportation Improvement Program (TIP) upon receipt of OBAG documents required by MTC, such as Resolutions of Local Support, Complete Streets Resolutions and Self-Certifications.

**Discussion:**

*CMAQ Ineligible for City of Vallejo's Requested OBAG CMAQ Project*

At the request of the City of Vallejo's Public Works staff, STA staff reviewed the deliverability of both the City of Vallejo's OBAG LS&R project (Georgia Street) and requested OBAG CMAQ project (Maine Street). Attached is a map of various City of Vallejo Downtown Streetscape projects, including phases that are completed, under construction, or funded through other grants (Attachment A). Both OBAG projects are streetscape projects that have eligible STP and CMAQ elements, such as street rehabilitation and bicycle & pedestrian amenities. As originally submitted, the City of Vallejo proposed to use their share of STP LS&R formula funds for Georgia Street and requested CMAQ competitive funds for Maine Street. Unfortunately, the Maine Street project's street rehabilitation elements are not eligible for CMAQ funding.

### *Swap STP for CMAQ to Maintain Project Eligibility*

To resolve this issue, the City of Vallejo requested the STA to consider swapping \$611,000 of their STP LS&R formula funds for \$611,000 of available OBAG CMAQ funds. This swap would allow the City of Vallejo to completely fund their Georgia Street project with \$173,000 of STP LS&R funds for street rehabilitation and \$611,000 of swapped CMAQ funds for streetscape enhancements. Vallejo's request for OBAG funds for the Maine Street project would still have to compete with other OBAG submitted projects to be determined by the STA Board at a future meeting.. Depending on the final project cost, additional local funding to cover the street rehabilitation costs may be required.

### *Additional Flexibility for Remaining OBAG Funding*

If the STA Board approves this funding swap requested by the City of Vallejo, this would increase the amount of STP funds available to the County as a whole by \$611,000 and reduce the amount of CMAQ available by the same amount. STP funds are the most flexible of federal transportation dollars, making planning and street rehabilitation elements of OBAG projects eligible for these funds. While the City of Vallejo would benefit from receiving STP for the Maine Street project, this project would still compete with other CMAQ and STP eligible projects for these remaining OBAG funds to be determined by the STA Board at a later date.

### *MTC Proposes to shift \$1.38M of OBAG CMAQ to STP*

On September 28, 2012, MTC staff proposed to shift \$26M of CMAQ to STP within the total \$320M OBAG program (see attachment B). For Solano County, this would shift \$1.38M from CMAQ to STP. This would reduce the total remaining STA OBAG CMAQ funds from \$7.63M to \$6.25M and increase STP from \$5.1M to \$6.48M. Based on prior STA Board policy, this increase in STP funding would be allocated to local agencies for additional street rehabilitation through formula shares. STA staff will release final estimates for each city after MTC takes action on the OBAG program funding shift.

### **Fiscal Impact:**

None to STA. Total funding for the City of Vallejo's Georgia Street project would remain the same. Only the color of money would change for both the Georgia Street project, enabling the full funding of the street rehabilitation and complete streets components, and the amount of CMAQ and STP funds available would change.

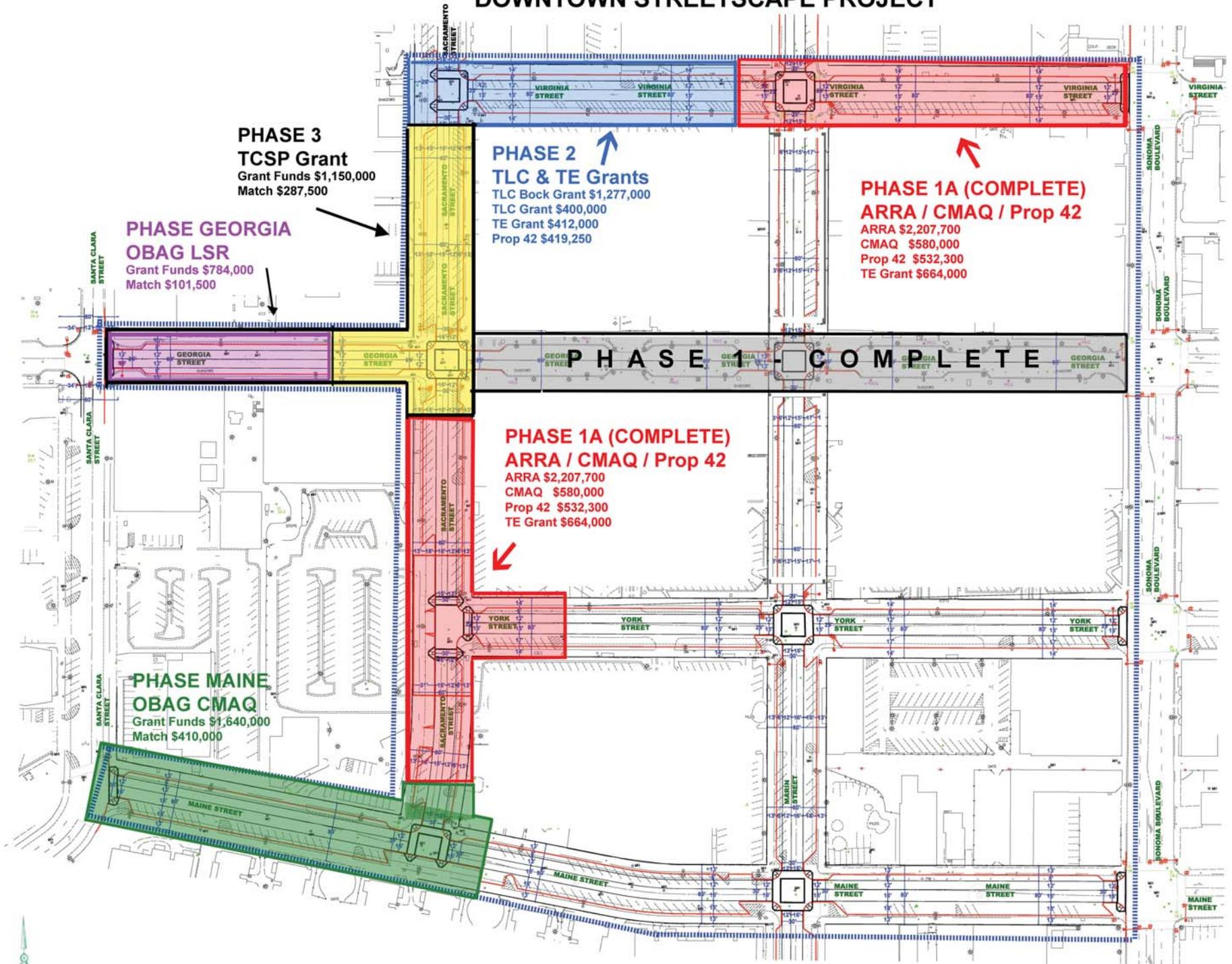
### **Recommendation:**

Approve the swap of \$611,000 of the City of Vallejo's One Bay Area Grant (OBAG) Local Streets and Roads Surface Transportation Program (STP) funding for \$611,000 OBAG Congestion Mitigation and Air Quality (CMAQ) for the City of Vallejo's Georgia Street Streetscape project.

### Attachment:

- A. City of Vallejo OneBayAreaGrant (OBAG) project submittal map
- B. MTC proposed OBAG funds available by STP and CMAQ, 9-28-12

# DOWNTOWN STREETSCAPE PROJECT



**Proposed OBAG Fund Source Distribution  
FY 2012-13 through FY 2015-16  
October 2012**

Proposed OBAG Fund Source Distribution - Updated with July RHNA

County	% Population	Proposed OBAG Formula	Effective County Distrib. *	Proposed OBAG by Fund Source						STP %	CMAQ %	TE %	Proposed Shift to STP
				Planning STP	Remaining STP	Total STP	CMAQ	TE	Total				
Alameda	21.1%	20.0%	19.7%	\$3,836,000	\$24,860,000	\$28,696,000	\$30,643,000	\$3,726,000	\$63,065,000	46%	49%	6%	\$4,986,000
Contra Costa	14.4%	14.3%	14.1%	\$3,036,000	\$17,819,000	\$20,855,000	\$21,965,000	\$2,384,000	\$45,204,000	46%	49%	5%	\$3,852,000
Marin	3.5%	2.8%	3.1%	\$2,673,000	\$3,519,000	\$6,192,000	\$3,129,000	\$707,000	\$10,028,000	62%	31%	7%	\$729,000
Napa	1.9%	1.7%	2.1%	\$2,673,000	\$2,114,000	\$4,787,000	\$1,443,000	\$431,000	\$6,661,000	72%	22%	6%	\$445,000
San Francisco	11.3%	12.2%	12.1%	\$2,795,000	\$15,209,000	\$18,004,000	\$18,670,000	\$1,910,000	\$38,584,000	47%	48%	5%	\$3,098,000
San Mateo	10.1%	8.4%	8.3%	\$2,673,000	\$10,456,000	\$13,129,000	\$11,404,000	\$1,991,000	\$26,524,000	49%	43%	8%	\$2,271,000
Santa Clara	25.2%	27.9%	27.5%	\$4,246,000	\$34,739,000	\$38,985,000	\$44,791,000	\$4,350,000	\$88,126,000	44%	51%	5%	\$7,521,000
Solano	5.8%	5.5%	5.9%	\$2,673,000	\$6,807,000	\$9,480,000	\$8,148,000	\$1,141,000	\$18,769,000	51%	43%	6%	\$1,380,000
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<b>OBAG Total:</b>				<b>\$27,278,000</b>	<b>\$124,605,000</b>	<b>\$151,883,000</b>	<b>\$150,081,000</b>	<b>\$18,036,000</b>	<b>\$320,000,000</b>				<b>\$26,000,000</b>
	100.0%	100.0%	100.0%			47%	47%	6%	53%				

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**May 2012**

OBAG Fund Source Distribution - As previously released May 2012

County	% Population	Approved OBAG Formula	Effective County Distrib. *	Prior OBAG by Fund Source						STP %	CMAQ %	TE %
				Planning STP	Remaining STP	Total STP	CMAQ	TE	Total			
Alameda	21.1%	20.2%	19.9%	\$3,836,000	\$19,874,000	\$23,710,000	\$36,296,000	\$3,726,000	\$63,732,000	37%	57%	6%
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	100.0%	100.0%	100.0%			39%	55%	6%	100%			

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\* Effective county distribution is less than OBAG formula distribution due to hold harmless for Marin, Napa and Solano counties.



DATE: October 4, 2012  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: OneBayArea Grant (OBAG) Funding Criteria

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**Background:**

The Regional Transportation Plan (RTP) is the long-range transportation plan for the 9-county Bay Area. It is prepared every 4 years by the Metropolitan Transportation Commission (MTC). The RTP sets out a 25-year vision for the region's transportation system, establishes goals and milestones for achieving that vision, and lists projects that are designed to help meet those goals.

Senate Bill (SB) 375 was legislation enacted with the intent to help implement the state's goals for reduction of Greenhouse Gas (GHG) emissions from cars and light trucks, and coordinate regional land use and transportation planning. SB 375 requires the development of Sustainable Community Strategies (SCS) that act as the land use element of the RTP. The SCS and RTP must result in projected reductions of GHG emissions to levels set by the state, and accommodate all of the projected growth in housing for the time period of the RTP/SCS. The Bay Area SCS is being developed by the Association of Bay Area Governments (ABAG) and MTC, with input from other regional agencies.

In late December 2011, MTC released guidelines for the OneBayArea Grant (OBAG) program. OBAG is a new program developed by MTC and ABAG for the allocation of the region's federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. Historically, these have been titled federal cycle funds. The OBAG proposal will combine funds for local streets and roads maintenance, Transportation for Livable Communities (TLC), regional bicycle network and Congestion Management Agency (CMA) Planning activities. Safe Routes to Schools (SR2S) is eligible for OBAG funding, but will also be receiving funds that are specifically allocated to SR2S.

On April 4<sup>th</sup>, MTC staff released additional proposed amendments to the OBAG guidelines. One of the most significant changes is the proposal to add a fourth year to the OBAG cycle, and to add one additional year of funding for the CMAs. For STA, the funding would increase from \$16 million over 3 years to \$18.8 million over 4 years.

At its meeting of April 11, 2012, the STA Board approved an initial allocation plan for anticipated OBAG funds. That allocation plan assumed a 3-year funding cycle, and allocated \$5.2 million to the Dixon West B Street Undercrossing and to funding STA Planning and SSCI staff. With the addition of a 4<sup>th</sup> year to the OBAG funding cycle and using the same formula, the existing commitments total \$6.2 million.

On July 12<sup>th</sup>, the STA Board reaffirmed the existing commitments, and issued a Call for Projects for CMAQ-eligible projects and programs. A total of \$7.6 million in CMAQ funds is currently projected to be available. MTC has stated the STP/CMAQ proportion for CMAs may be changed in order to increase the STP share. If MTC does adjust the STP/CMAQ proportion, the total allocated for CMAQ-eligible projects will be adjusted.

On August 29<sup>th</sup>, the TAC discussed the draft OBAG CMAQ funding criteria, and recommended the following modifications:

- Criteria should be qualitative, not quantitative.
- Projects ranking should include support of maintenance or creation of local jobs.
- Some consideration should be given to equitable distribution of supported projects.

On September 12, 2012, the STA Board held a workshop to obtain input from the STA advisory committees and the general public on OBAG projects and criteria. At the Board meeting, the OBAG CMAQ Project and Program Criteria were discussed. Advisory committees and public comments are included in Attachment A. The STA Board modified ranking criteria 10 to specify that equity should be based upon the largest number of residents and businesses that benefit from a project, rather than its geographical location.

### **Discussion:**

STA staff has made formatting changes to the prioritization criteria, primarily by putting each in the form of a question. Criteria 1 will have a numerical answer. Criteria 6 will have a First Half (first two fiscal years) or Second Half (third and fourth fiscal years) answer. All other criteria will have a Yes/No answer.

On September 26, 2012, both the TAC and the Solano Express Intercity Transit Consortium (Consortium) discussed the OBAG CMAQ Project and Program Criteria. The revisions to the OBAG CMAQ Project and Program Criteria proposed by the two committees are shown in Attachment A. No changes were recommended for the eligibility criteria, or for prioritization criteria 1 through 6.

The Consortium recommended two changes:

- Modify criteria 10 to replace “cities” with “jurisdictions” so that benefits to the County and SolTrans would be included.
- Add criteria 11, which would state “Does the project encourage or facilitate the use of public transit or other use of alternative modes?”

The TAC supported the Consortium Changes, and recommended three additional changes:

- Modify criteria 7, replacing “deliver a Complete Street” with “deliver an element of a Complete Street.”
- Modify criteria 8 to replace “taking a large proportion of the county’s housing” with “taking a proportional share of the county’s housing.” Several TAC members were concerned that the allocation of housing in the upcoming Regional Housing Needs Allocation (RHNA) process would play too large of a role in influencing where OBAG funds are programmed. STA staff is recommending that housing issues addressed in criteria 8 be ranked by the county Planning Directors. The TAC concurred with this approach.
- Add criteria 12, which would state “Does the project or program contribute towards the equitable distribution of benefits through the OBAG program?” This addition was in response to TAC members who supported some level of OBAG allocation to each jurisdiction.

Attachment B is an example of how several recently-completed transportation projects would be rated by STA staff using the criteria found in Attachment A. It is an example of how STA staff believes the project criteria would be applied and reported out to the TAC and Board when final project selection occurs.

Finally, as these are federal fund sources, there is a requirement for a local (non-federal) funding match. When STA staff began reviewing projects, it was noted that there is no criteria for whether or not a project has identified the required local match funds for the federal CMAQ funds. Staff recommends adding a 13<sup>th</sup> ranking criteria asking if adequate local match funds have been identified.

On September 28, 2012, MTC announced a shift in the balance of STP and CMAQ funds provided to each county. The revised figures are provided in Attachment C. The net result is approximately \$1.3 million in additional STP funds, and a similar decrease in CMAQ funds. As a result, approximately \$6.3 million in CMAQ funding will be available for OBAG-eligible projects. The additional \$1.3 million in STP funds will be available to program for local streets and roads rehabilitation projects. At the November TAC and December Board meetings, STA staff will present the final OBAG funding package, including STP formula distribution, and will recommend projects funding with the available OBAG CMAQ funds.

**Fiscal Impact:**

The proposed action will not have any impact on the STA budget.

**Recommendation:**

Adopt the Solano OBAG CMAQ Project and Program Criteria as shown in Attachment A.

Attachments:

- A. Recommended Solano OBAG CMAQ Project and Program Criteria
- B. Example of Project Rating
- C. Revised STP/CMAQ Funding

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**OBAG CMAQ Project and Program Eligibility Criteria**

- Projects or programs must be identified in an adopted or draft STA document.
- The project must be delivered by a public agency.
- Projects may only be programmed in jurisdictions with a Housing Element approved by the California Department of Housing and Community Development.
- Projects may only be programmed in jurisdictions that prove compliance with MTC's Complete Streets policy.
- Project funds must be able to be obligated by March 31, 2016.

**OBAG Prioritization Criteria (STA) based on STA Board comments of September 12, 2012**

1. How many of goals of the RTP or the Solano Comprehensive Transportation Plan (CTP) are advanced by the project?
2. Does the project support transportation and land use connections, PDA's and Priority Conservation Areas (PCAs) by:
  - Encouraging housing and employment near transit
  - Directly facilitating development investments addressing access improvements
  - Encouraging users of open space or direct consumer purchase from agricultural producers
  - Implementing a transportation and land use plan with demonstrated community consensus
3. Does the project address safety improvements?
  - Reduction in the number of collisions
  - Reduction in severity of collisions
  - Reduction in bicycle/pedestrian collisions
4. Is the project a recognized priority project in any of the STA's adopted plans, and if so what rank?
5. Is the project located in a community of concern as defined by MTC, and included in any of the STA's Community Based Transportation Plans?
6. Will the project be delivered in the first two years of the OBAG cycle (FY 12-13 or FY 13-14), or the second two years (FY 14-15 or FY 15-16)? Factors that will determine this include:
  - a. Is the project identified in a locally-adopted master plan?
  - b. Does it have environmental clearance and completed Plans, Specifications and Estimates (PS&Es)?
  - c. What is the project delivery record of the sponsoring agency?
  - d. If the project is large, can the project sponsor deliver earlier project phases with independent utility?
7. Does the project deliver an element of a Complete Street?
8. Is the project located in a jurisdiction that is taking a ~~large proportion~~proportional share of the county's housing allocation in the upcoming Regional Housing Needs Allocation process?
9. Does the project or program support maintaining and expanding the employment base in Solano County?
10. Does the project or program benefit a large number of residents and businesses, including multiple cities/jurisdictions?
11. Does the project encourage or facilitate the use of public transit or other use of alternative modes?

12. Does the project or program contribute towards the equitable distribution of benefits through the OBAG program?

~~10.~~13. Have adequate local match funds been identified for the project?

PROJECT	SCREEN 1	SCREEN 2	SCREEN 3	SCREEN 4	SCREEN 5	SCREEN 6	RANK 1	RANK 2	RANK 3	RANK 4	RANK 5	RANK 6	RANK 7	RANK 8	RANK 9	RANK 10	RANK 11	RANK 12
	STA Adopted Document	Delivery Agency	Housing Element	Complete Streets	Obligation by 3/31/16	PDA a, b or c	RTP / CTP Goals	Support PDA/PCA	Safety	STA Priority	Com-munity of Concern?	Delivery Date	Complete Street	Housing	Job support	Benefit Equity	Support transit or alt. modes	Distribution Equity
McGary Road (County)	Yes	Yes	Yes	No	Yes	No		Yes	Yes	Yes	No	n/a	Yes	No	No	Low	Yes	
Vallejo Station Transit Center (Vallejo)	Yes	Yes	Yes	No	Yes	A		Yes	No	Yes	Yes	n/a	Yes	No	Yes	Mod	Yes	
Vacaville Transportation Center – Phase 1 (Vacaville)	Yes	Yes	Yes	No	Yes	A		Yes	No	Yes	No	n/a	Yes	No	No	Mod	Yes	
Oldtown Cordelia TLC Improvements (County)	Yes	Yes	Yes	No	Yes	No		No	Yes	Yes	No	n/a	Yes	No	No	Low	Yes	
Dixon West B Street Pedestrian Undercrossing (Dixon)	Yes	Yes	Yes	Yes	Yes	A		Yes	Yes	Yes	No	n/a	Yes	No	No	Low	Yes	

Ranking Summary:

Project	Qualifies for Funding
McGary Road	No
Vallejo Station Transit Center	No
Vacaville Transportation Center – Phase 1	No
Oldtown Cordelia TLC Improvements	No
Dixon West B Street Pedestrian Undercrossing	Yes

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TO: CMA Executive Directors;

DATE: September 28, 2012

FR: Ross McKeown

RE: OBAG Fund Source Distribution Update

Attached for your information is the proposed update to the OBAG fund source distribution for the One Bay Area Grant (OBAG) program. The distribution has been revised and updated from earlier versions to reflect changes due to the new Regional Housing Needs Allocation (RHNA) released by the Association of Bay Area Governments (ABAG) in July. The Commission will be asked to formally revise the distribution in MTC Resolution 4035 (as shown in the table below) in October 2012.

Furthermore, the STP/CMAQ distribution has been tentatively updated to reflect a proposal to program up to \$13 million annually for Transit Performance Initiative (TPI) capital projects from the existing STP Transit Capital Program funds instead of the FTA 5339 Bus program. It is expected that roughly half of the TPI programming can use CMAQ rather than STP, making up to \$26 million in STP available over the life of OBAG. This change in fund source is within the currently programmed amount for the Cycle 2 regional Transit Capital Program and does not affect the amount of funding available for OBAG – only the fund source. This proposal will be considered by the Commission in October as part of the FTA Transit Capital Priorities programming policies. If approved, the revised STP/CMAQ distribution will be available as shown on the attached table.

### Proposed OBAG County Distribution Update Using Most Current RHNA

County	Proposed Distribution	May 2012 Action	Proposed Update*	Difference
Alameda	20.0%	\$63,732,000	\$63,065,000	(\$667,000)
Contra Costa	14.4%	\$44,787,000	\$45,204,000	\$417,000
Marin	3.5%	\$10,047,000	\$10,028,000	(\$19,000)
Napa	1.9%	\$6,653,000	\$6,661,000	\$8,000
San Francisco	11.3%	\$38,837,000	\$38,584,000	(\$253,000)
San Mateo	10.1%	\$26,246,000	\$26,524,000	\$278,000
Santa Clara	25.2%	\$87,284,000	\$88,126,000	\$842,000
Solano**	5.8%	\$18,801,000	\$18,769,000	(\$32,000)
Sonoma	6.6%	\$23,613,000	\$23,039,000	(\$574,000)
<b>OBAG Total</b>		<b>\$320,000,000</b>	<b>\$320,000,000</b>	

\* Proposed OBAG amounts for new RHNA

\*\* Solano County was increased by an additional \$100,000 to maintain hold harmless funding levels.

The attached table reflects the proposed OBAG funding distribution.

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**Proposed OBAG Fund Source Distribution  
FY 2012-13 through FY 2015-16  
October 2012**

**Proposed OBAG Fund Source Distribution - Updated with July RHNA**

				Proposed OBAG by Fund Source									
County	% Population	Proposed OBAG Formula	Effective County Distrib. *	Planning STP	Remaining STP	Total STP	CMAQ	TE	Total	STP %	CMAQ %	TE %	Proposed Shift to STP
Alameda	21.1%	20.0%	19.7%	\$3,836,000	\$24,860,000	\$28,696,000	\$30,643,000	\$3,726,000	\$63,065,000	46%	49%	6%	\$4,986,000
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**May 2012**

**OBAG Fund Source Distribution - As previously released May 2012**

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\* Effective county distribution is less than OBAG formula distribution due to hold harmless for Marin, Napa and Solano counties.

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DATE: September 27, 2012  
TO: STA Board  
FROM: Jessica McCabe, Project Assistant  
RE: Suisun Train Station Improvements

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**Background:**

The Suisun City Train Station currently serves as Solano County's only rail station with intercity rail service provided by the Capitol Corridor Joint Powers Authority (CCJPA) and is a station that is serving an increasing number of Solano County residents, and also acts as a gateway to Suisun City. According to CCJPA station ridership activity reports, the Suisun station has seen a consistent upward trend in users, with the latest report indicating that 557 riders come through the station daily.

The Suisun City Train Station was originally built in 1914. It has been 20 years since the Train Station was remodeled. Additional improvements are now necessary to make the facility more functional and give it a more inviting, up-to-date look that is within the historic designation of the facility.

The City of Suisun City has relied on redevelopment funds to maintain the facility. The recent loss of Redevelopment Agency (RDA) funding due to the passage of state legislation by the State has severely impacted the City of Suisun City's budget for the Train Station. As a result, the City is analyzing the current costs of updating and maintaining the Train Station and attempting to identify new, alternative funding sources to maintain this important transit location in a manner more enticing to the public. Recognizing the importance of the Train Station to the City and Solano County in general, and the importance of attracting more riders, the Solano Transportation Authority (STA) staff has been working with Suisun City and CCJPA staff to identify necessary upgrades to the station and securing funding for these upgrades.

**Discussion:**

In July 2012, Suisun City staff submitted the Suisun City station as a candidate for One Bay Area Grant (OBAG) funds. Subsequently, STA staff met with Suisun City and CCJPA staff to discuss the project and proposed improvement to facilities, signage and access to the adjacent area. Based on this meeting, Suisun City developed a list of items to be upgraded at the Train Station and the surrounding grounds, and identified a recommended level of routine maintenance. It also provided cost estimates associated with upgrades and the increase in the maintenance schedule for the building and grounds.

STA and CCJPA staff have reviewed the proposal for improvements and has put together a recommendation that prioritizes upgrades to the Station, including signage and identifies two potential funding scenarios (Attachment B). Both proposed funding scenarios include the use of anticipated discretionary funding to be dedicated toward the Project, one with a commitment of

OBAG funds and one without. The first funding scenario, or **Option A**, proposes committing Transportation Development Act (TDA) Article 3 funds and State Transit Assistance funds (STAF), totaling \$100,000 for upgrades to the Train Station. The second funding scenario, or **Option B**, proposes committing \$30,000 in TDA Article 3 funds, \$70,000 in STAF, and \$250,000 in One Bay Area Grant (OBAG) Congestion Mitigation and Air Quality (CMAQ). Since the OBAG funds require an 11.47% non-federal match, and the minimum local match required for the \$250,000 would be \$82,390, the TDA Article 3 and STAF funds could be used to meet this requirement. This second option would be considered as part of the forthcoming OBAG discussion by the STA Board.

STA staff is recommending the formation of a Board subcommittee to review the recommended upgrades to the station and provide a funding recommendation to the STA Board. An additional consideration is the development of an operations and maintenance plan for the station after the improvements have been made. At their meeting of September 26, 2012, the TAC unanimously supported staff's recommendation.

**Fiscal Impact:**

No direct impact to the STA budget. Funding committed as part of the fund strategy will be provided by discretionary funds based upon future STA Board actions.

**Recommendation:**

Approve the following:

1. Authorize the Executive Director to develop a funding plan with City of Suisun City for Suisun Train Station improvements and way finding signage; and
2. Authorize the STA Chair to appoint a Board subcommittee to review improvements to Suisun City Train Station and recommend a funding plan to the STA Board.

Attachments:

- A. Train Station Proposed Improvements from Suisun City, 8-2-2012
- B. Train Station Prioritized Upgrades and Funding Options, 9-11-2012



**Suisun City Train Station  
Improvement Project  
8/2/12**

The loss of Redevelopment Agency (RDA) funding from the State has severely impacted the budget for the Suisun City Train Station. As a result, the City is analyzing the current costs of maintaining the Train Station and how we can identify new, alternative funding sources to maintain this important transit location in a manner more enticing to the public.

The Suisun City Train Station is a station that is serving an increasing number of Solano County residents and also acts as a “gateway” to our City. The last time this station was remodeled was in 1992. It is crucial that this facility act as an inviting gateway to the City of Suisun City and to Solano County in general and also encourages residents to use the public transit options available at the station.

The minimal routine maintenance that has occurred to date was funded through RDA funds. Now that this source of funding has been stripped away, it is again, necessary to re-evaluate funding sources so that routine maintenance around this important City center can continue.

It has been 20 years since the Train Station building was remodeled in 1992. Additional improvements are now necessary to make the location more functional and to give it an inviting, up-to-date look. These improvements will include upgrades to the building, the grounds around the building and to the ADA accessibility to the station. These improvements will need to be in line with the “historic” designation of this facility.

The City has created a “wish list” of items to be upgraded at the Station and the surrounding grounds. The total costs for the “wish list” items are projected to be between \$170,000 and \$220,000. The City plans to visit the train stations in Martinez and in Davis to get specific ideas for upgrade items. The upgrade costs breakdown as follows:

**Signage - \$75,000 to \$100,000**

The current sign situation at the train station is severely lacking. Improvement need to be made that make for more helpful, visible signs that have design continuity. The City is pooling all the Station’s sign needs, including the posting and displaying of schedules, into one package for improvements.

- Way-finding
- Identity
- Outside vendor
- Schedule boards
- New kiosk
- Electronic message boards for bus stops (similar to what is currently being used for the train)
- Other signs as needed

### **Security - \$25,000 to \$30,000**

High on this list are security improvements to the Station and surrounding area. Upgraded security measures would include:

- Security cameras (high definition) with a direct feed to the Police Department
- Fencing added to the dumpster area to keep homeless from camping in the dumpsters
- Security measures around the Freon portion of the air conditioner to prevent theft
- Emergency call box
- Other items as identified as the project progresses

### **Interior - \$20,000 to \$30,000**

The interior of the building is in desperate need of a face lift that will maintain the history of the building and at the same time bring it into the 21<sup>st</sup> century. The items the City has identified as needing to be upgraded in the building's interior are:

- New coat of paint
- New modes of brochure display
- New furnishings and seating
- Better placement of interior convenience items such as ticket machines and the ATM.
- New interior light fixtures
- Upgrades to the restrooms including new paint and new stall partitions
- New display case(s) for bus and train schedules

### **Exterior - \$50,000 to \$60,000**

The exterior of the building is a very high visibility area. For some, this is the only impression they are given of the Train Station. Therefore, it would be ideal to perform exterior face-lift items as part of the package to upgrade the Train Station as a whole. Items that the City would like to include in an exterior update are:

- Upgrading bus stop median concrete
- Slurrying of the road and parking lot
- New larger concrete trash receptacles that are compatible with the historic theme
- 2 to 4 large planters with perennials (train side and as water allows)
- Upgrade hardscape area around Plaza fountain

- Upgrade benches and seating

**Exterior - \$50,000 to \$60,000 – Continued**

- Repaint all street light poles in the near vicinity
- Add additional wrought iron fencing in specific locations with the Plaza to help direct pedestrian flow
- Anti-skateboarding devices
- Exterior paint every 5-6 years (next paint due in 2015 but would like to consider a new coat to spruce things up and start fresh)
- Regularly scheduled pressure washing of building in-between painting
- Upgraded display cases for bus/train schedules at bus stops
- Installing an exterior water spigot
- ADA upgrades/improvements
- Upgrading landscaping/irrigation
- Bike lockers upgrades, if needed

As part of the long term maintenance of the facility once the upgrades are installed, it will be necessary to enhance the City's existing routine maintenance schedule so that it reflects a higher level of maintenance of the building and surrounding grounds and maintains the upgrades in the highest manner possible.

Currently, the City performs the following maintenance schedule to the building and surrounding grounds:

- Trash pick-up – twice weekly in the summer and once in the winter
- Exterior cleaning every other month
- Grounds maintenance – 5 times per year
- Tree pruning once per year
- Weed abatement – 6 times per year
- Irrigation checks and adjustments – 3 times per year
- Graffiti maintenance as needed
- Red zone striping – every other year
- Minor repairs only as needed
- Opening of restroom (through Station tenant)
- Daily cleaning of restroom (through Station tenant)

This level of maintenance costs the City, on average, \$28,189 per year. This cost includes: grounds maintenance (\$10,950), building maintenance (\$2,165) and utilities costs (average cost total utility cost \$15,100). Of that \$28,189 average cost, approximately \$17,239 was funded through the City's Redevelopment Agency (RDA). With the loss of RDA funds, the RDA successor agency is still funding the building's utility costs only. Once the final ownership of this building is determined, the successor agency funding will cease to provide funding and the new owner (most likely the City) will be responsible for covering these costs.

Part of this process was to come up with not only upgrades for the Train Station but also to come up with an ideal/desired level of routine maintenance that would keep the station looking its best (post upgrades).

The list of ideal/desired routine maintenance items for the building and surrounding grounds are as follows:

- Bi-weekly trash pickup
- Weekly spot power washing and monthly or quarterly full facility power washing
- Daily restroom maintenance
- Planters checked -- weekly
- Grounds maintenance -- weekly
- Tree pruning -- 3 times per year
- Weed abatement – 18 times per year
- Irrigation checks and adjustments – 6 times per year
- Graffiti maintenance
- Re-striping – every other year
- Sign maintenance
- Red zone restriping – every other year
- Gutter maintenance – quarterly or more as needed during winter months
- Security camera maintenance and repairs
- Exterior paint – every 4-5 years
- Interior paint – every 4-5 years

In terms of costs associated with the increase in the maintenance schedule for the building and grounds, it is estimated that the building maintenance will cost \$25K to \$30K, the grounds maintenance will cost \$60K to \$70K, and the utilities costs should remain around the same average of \$15K. This makes for a grand total of \$100K to \$115K per year for routine maintenance. The City can continue to contribute \$10,950 for the grounds maintenance and

\$17,239 for utilities costs for a total contribution of \$28,189. This leaves a short fall of roughly \$71,800 to \$86,800 that will need to come from different funding sources.

The loss of RDA funds has hit all cities in California hard. It, in many cases, has rendered cities helpless to cover the costs of even the most basic routine maintenance on former RDA properties. Through the assistance of STA, the City is optimistic about exploring new possible funding sources to assist with upgrading this transit hub/City gateway and with covering the costs of a higher level of routine maintenance to the building and surrounding grounds.

# Suisun Train Station Improvement Project

Prioritized Upgrades and Funding Options, 9/11/12

## Funding Scenarios

Funding Source	Option A	Option B
TDA Article 3	\$30,000	\$30,000
STAF	\$70,000	\$70,000
OBAG CMAQ**	\$0	\$250,000
<b>TOTAL</b>	<b>\$100,000</b>	<b>\$350,000</b>

\*\*OBAG funding would require 11.47% non-federal matching funds. Minimum local match required is \$82,390.15 with a \$250,000 OBAG allocation. Option A will meet this requirement with a combined local match of \$100,000.

## Upgrades Recommended and Funding Sources

STA staff has reviewed the “wish list” of proposed upgrades provided by Suisun City staff. Based on this preliminary review, STA staff recommends prioritizing the following upgrades (based on eligible funding source):

### **TDA Article 3 (Upgrades must include bicycle & pedestrian elements)**

- Way-finding signage
- New kiosk
- Bike locker upgrades
- Brochures
- Maps
- Other signs as needed

### **CMAQ and STAF**

- Signage (way-finding, identity, schedule boards, electronic message boards)
- Bus Shelters
- New furnishings & seating (inside station)
- Benches
- Lighting (inside & outside station)
- New coat of paint (inside & outside station)
- Upgrades to restroom
- New wall display cases for bus & train schedules
- Upgrade display cases for bus/train schedules at bus stops
- Upgrade bus stop median concrete
- Improved placement on interior items (e.g., ticket machines and ATM)

(Note: Amtrak intends to do the ADA upgrades/improvements in at least 2 years from now)

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DATE: September 28, 2012  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: State Route (SR) 12/Church Road Assessment and Funding Plan

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**Background:**

In October 2001, the Solano Transportation Authority (STA) completed an initial Highway 12 Major Investment Study (MIS) which identified the State Route (SR) 12/Church Road intersection as a Safety Improvement and Long-Term Traffic Improvement Project.

The City of Rio Vista and the STA further studied improvements at this intersection through an engineering study called a Project Study Report (PSR). A PSR is an engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). A PSR provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies. The PSR was fully funded with STIP Planning, Programming, and Monitoring (PPM) funds. As the improvements include the state highway system, Caltrans approved the PSR on June 30, 2010. The next step is to initiate the environmental process for the proposed improvements.

**Discussion:**

The City of Rio Vista has planned development directly adjacent to this intersection area. In fact, the proposed intersection improvements are an integral component of the adjacent development as the highway operational improvements will facilitate the initial phases of the planned developments. As an environmental document has a limited shelf life, it is important to understand Right-of-Way and construction funding partners and project timing prior to initiating the expenditure of funds for the environmental process. As such, the STA has initiated a \$5,100 contract with the Solano Economic Development Corporation (EDC) to assess the requirements of the adjacent planned developments to fund these improvements and the timing of when these developments are planning to proceed.

Specifically, the EDC will perform the following tasks:

- Review of documents such as the SR 12/Church Project Study Report, Rio Vista Bridge Study, Hwy 12 Economic Assessment, SR 12 Corridor Study documents and Rio Vista General Plan and Zoning provisions regarding drilling and natural gas;
- Meetings with key personal including STA and Rio Vista Staff, and Solano EDC consultants;
- Review of existing and proposed development entitlement applications, environment studies, conditions of approval, and any legal documents;

- Assembly of property owner information, title reports (including any mineral rights and access provisions), easements and restrictive covenants (Note: the cost of any required title reports is not included in this contract);
- Review right-of-way requirements; and
- Preliminary meetings with property owners to determine their interests and issues.

This work by the Solano EDC is scheduled to be completed by early November 2012. The assessment will help STA and the City determine if it is feasible to initiate the environmental documentation for the project. If it is, then the STA in partnership with the City would need to develop a funding plan for all the work required to construction this project. This includes the environmental document, the right-of-way acquisition/dedication and the construction funding. If it is financially feasible to initiate the next steps at this time, then a funding plan needs to be developed. This funding plan could involve the developers directly contributing to the project, in addition to the STA and the City of Rio Vista. Staff expects to bring an update to the Board in December once the assessment is completed.

**Fiscal Impact:**

The initial assessment has been funded by the STA for an amount of up to \$5,100. Should the assessment recommend taking the next step of developing a financial plan, then the plan would need to come back to the STA for approval once drafted by staff.

**Recommendation:**

Authorize the development of a funding plan with the City of Rio Vista for SR 12/Church project pending the results of the assessment currently underway by the Solano Economic Development Corporation.



DATE: September 28, 2012  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA's Draft 2013 Legislative Priorities and Platform

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On December 14, 2011, the STA Board adopted its 2012 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2012. A matrix listing the status of legislative bills for which the STA has taken a position is included as Attachment A. Legislative updates for September are provided as Attachments B (State) and C (Federal). The Federal Funding Matrix is included as Attachment D.

**Discussion:**

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state (Shaw/Yoder/Antwih, Inc.) and federal (Akin Gump) legislative consultants. The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Proposed additions to the Platform have been highlighted in green and deletions by red strikethrough (Attachment E). The Platform with the accepted changes is provided for ease of reading (Attachment F).

The STA Technical Advisory Committee (TAC) and Transit Consortium reviewed the Draft 2013 Legislative Platform and Priorities at the TAC and Consortium meetings in September and voted to forward to the Board with a recommendation to distribute the draft document for a 30-day review and comment period. The Final Draft 2013 Legislative Platform and Priorities will be placed on the December 2012 STA Board agenda for consideration of adoption.

STA's state legislative advocate (Shaw/Yoder/Antwih, Inc.) is working with STA staff to schedule project briefings/tours in October and November with each of Solano's state legislators and their staff to provide the current status of STA priority projects.

**Fiscal Impact:**

None.

**Recommendation:**

Distribute the STA's Draft 2013 Legislative Priorities Platform for a 30-day review and comment period.

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update – September
- C. Federal Legislative Update – September
- D. Federal Funding Matrix
- E. STA's Draft 2013 Legislative Priorities and Platform

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**STA Priority Bill Matrix  
as of 10/1/2012**

Bill ID/Topic	Location	Summary	Position
<a href="#"><u>AB 57</u></a> <a href="#"><u>Beall D</u></a>  Metropolitan Transportation Commission.	CHAPTERED	The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and one member appointed by the San Francisco Bay Conservation and Development Commission, and establishes a 4-year term of office for members of the commission. This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would prohibit more than 3 members of the commission from being residents of the same county, as specified. The bill would require the member from the San Francisco Bay Conservation and Development Commission to be a member of that commission, a resident of San Francisco, and to be approved by the Mayor of San Francisco. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. <b>Last amended on 6/20/2012</b>	Support 5/11/11 MTC, ABAG support
<a href="#"><u>AB 1706</u></a> <a href="#"><u>Eng D</u></a>  Vehicles: transit bus weight.	CHAPTERED	Under existing law, the gross weight imposed upon the highway by the wheels on any one axle of a vehicle is prohibited from exceeding 18,000 pounds, except the gross weight on any one axle of a bus is prohibited from exceeding 20,500 pounds. A violation of these requirements is a crime. This bill would provide that these prohibitions do not apply to a transit bus, except as specified. The bill would, until January 1, 2015, prohibit a publicly owned or operated transit system or an operator of a transit system under contract with a publicly owned or operated transit system from procuring through a solicitation process pursuant to which a solicitation is issued on or after January 1, 2013, a transit bus whose weight on any axle exceeds 20,500 pounds, with specified exceptions. The bill would impose a state-mandated local program by imposing new requirements upon transit buses. <b>Last amended on 8/21/2012</b>	Support with amends “to prohibit increased bus weights on residential streets” 6/13/12 CTA sponsored
<a href="#"><u>AB 2200</u></a> <a href="#"><u>Ma D</u></a>  Vehicles: high-occupancy vehicle lanes.	VETOED	Existing law authorizes the Department of Transportation and local agencies, with respect to highways under their respective jurisdictions, to designate certain lanes for preferential or exclusive use by high-occupancy vehicles. This bill , until January 1, 2020, or until the Director of Transportation determines otherwise, as provided under the bill, and files that determination with the Secretary of State, would suspend, consistent with the state implementation plan for the San Francisco Bay area adopted pursuant to the federal Clean Air Act and other federal requirements, the hours of operation for highway lanes designated for high-occupancy vehicles, in the Interstate 80 corridor within the Metropolitan Transportation Commission's jurisdiction, in the morning reverse commute direction, as defined. Because the commission would be required to post signage of the above requirements along the Interstate 80 corridor, the bill would impose a state-mandated local program. <b>Last amended on 8/23/2012</b>	Oppose 6/13/12 Neutral 9/12/12

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2679</a> <b>Committee on Transportation</b>  Transportation: omnibus bill.	CHAPTERED	Existing law authorizes the Department of Transportation (department) to pay claims or damages up to a maximum of \$5,000 without the approval of the California Victim Compensation and Government Claims Board. This bill would adjust the claim limit that may be paid by the department under these provisions to equal the maximum amount of a claim that can be brought in small claims court. <b>Amended on 8/23/2012</b>	Support 4/11/12
<a href="#">ACA 23</a> <a href="#">Perea D</a>  Local government transportation projects: special taxes: voter approval.	ASSEMBLY INACTIVE FILE	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction. This measure provides that the imposition, extension, or increase of a special tax by a local government for providing funding for local transportation projects , requires the approval of 55% of its voters voting on the proposition. The measure makes conforming and technical, non-substantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election. <b>Last amended on 8/20/2012</b>	Support 4/11/12 MTC, CSAC, LCC support
<a href="#">SB 878</a> <a href="#">DeSaulnier D</a>  Office of the Transportation Inspector General.	VETOED	Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds, including fuel tax revenues allocated from the Highway Users Tax Account, to various transportation purposes. Existing law provides funding for transportation capital improvement projects undertaken by the department or regional or local transportation agencies. This bill would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state, regional, and local agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Inspector General may not be removed from office during the term except for good cause. The bill would specify certain duties and responsibilities of the Inspector General, would require an annual report to the Legislature and Governor, and would provide for funding the office, to the extent possible, from federal transportation funds, with other necessary funding to be made available in proportion to the activities of the office from the Highway Users' Tax Account and an account from which high-speed rail activities may be funded. <b>Last amended on 8/22/2012</b>	Neutral 9/12/12

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1149</a> <a href="#">DeSaulnier D</a></p> <p>Bay Area Regional Commission</p>	<p>SENATE DEAD</p>	<p>Existing law creates the Metropolitan Transportation Commission, the Bay Area Toll Authority, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission, with various powers and duties relative to all or a portion of the 9-county San Francisco Bay Area region with respect to transportation, air quality, and environmental planning, as specified. Another regional entity, the Association of Bay Area Governments, is created as a joint powers agency comprised of cities and counties under existing law with regional planning responsibilities. Existing law provides for a joint policy committee of certain regional agencies to collaborate on regional coordination. Existing law requires regional transportation planning agencies, as part of the regional transportation plan in urban areas, to develop a sustainable communities strategy coordinating transportation, land use, and air quality planning, with specified objectives. This bill would create the Bay Area Regional Commission with specified powers and duties, including the powers and duties previously exercised by the joint policy committee. The bill would require the regional entities that are funding the joint policy committee to continue to provide the same amount of funding as provided in the 2012-13 fiscal year, as adjusted for inflation, but to provide those funds to the commission rather than to the committee. The bill would provide for the Bay Area Toll Authority to make contributions to the commission, as specified, in furtherance of the exercise of the authority's toll bridge powers. The bill would require federal and state funds made available to the Metropolitan Transportation Commission for purposes of transportation planning to be budgeted to the Bay Area Regional Commission. The bill would specify the powers and duties of the commission relative to the other regional entities referenced above, including the power to approve the budgets of those regional entities and to develop an integrated budget for the commission and the regional entities. The bill would provide for the commission's executive director to develop a regional reorganization plan, with consolidation of certain administrative functions of the regional entities under the commission, with a final plan to be adopted by the commission by June 30, 2016. The bill would require organization of the regional entities as divisions of the commission, and would require the executive director to recommend candidates for vacant executive director positions at the regional entities as these positions become vacant. The bill would require the commission to adopt public and community outreach policies by October 31, 2015. The bill would require the commission to review and comment on policies and plans relative to the transportation planning sustainable communities strategy of the regional entities under Senate Bill 375 of the 2007-08 Regular Session, and beginning on January 1, 2017, the bill would provide for the commission to adopt or seek modifications to the functional regional plan adopted by each regional entity in that regard and would provide that the commission is responsible for ensuring that the regional sustainable communities strategy for the region is consistent with Senate Bill 375 of the 2007-08 Regular Session. The bill would require the commission to prepare a 20-year regional economic development strategy for the region, to be adopted by December 31, 2015, and updated every 4 years thereafter. The bill would require any changes proposed by the commission with respect to bridge toll revenues managed by the Bay Area Toll Authority to be consistent with bond covenants, and would prohibit investment in real property of toll revenues in any reserve fund. <b>Last amended on 5/15/2012</b></p>	<p>Oppose 5/9/12</p> <p>MTC oppose</p>

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1396</a> <a href="#">Dutton R</a>  Sales and use taxes: excise taxes: fuel.	SENATE T. & H.-DEAD	The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or a tax, measured by the sales price, on the storage, use, or other consumption of tangible personal property in this state." That law defines the terms "gross receipts" and "sales price." This bill would exclude from the terms "gross receipts" and "sales price" the amount charged at retail for gasoline and diesel fuels in excess of \$3.88 or \$3.52 per gallon, respectively, as provided. <b>Last amended on 4/11/2012</b>	Oppose 4/11/12 MTC, CSAC, LCC oppose



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

October 1, 2012

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

**RE: STATE LEGISLATIVE UPDATE-SEPTEMBER**

The legislature adjourned the 2011-12 regular Session on Friday, August 31. Barring a Special Session, the legislature will reconvene in December with a new class of legislators. The following is a list of issues of interest to the Authority that we have been monitoring over the course of the final weeks. The Governor had until September 30 to either sign or veto legislation. The following is a summary of key legislation that the Governor took action on:

**1. AB 2679 (Committee on Transportation)** Among its many legislative priorities, STA sponsored legislation this year in order to make needed technical corrections to the statute enacted pursuant to STA's 2009 sponsored bill (AB 1219) which provides eligibility for the STA to directly claim its share of Transportation Development Act (TDA) funds available to cities in the county and the county, rather than going through MTC. Specifically, we need to change STA's share of funding from 2.0% to 2.7% to reflect current practice.

We are pleased to report that the bill by has been signed into law by the Governor.

**2. AB 1706 (Eng)** Suspends axle weight limits of public transit buses until December 31, 2015. Weight limits have not kept up with state and federal mandates, such as the Americans with Disabilities Act or clean fuel standards. As a result, local law enforcement has cited transit agencies for running heavy buses. The purpose of the bill is to provide bus manufacturers with time to make adjustments to the weight of a bus while suspending transit operators from being cited. The bill is being sponsored by the California Transit Association.

Recent amendments to the bill exempt existing fleets from being cited, enforce the 20,500 lb. per axle limit beginning in 2015, and allow transit providers to procure new buses between January 1, 2013 and January 1, 2015, only on a "like-for-like" basis or to incorporate a new type of bus into their fleets, pursuant to a public hearing at which the transit agency is required to make a finding of need based on agency's most recently adopted Short Range Transit Plan.

The bill has been signed by the Governor.

**3. AB 2200 (Ma)** Suspends the operation of high-occupancy vehicle (HOV) lanes in the Interstate 80 corridor within the jurisdiction of the Metropolitan Transportation Commission (MTC) during the reverse commute direction (SF to Sacramento in the morning and Sacramento to SF in the evening). The author contends that HOV lanes during the reverse commute hours are under-utilized and therefore should be treated as mixed flow lanes.

The previous version of the bill (August 6<sup>th</sup>) would have eliminated, until January 1, 2020, the high-occupancy vehicle (HOV) lanes in the Interstate 80 (I-80) east bound corridor within the San Francisco Bay Area during reverse commute hours. The introduced version also applied to westbound lanes during reverse commute hours.

The author's office contends this is necessary to make the underutilized HOV lane available to all drivers and relieve congestion in the rest of the lanes travelling that direction. Caltrans states that the ideal capacity of HOV lanes is between 1,600 and 1,650 vehicles per hour. According to the author's office, in 2002 only 200 to 700 vehicles accessed the HOV lanes per hour during the reverse commute time period.

Further, a Legislative Analyst's Office report from January 2000 stated that HOV lanes statewide were only operating at two-thirds capacity. Relying on this data, the author's office concludes that drivers have not fully utilized these HOV lanes and therefore eliminating the HOV access requirement will not adversely impact HOV lane users. At the same time, this bill will relieve congestion in the other lanes.

Given STA's opposition to the bill, the author took amendments on August 23 (the most recent version of the bill) to allow the Caltrans Director to sunset this legislation before January 1, 2020 if he or she determines that the HOV lanes have been converted to high-occupancy toll lanes. STA is estimated to implement HOT lanes by 2016. With the amendments, STA's Executive Committee voted to remove its opposition to the bill.

Assembly Members Allen and Yamada and Senators Evans and Wolk voted No on the bill, while Assembly Member Bonilla abstained.

The bill has been vetoed by the Governor.

- 4. AB 1780 (Bonilla)** assigns responsibilities, including cost-sharing responsibilities between local transportation planning agencies and Caltrans, for completion of project study reports (PSRs), or equivalent planning documents. It also directs Caltrans to review and approve PSRs or equivalent planning documents that are prepared by other entities for projects on the State Highway System. Mandates that, for state highway projects that are in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or other voter-approved transportation program, Caltrans is to review and approve the PSR or equivalent planning document at its own expense; for other projects, Caltrans's costs for review and approval of the PSRs or equivalent planning documents are to be paid by the entity performing the work.

PSRs and equivalent planning documents (referred to collectively as project initiation documents, or PIDS) are used to document the initial stages of a project's development. They contain specific information related to a project idea such as the identification of the transportation problem that is to be addressed, an evaluation of potential alternatives to address the problem, and the justification and description of the preferred solution. Each PSR also includes the estimated cost, scope, and schedule of the project-information needed to decide if, how, and when to fund the project. Existing law requires PSRs to be completed before a project can be included in an adopted STIP and the California Transportation Commission (CTC) administratively requires PSRs for projects to be included in the State Highway Operation and Protection Program.

Caltrans' efforts related to preparing and providing oversight for PIDS, including development of PSRs, have come under scrutiny in the last couple of years, focused largely on a significant over-production of PIDs and resultant wasteful costs. Much of the scrutiny was as a result of the Legislative Analyst's Office (LAO) budget analyses that identified deficiencies in the program, including (in addition to the over-production issue) a lack of any cost-sharing arrangements with other agencies for the development of PIDs. As a result, the Legislature requested Caltrans to collaborate with external stakeholders to identify ways to improve the project initiation process, including consideration of potential cost-sharing arrangements and a streamlined PID process.

Caltrans responded to LAO's concerns and recommendations by working with local agencies and the CTC to streamline PIDs. These efforts sought to ensure that PSRs did not include more information than was prudent to collect at the beginning stages of a project's development and that PSRs were not being done for more projects than could reasonably be expected to be developed.

Budget discussions are continuing this year and continue to focus on: 1) identifying the appropriate source of funding for PSRs and other planning documents; and 2) resolving the appropriate content and scope of these documents. Previous attempts by the Legislature to ensure that Caltrans be responsible for costs for locally-sponsored state highway projects have been twice vetoed by the Governor, who directed, instead, that Caltrans' costs for the work be reimbursed by local agencies.

A deal was finally reached with DOF to do the following:

- Specify that the PID development and oversight will not be charged indirect costs.
- Add reimbursement for locally-sponsored oversight and PID development
- Assumes SHA funding for state and joint sponsored projects.
- Contains language regarding cooperative agreements to reinforce the effort to create a standard agreement that will be easier for locals.

The contents of the agreement went into AB 1477 (Budget) was signed by the Governor.

- 5. ACA 23 (Perea)** this bill would amend the Constitution to lower the vote threshold, from 66% to 55%, for local transportation sales tax measures.

As expected, the bill died on the Assembly Floor because the author failed to acquire any Republican votes to meet the required two-thirds vote threshold.

- 6. SB 878 (DeSaulnier)** The previous version of the bill (August 6) would have established an independent Office of Transportation Inspector General (OTIG) to ensure that transportation funds are operating efficiently, effectively, and in compliance with applicable federal and state laws. The OTIG is to review policies, practices, and procedures, and conduct audits and investigations of all activities involving state transportation funds, in consultation with all affected agencies.

The bill would stipulate that funding for OTIG shall come from federal transportation funds to the extent possible, with any shortfall in federal funding to come proportionately from the Highway Users Tax Account and an account funding high-speed rail.

According to the author, as the state's transportation resources diminish, efficient and effective use of every dollar becomes increasingly critical. The author believes an office of inspector general will help encourage improved use of state resources. Further, in light of recent findings raising concerns about Caltrans' bridge inspection program, the author believes an independent office such as the one proposed would improve the safety of the state's transportation system.

The bill however was amended on August 22 to exempt regional or local transportation agency programs or operations that do not include any state funding, or to any state programs or operations with projects or activities that do not include more than 25 percent state funding from audits.

Given the limited impact on STA, the Executive Committee changed its recommendation from an oppose to neutral position.

The bill has been vetoed by the Governor.

### **High-Speed Rail**

On July 6<sup>th</sup>, the legislature approved SB 1029, which appropriates funding for high-speed rail. The appropriation includes \$6 billion for the Central Valley (\$3.3 billion of which is a federal grant), \$1.1 billion for the “bookends”, primarily Caltrain and Metrolink (Southern California), and \$819 million for connectivity funding (\$106 million for intercity rail. The connectivity funding will allow the Capitol Corridor to use \$61 million to make improvements to expand service into San Jose.

The California Transportation Commission (CTC) has been granted authority by the Department of Finance (DOF) to issue allocations immediately to begin over the Fall. Unlike recent years, DOF is not waiting for a bond sale prior to funding a connectivity project. Instead, they will borrow against existing transportation pots and reimburse those sources within the fiscal year after a sale has occurred. This traditional strategy will help ensure that projects are expedited while reducing the state’s liability of incurring bond debt service.

The CTC has already allocated funding for Caltrain, Metrolink (Southern California), and San Francisco Muni. Our hope is that Capitol Corridor will present its request to the CTC before the end of the year.

### **STA Tours**

Your legislative advocacy team is in the process of coordinating tours this Fall of the county’s priority projects with our legislative delegation and key administration officials from BT&H, Caltrans and CTC.

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

September 25, 2012

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

During the month of September we monitored the Department of Transportation's implementation of MAP-21 and Congress' successful efforts to pass a continuing resolution funding the federal government through March 27, 2013, and assisted Solano Transportation Authority staff in developing its federal platform.

**Fiscal Year 2013 Appropriations**

The House and Senate approved a six-month continuing resolution (CR) that funds the federal government from September 30, 2012 to March 27, 2013 before recessing until after Election Day. The President is expected to sign the CR into law shortly. The CR will fund the government at the \$1.047 trillion discretionary spending limit adopted last August as part of the Budget Control Act.

Senate Democrats objected that the CR includes \$39.14 billion for the transportation spending compared with the \$39.7 billion authorized under MAP-21. Senate Environment and Public Works Committee Chair Barbara Boxer (D-CA) sent a letter to House Speaker John Boehner (R-OH) on September 11 stating that MAP-21 funding levels should be honored for fiscal year 2013 and the funding should be restored when the full year transportation appropriations bill is enacted next year. Chair Boxer sent a second letter on September 14, just prior to the House floor vote, along with the Chairs of the other Committees with jurisdiction over transportation issues, Commerce Committee Chair Jay Rockefeller (D-WV) [rail and highway safety] and Banking Committee Chair Tim Johnson (D-SD) [transit], urging that transportation cuts be restored.

DOT will release the six months of funding made available under the CR for mandatory grant programs. DOT likely will postpone awarding grants for discretionary programs, like the TIGER program, until Congress passes the full-year appropriations bill next year.

**Sequestration**

On September 14, the Office of Management and Budget (OMB) released a report that outlined how mandatory budget reductions adopted as part of *The Budget Control Act of 2011* would impact federal programs if the Sequestration goes into effect next year. The Budget Control Act requires that the federal government make across the board cuts of \$109.4 billion to defense and nondefense discretionary programs beginning on January 2, 2013, since Congress was unable to

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September 25, 2012  
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reach agreement on spending cuts last year. The report estimated that the cuts would result in a 9.4 percent reduction in defense spending and 8.2 percent reduction in nondefense discretionary programs. The reductions would amount to an approximate \$1.5 billion cut in transportation spending. The highway and transit trust fund programs are exempt from the cuts, but DOT administration, enforcement, research and development and discretionary highway and transit grant programs, such as the TIGER program (\$41 million), would face reductions.

The Administration called sequestration “bad policy” and has warned that it would be deeply destructive to national security, domestic investments, and core government functions. The report stated that “Congress can and should take action to avoid it by passing a comprehensive and balanced deficit reduction package.” Congress is expected to enter into serious talks to avert the fiscal crisis after the November elections.

### **Freight Policy Council**

On August 23, DOT Secretary Ray LaHood announced the creation of a Freight Policy Council to develop a national, intermodal plan for improving the efficiency of goods movement and encouraging states to develop plans that focus on freight movement. The Council was authorized in MAP-21 and will be chaired by Deputy Secretary of Transportation John Porcari. The charter states that the Council will oversee and coordinate the development and implementation of MAP-21 freight policy provisions, including the National Freight Policy, advance the President's National Export Initiative, and make recommendations to the Secretary regarding freight policy issues. The freight and logistics industries, consumers and other stakeholders are expected to be consulted in an advisory role, and states will be asked to offer proposals for improving the freight systems in their regions. Susan Lent attended the first meeting of the Council. DOT is in the process of taking comments from interested parties regarding the establishment of performance measures for freight planning and investment. DOT has created a [website](#) to receive comments from stakeholders.

### **TIGER Oversight**

On September 24, the DOT Inspector General (IG) released a [report](#) recommending that DOT strengthen oversight of The Transportation Investment Generating Economic Recovery (TIGER) program. The report focused on the \$1.5 billion funding authorized under *The American Recovery and Reinvestment Act (ARRA) of 2009*. Total funding for TIGER grants grew to \$3.1 billion through fiscal year 2012.

The report identified vulnerabilities in four areas: (1) reviewing and finalizing grant agreements between the DOT and grantees, (2) monitoring agency oversight of individual projects, (3) assessing agency oversight risks, and (4) measuring performance. The report recommended that

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DOT establish and implement a formal process to ensure that all grant agreements include clear schedules, scopes, milestones, and outcome-based performance measure to allow DOT to access progress toward the long-term goals of the program. It also recommended that DOT establish procedures for documenting significant management decisions involving the program and individual TIGER projects. Many of the recommendations included improving, adopting or updating risk assessment and performance measurers to evaluate a project's overall impact. The report suggested that the TIGER program guidance and grant agreements should be clarified to include a formal process under which grantees, the Federal Highway Administration (FHWA) and Federal Rail Administration (FRA) collaborate on multimodal projects, expressing some concerns that FHWA grant agreement on rail projects failed to include track safety requirements. The IG has closed its review of most of the issues it raised regarding the TIGER program, but requested additional information from DOT regarding collaboration between FHWA and FRA to address the safety concerns.

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">TIGER IV Discretionary Grant*</a>	Department of Transportation Office of Secretary - Howard Hill (202-366-0301) TIGERGrants@dot.gov	State, local government authorities, transit agencies, MPOs, others	\$500 million	Deadline for Pre-Applications-02/20/12  Deadline for Final Applications-03/19/12	Projects that are eligible for TIGER Discretionary Grants include, but are not limited to: (1) Highway or bridge projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; and (4) marine port infrastructure investments. The FY 2012 Appropriations Act specifies that TIGER Discretionary Grants may be not less than \$10 million (except in rural areas) and not greater than \$200 million. No more than 25% awarded to a single State. Minimum of \$120 million awarded in rural areas. Funds can be used for up to 80% of project costs; priority given to projects for which Federal funding is required to complete an overall financing package and projects can increase their competitiveness by demonstrating significant non-Federal contributions. Only available for obligation through September 30, 2013. Projects compete on the merits of the medium to long-term impacts of the projects themselves (not just job creation).	\$12M Fairfield/Vacaville Intermodal Station STA co-sponsor with Vacaville and CCJPA (applied for \$12M in TIGER III – not awarded)	Steve Hartwig
<a href="#">TCSP</a>	Federal Highway Administration; Wesley Blount Office of Human Environment 202-366-0799 wesley.blount@dot.gov	States, metropolitan planning organizations, local governments, and tribal governments	\$29 million	1/6/2012	To plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals. Grants may support planning, implementation, research and investigation and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. Requires 20% local match.	\$3M Vallejo Downtown Streetscape Project.  \$1,150,000 awarded 08/02/12	David Kleinschmidt
<a href="#">State of Good Repair*</a>	Adam Schildge, FTA Office of Program Management, (202) 366-0778, email: adam.schildge@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	\$650 million	(Due to MTC 2/22/2012)  3/29/2012	Purchase, replacement, or rehabilitation of, buses and vans and related equipment (including Intelligent Transportation Systems (ITS), fare equipment, communication devices that are FCC mandatory narrow-banding compliant); replacement or the modernization of bus maintenance and revenue service (passenger) facilities; replacement or modernization of intermodal facilities; and the development and implementation of transit asset management systems, that address the objectives identified. Livability investments are projects that deliver not only transportation benefits, but also are designed and planned in such a way that they have a positive impact on qualitative measures of community life.	1. \$1.86M FAST for replacement buses	Mona Babauta

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">Veterans Transportation and Community Living Initiative (VTCLI)*</a>	VeteransTransportation@dot.gov or	Direct recipients of Section 5309, Urbanized Area Formula program, local governments, States, or Indian Tribes	\$30 million	4/19/2012	The capital costs of creating, expanding, or increasing access to local One-Call/One-Click Transportation Resource Centers, as well as some research costs to demonstrate successful implementation of these capital projects. The One-Call/One-Click Centers simplify access to transportation for the public by providing one place to connect veterans, service members, military families, persons with disabilities and other transportation disadvantaged populations, such as older adults, low-income families or disadvantaged youth, to rides and transportation options provided in their locality by a variety of transportation providers and programs.		
<a href="#">Clean Fuels*</a>	Vanessa Williams, FTA Office of Program Management, (202) 366-4818, email: vanessa.williams@dot.gov.	Direct recipients of Section 5307, i.e., transit operators	<b>\$51.5 million</b>	(Due to MTC 2/15/2012)  4/5/2012	1) Purchasing or leasing clean fuel buses, including buses that employ a lightweight composite primary structure and vans for use in revenue service. 2) Constructing or leasing clean fuel bus facilities or electrical recharging facilities and related equipment; 3) Projects relating to clean fuel, biodiesel, hybrid electric, or zero emissions technology buses that exhibit equivalent or superior emissions reductions to existing clean fuel or hybrid electric technologies.		
<a href="#">Bus Livability*</a>	Bryce McNitt, Office of Budget and Policy, (202) 366-2618, email: bryce.mcnitt@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	<b>\$125 million</b>	(Due to MTC 2/22/2012)  3/29/2012	Purchase or rehabilitation of buses and vans, bus- related equipment (including ITS, fare equipment, communication devices), construction and rehabilitation of bus- related facilities (including administrative, maintenance, transfer, and intermodal facilities). FTA will prioritize the replacement and rehabilitation of intermodal facilities that support the connection of bus service with multiple modes of transportation, including but not limited to: Rail, ferry, intercity bus and private transportation providers. In order to be eligible for funding, intermodal facilities must have adjacent connectivity with bus service. In addition, FTA will prioritize funding for the development and implementation of new, or improvement of existing, transit asset management systems.		

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">Economic Development Assistance Programs - Economic Adjustment Assistance Program</a>	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortiums; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	<b>\$50 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)</b>	12/15/11 for funding cycle 1; 3/9/2012 for funding cycle 2; 06/08/12 for funding cycle 3; and 09/14/12 for funding cycle 1 of FY 2013	Provides a wide range of construction and non-construction assistance, including public works, technical assistance, strategies, and revolving loan fund (RLF) projects, in regions experiencing severe economic dislocations that may occur suddenly or over time. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		
<b>Economic Development Assistance Programs - Global Climate Change Mitigation Incentive Fund</b>	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortiums; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	<b>FY 2011: \$158 million in the first quarter; \$193 million in the second quarter btw 3 EDA programs</b>	12/15/10 for funding cycle 1; 03/10/11 for funding cycle 2; 06/10/11 for funding cycle 3; and 09/15/11 for funding cycle 1 of FY 2012	Supports projects that foster economic competitiveness while enhancing environmental quality. EDA anticipates that these funds will be used to advance the green economy by supporting projects that create jobs through and increase private capital investment in initiatives to limit the nation's dependence on fossil fuels, enhance energy efficiency, curb greenhouse gas emissions, and protect natural systems. GCCMIF assistance is available to finance a variety of sustainability focused projects, including renewable energy end-products, the greening of existing manufacturing functions or processes, and the creation of certified green facilities. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">Economic Development Assistance Programs - Public Works and Economic Development Facilities Program</a>	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortiums; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	<b>\$111 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)</b>	12/15/11 for funding cycle 1; 3/9/2012 for funding cycle 2; 06/08/12 for funding cycle 3; and 09/14/12 for funding cycle 1 of FY 2013	Supports the construction or rehabilitation of essential public infrastructure and facilities to help communities and regions leverage their resources and strengths to create new and better jobs, drive innovation, become centers of competition in the global economy, and ensure resilient economies. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		
<a href="#">Ferry Boat Discretionary (FBD) Program</a>	Tony DeSimone FHWA Office of Program Administration 317-226-5307 Anthony.DeSimone@dot.gov	Ferry systems and public entities responsible for developing ferries through their State transportation agency. The States may submit applications to their local FHWA division office.	<b>\$22 million</b>	1/6/2012	Priority given to ferry systems, and public entities responsible for developing ferries, that: (1) provide critical access to areas that are not well-served by other modes of surface transportation; (2) carry the greatest number of passengers and vehicles; or (3) carry the greatest number of passengers in passenger-only service."		
Smart Growth Implementation Assistance (SGIA) Program*	EPA – Abby Hall (hall.abby@epa.gov, 202-566-2086)	Open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity)	<b>\$75,000 per recipient in contractor support</b>	10/28/2011	Communities receive direct technical assistance from a team of national experts in one of two areas: policy analysis (e.g., reviewing state and local codes, school siting guidelines, transportation policies, etc.) or public participatory processes (e.g., visioning, design workshops, alternative analysis, build-out analysis, etc.). The assistance is tailored to the community's unique situation and priorities. EPA provides the assistance through a contractor team – not a grant. Through a multiple-day site visit and a detailed final report, the multi-disciplinary teams provide information to help the community achieve its goal of encouraging growth that fosters economic progress and environmental protection.		

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Building Blocks for Sustainable Communities	EPA - Kevin Nelson(nelson.kevin@epa.gov, 202-566-2835).	Local, county, or tribal government	N/A	10/28/2011	This technical assistance will help selected local and/or tribal governments to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life. The purpose of delivering these tools is to stimulate a discussion about growth and development, strengthen local capacity to implement sustainable communities approaches, and provide ideas on how to change local policies and procedures to make communities more economically and environmentally sustainable. Assistance will be provided through presentations, meetings with community stakeholders, and/or activities that strive to relay to participants the impacts of the community's development policies. Communities select from 10 tools: (1) Walking Audits Tool; (2) Parking Audits; (3) Sustainable Design and Development; (4) Smart Growth Zoning Codes for Small Cities and Rural Areas; (5) Green Building Toolkit; (6) Using Smart Growth to Produce Fiscal and Economic Health; (7) Complete Streets; (8) Preferred Growth Areas; (9) Creating a Green Streets Strategy; and (10) Linking Water Quality and Land Use.		
<b>Sustainable Communities -- Community Challenge Planning Grant</b>	HUD	State and local governments, including U.S. territories, tribal governments, political subdivisions of State or local governments, and multi-State or multijurisdictional groupings.	<b>Fiscal Year 2011 - \$30 million Fiscal Year 2012 funding -- not available Budget request expected for Fiscal year 2013</b>	9/9/2011	Focuses on individual jurisdictions and more localized planning. Fosters reform and reduces barriers to achieving affordable, economically vital, and sustainable communities. Such efforts may include amending or replacing local master plans, zoning codes, and building codes, either on a jurisdiction-wide basis or in a specific neighborhood, district, corridor, or sector to promote mixed-use development, affordable housing, the reuse of older buildings and structures for new purposes, and similar activities with the goal of promoting sustainability at the local or neighborhood level. This Program also supports the development of affordable housing through the development and adoption of inclusionary zoning ordinances and other activities to support plan implementation.		
<b>TIGGER</b>	Federal Transit Administration	Direct recipients of Section 5307, i.e., transit operators	<b>Fiscal Year 2011 -- \$49.9 million Fiscal Year 2012 funding not available</b>	8/23/2011	Capital projects that assist in the reduction of the energy consumption of a public transportation system and/or the reduction of greenhouse gas emissions of a public transportation system.		

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">Alternatives Analysis</a>	Federal Transit Administration	States, MPOs and local government authorities	\$25 million	4/19/2012	To conduct an alternatives analysis or to support additional technical tasks in an alternatives analysis that will improve and expand the information available to decision-makers considering major transit improvements. FTA will consider proposals for all areas of technical work that can better develop information about the costs and benefits of potential major transit improvements, including those that might seek New Starts or Small Starts funding. FTA will give priority to technical work that would advance the study of alternatives that foster the six livability principles.		
<a href="#">National Clean Diesel Funding Assistance Program (DERA)</a>	Environmental Protection Agency	U.S. regional, state, local or tribal agencies/consortia or port authorities with jurisdiction over transportation or air quality; School districts, municipalities, metropolitan planning organizations (MPOs), cities and counties	\$20 million	6/4/2012	Grant applicants can propose projects to significantly reduce diesel emissions by deploying EPA or California Air Resources Board (CARB) verified retrofit technologies early replacement of engines or vehicles (incremental cleaner technology costs only); repowering with EPA certified cleaner diesel or certified alternate fuel engine configurations; and reducing long-duration idling with EPA approved technologies. Grant applicants can propose projects to significantly reduce diesel emissions by deploying EPA or California Air Resources Board (CARB) verified retrofit technologies early replacement of engines or vehicles (incremental cleaner technology costs only); repowering with EPA certified cleaner diesel or certified alternate fuel engine configurations; and reducing long-duration idling with EPA approved technologies.		
<a href="#">Innovative Transit Workforce Development Program</a>	Betty Jackson, FTA Office of Research and Innovation (202) 366-1730 Betty.Jackson@dot.gov	Public transit agencies; state departments of transportation (DOTs) providing public transportation services; and Indian tribes, non-profit institutions and institutions of higher education or a consortium of eligible applicants.	\$5 million	7/6/2012	Funding will be provided to transit agencies and other entities with innovative solutions to pressing workforce development issues. Proposals should target one or more the following areas in the lifecycle of the transit workforce: (1) Pre-employment training/preparation; (2) Recruitment and hiring; (3) Incumbent worker training and retention; and (4) Succession planning/phased retirement. Proposal minimum \$100,000 and maximum \$1,000,000.		

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">Transit Safety Research - Pedestrian Collision Warning Pilot Project</a>	Roy Chen, FTA Office of Technology, <a href="mailto:RoyWeiShun.Chen@dot.gov">RoyWeiShun.Chen@dot.gov</a> ; 202-366-0462.	State and local government agencies, public and private transit agencies, universities, non-profit organizations, consultants, legally constituted public agencies, operators of public transportation services, and private for-profit organizations	\$400,000	8/14/12	Increase pedestrian/cyclist safety through demonstration of advanced pedestrian warning system on transit buses.FTA seeks applications to demonstrate innovative technologies that support the achievement of this objective.		
<a href="#">Economic Development Assistance: Strong Cities</a>	Seattle Regional Office: Richard Berndt <a href="mailto:richard.a.berndt@eda.gov">richard.a.berndt@eda.gov</a> ; (206) 220-7682	Cities that have a current population of at least 100,000 persons residing within their official municipal boundaries as of the 2010 Census. Cities must also meet EDA's economic distress criteria as outlined in section IV.A of this FFO.	\$6,000,000	7/23/12	The SC2 Pilot Challenge will leverage innovative and diverse perspectives from multidisciplinary teams through challenge competitions, which are designed to incentivize the creation and adoption of important strategies for supporting city-wide economic development to support job creation, business expansion, and local prosperity. A multidisciplinary team (Multidisciplinary Team) is a group of professionals or entities representing a variety of disciplines with complementary skills to develop economic development plans. A challenge competition (Challenge Competition) is a competition conducted by cities selected under this FFO in which Multidisciplinary Teams will be invited to develop creative and innovative economic development proposals and plans.		

10/4/2012 1:43 PM



# **Solano Transportation Authority**

## **2013 DRAFT Legislative Priorities and Platform**

(for consideration by STA Board 10/10/12)

### LEGISLATIVE PRIORITIES

1. Pursue federal funding for the following priority projects and programs:

#### Roadway/Highway:

##### Tier 1:

- I-80/I-680/SR 12 Interchange
- Jepson Parkway
- I-80 Express Lanes

##### Tier 2:

- I-80 Westbound Truck Scales
- SR 12 East Improvements

#### Transit Centers:

##### Tier 1:

- Fairfield/Vacaville Multimodal Train Station, Phase 2
- Vallejo Transit Center at Curtola and Lemon, Phase 1
- Vallejo USPS Relocation (advance project of Transit Center Parking Structure)

##### Tier 2:

- Fairfield Transportation Center Expansion
- Vallejo Transit Center (Downtown) Parking Structure Phase 2
- Parkway Blvd. Overcrossing / Dixon Intermodal Station
- Vacaville Transit Center, Phase 2

#### Programs:

- Safe Routes to School
- Mobility Management
- Climate Change/Alternative Fuels

2. Monitor/support/seek/sponsors, as appropriate, legislative proposals in support of initiatives that increase funding for transportation, infrastructure, operations and maintenance in Solano County.
3. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.
4. Oppose efforts to reduce or divert funding from transportation projects.
5. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.

**Draft 2013 STA Legislative Priorities and Platform**  
*(for consideration by STA Board 10/10/12)*

6. Support establishment of regional Express Lanes network with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate.
7. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the SCS.
8. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).
9. Support efforts to protect and preserve funding in the Public Transportation Account (PTA).
10. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs.
11. Monitor state implementation of MAP-21 and support efforts to ensure Solano receives fair share of federal transportation funding.\
12. Support development of a national freight policy that incentivizes funding for critical projects such as I-80, SR 12, Capitol Corridor and Cordelia Truck Scales.
13. Support funding of federal discretionary programs, including Projects of National and Regional Significance such as I-80 and Westbound Truck Scales.
14. Support federal laws and policies that incentivize grant recipients that develop performance measures and invest in projects and programs designed to achieve the performance measures.
15. Support laws and policies that expedite project delivery.
16. Support legislation that identifies long-term funding for transportation.

**LEGISLATIVE PLATFORM**

*I. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)*

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.
2. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development.
3. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.

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4. Support legislation that increases employers' opportunities to offer commuter incentives.
5. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of Transportation Oriented Development (Transit Oriented Development) projects. Ensure that development and transit standards for TOD projects can be reasonably met by developing suburban communities.
6. Support establishment of regional Express Lanes network with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. (Priority #6)

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with MTC and SACOG to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the SCS. (Priority #9)
3. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg). (Priority #7)
4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
5. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
6. Support policies that improve and streamline the environmental review process.
7. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.

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9. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
10. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.
11. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
12. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.

**IV. Employee Relations**

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.
3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

**V. Environmental**

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.
2. Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
6. Monitor implementation of the environmental streamlining provisions in MAP-21.

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VI. Ferry

1. Protect the existing source of operating and capital support for Vallejo Baylink ferry service, most specifically the Bridge Tolls-Northern Bridge Group "1st and 2nd dollar" revenues which do not jeopardize transit operating funds for Vallejo Transit bus operations.
2. Support efforts to ensure appropriate levels of service directly between Vallejo and San Francisco.
3. Monitor surface transportation authorization legislation to ensure adequate funding for ferry capital projects.

VII. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support efforts to protect and preserve funding in the Public Transportation Account (PTA). (Priority #9)
6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. (Priority #2)
7. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects in Solano County. (Priority #3)
8. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. (Priority #5)
11. Ensure that fees collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. (Priority #6)

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12. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs. (*Priority #10*)
13. Support development of a national freight policy that incentivizes funding for critical projects such as the I-80, SR 12, Capitol Corridor and Cordelia Truck Scales. (*Priority #12*)
14. Support legislation that provides funding for Safe Routes to Schools and bike and pedestrian paths.
15. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
16. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs, and for transit operations.
17. Monitor the distribution of State and regional transportation demand management funding.
18. Monitor any new bridge toll proposals, support the implementation of projects funded by bridge tolls in and/or benefitting Solano County.
19. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. (*Priority #4*)
20. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.

VIII. Project Delivery

1. Monitor implementation of MAP-21 provisions that would expedite project delivery.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

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5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County. *(Priority #3)*
6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

### IX. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
3. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Seek funds for the expansion of intercity, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
5. Monitor the implementation of the High Speed Rail project.
6. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.
7. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

### X. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Monitor implementation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112 (Wolk).
3. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

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XI. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for programs to promote use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations for rural, small and large Urbanized Areas (UZAs).
6. Support efforts that would minimize the impact of any consolidations of UZAs on Solano County transit agencies.
7. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail.
8. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.
9. Monitor implementation of requirements in MAP-21 for transit agencies to prepare asset management plans and undertake transportation planning.

XII. Movement of Goods

1. Monitor and participate in development of a national freight policy and California's freight plan.
2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
3. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
4. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.
5. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.

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6. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.
7. Monitor legislation to establish a national freight policy and fund freight-related projects.  
(Priority #12)

XIII. Reauthorization of MAP-21

1. Support timely reauthorization of MAP-21. (Priority #10)
2. Legislation should provide stable funding source for highway and transit programs.
3. Between 2015 and 2025:
  - a. Federal fuel tax should be raised and indexed to the construction cost index.
  - b. Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
  - c. State and local governments need to raise motor fuel, motor vehicle, and other related user fees.
4. Post-2025:
  1. A vehicle miles traveled (VMT) fee should be implemented.
5. Legislation should include separate funding for goods movement projects.
6. Legislation should include discretionary programs for high priority transit and highway projects.
7. Legislation should further streamline project delivery.

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DATE: October 1, 2012  
TO: STA Board  
FROM: Bernadette Curry, STA Legal Counsel  
RE: Guiding Principles for Development of Intergovernmental Agreement with Yocha Dehe Wintun Nation

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**Background:**

State law requires public agencies to consult with Native American tribes during the planning process of public improvements for the purpose of protecting Native American cultural resources. The Yocha Dehe Wintun Nation (“Tribe”) filed litigation back in 2010 alleging that the STA had failed to adequately consult with the Tribe regarding the Gordon Water Line Relocation Project and in doing so, failed to adequately analyze reasonable alternatives that could have lessened the adverse impact on a known Native American cultural site. The STA successfully defended the litigation but in order to avoid such assertions on future projects STA has been working collaboratively with the Tribe to address its ongoing cultural resources concerns and develop a framework for future consultation.

**Discussion:**

In February of 2012, members of the STA Executive Committee, the Executive Director, Director of Projects, and legal counsel, met with representatives of the Yocha Dehe Wintun Nation, including the Tribal Chairman, Marshall McKay. The purpose of the meeting was to establish common ground, and if possible, procedures by which STA and the Tribe would approach current and future projects undertaken by STA within the Tribe’s historic resource area. Collectively, both sides agreed that it was in the parties’ best interest to develop an initial conceptual framework to serve as the foundation for a more formal operating agreement.

Since that time, representatives from both sides have developed a document entitled “Guiding Principles for Development of Intergovernmental Agreement Between Yocha Dehe Wintun Nation and Solano Transportation Authority” (“Guiding Principles”) (Attachment A), which includes strategies to avoid future formal disputes and litigation. The Guiding Principles document was presented to the Tribal Council for consideration and approval on Tuesday, October 2, 2012. The Tribal Council approved the Guiding Principles, and took the additional action of referring the document to the Tribe’s Cultural Committee, which will conduct its review on Tuesday, October 9th. It is anticipated that the Tribe’s Cultural Committee will also approve the document then.

Following approval of these Guiding Principles, STA and the Tribe will prepare a Memorandum of Agreement (“MOA”) that memorializes the parties’ expectations and obligations defined in the Guiding Principles.

**Fiscal Impact:**

There is no fiscal impact to STA.

**Recommendation:**

Approve the following:

1. Guiding Principles for development of Intergovernmental Memorandum of Agreement with Yocha Dehe Wintun Nation; and
2. Authorize the STA Board Chair to execute the Memorandum of Agreement to be negotiated based on the Guiding Principles

Attachment:

- A. Guiding Principles for Development of Intergovernmental Agreement Between Yocha Dehe Wintun Nation and Solano Transportation Authority

# Guiding Principles for Development of Intergovernmental Agreement Between Yocha Dehe Wintun Nation and Solano Transportation Authority

## Preamble

- **The Parties**

People of the **Yocha Dehe Wintun Nation** traditionally occupied lands in Yolo, Solano, Lake, Colusa and Napa counties. As such, lands throughout the County of Solano, whether publicly or privately owned, are replete with resources of cultural and indeed sacred significance to Native American people with ancestral ties to these lands. Indeed, many of the roads in Solano County were first placed along traditional trails used by Patwin people, meaning the likelihood for burial sites in Solano County is very high.

Sites of cultural and sacred significance — commonly called “sacred sites” — may contain Native American archeological materials, burial grounds, human remains, culturally significant resources, and/or funerary or sacred objects. Public agencies are increasingly cognizant of the need to protect sacred sites in the course of land use planning and project development, respecting the need for adherence to proper protocols and of confidentiality, so as to ensure that sacred sites are protected from discovery and depredation. Increased awareness by public agencies of sacred sites serves not only the direct interests of Native Americans, but the broader historical and cultural interests of Solano County residents and all Californians. The legislature has repeatedly recognized the importance of protecting and preserving sites of historical and cultural significance throughout the state for the benefit of today’s and future generations.

As a result of this heightened awareness, Yocha Dehe has worked extensively with local governments such as the City of Vallejo so as to protect sacred sites at Glen Cove in Solano County, and Yocha Dehe is in discussions with the counties of Yolo and Colusa about strengthening their regulatory machinery so as to protect cultural resources within their respective jurisdictions, through permitting and long-term land use planning.

The mission of the **Solano Transportation Authority** (STA) is to "improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel, safety and economic vitality." STA is a joint powers authority created in 1990 to serve as the congestion management agency for Solano County. STA partners with regional and state transportation and planning agencies and it is responsible for countywide transportation planning, programming, transportation funds, managing and providing transportation programs and services, delivering transportation projects and setting transportation priorities. In furtherance of these duties, STA does not itself possess the land use approval authority typically vested in California cities and counties. Each of the eight local government STA member agencies have

direct land use authority and geographic areas identified for development in their respective general plans. Additionally, STA participates in a number of State Department of Transportation (Caltrans) projects in which Caltrans, not STA, is the oversight agency. Absent specific agreement by Caltrans, such Caltrans administered projects shall not be the subject of these Guiding Principles.

- **The Goal**

In the spirit of intergovernmental cooperation, Yocha Dehe hopes to work collaboratively with STA, to develop a relationship that respects and honors the rights and interests of Native people who have ancestral ties to lands targeted for development, and embraces the culturally rich traditions and backgrounds of the people of the State of California. Following approval of these Guiding Principles, STA and the Tribe will prepare a Memorandum of Agreement (“MOA”) that memorializes the parties’ expectations and obligations. The MOA is intended to both facilitate the transportation interests of STA while protecting cultural resources affected by STA projects.

### **Principles Important to Cultural Resource Protection:**

- **Import of Notice And Consultation With Native American Stakeholders**

To the extent sacred sites are likely to be impacted by a proposed land use, then protective protocols need to be followed, through notification of and consultation with Native American stakeholders. Only through timely notice and meaningful consultation<sup>1</sup> can STA be best positioned to protect the dignity and integrity of sacred sites affected by its projects.

- **Notice**

Notice and consultation should come as early in the planning phase as reasonably possible. Early involvement and consultation with Native American stakeholders are the best means of minimizing unnecessary project development delays. In recognition of these facts, Tribal notification should come as early in the process as possible, as soon as it is reasonably anticipated that a particular area has been targeted for discretionary development approvals, including changes in land uses that may feasibly contain cultural resources that could be impacted.

Because Tribal governments are more keenly aware of which locations do, or are more likely to, contain sacred or cultural resources, early notice as to the nature and location of STA administered transportation projects, and to the extent possible, land use developments, should be provided to Tribes with ancestral ties to the area (*i.e.*, the “most likely descendant” Tribes).

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<sup>1</sup> "Meaningful consultation" shall include the meaningful and timely process of seeking, discussing and considering carefully and in good faith the views of others, in a manner that is cognizant of Yocha DeHe's cultural values and STA's public agency needs, and where feasible, reaching agreement.

Timely notice will better enable STA to plan its projects in a manner that minimizes, avoids, or eliminates impacts on cultural resources. Given Yocha Dehe's deep ties to lands in Solano County, Tribal interest in the STA planning process is unique. Mechanisms for voicing this unique perspective at a sufficiently early stage in the STA decision-making process shall be explored.

- **Monitoring**

STA should ensure Tribal monitors are on site during any ground-disturbing activity that, based on objective criteria, is reasonably expected to impact sacred resources. The presence of Tribal monitors is expected to facilitate project development by ensuring proper treatment of cultural resources.

- **Resource Protection**

STA should review its treatment protocols for the handling of human remains and cultural items affiliated with Yocha Dehe and should consider revisions where appropriate. If human remains are discovered during the course of a project, STA should notify the Native American Heritage Commission, and consult with the MLD Tribe as to the appropriate treatment protocol. In virtually all cases, the MLD Tribe will be Yocha Dehe (as designated by NAHC).

Yocha Dehe treatment protocols set forth the Tribe's preferred treatment of human remains as well as cultural resources. Yocha Dehe will similarly present STA with background information and means of identifying cultural items, including ceremonial and archeological items. If encountered during STA project implementation, such items would be turned over to the Tribe for appropriate treatment, or alternatively, handled consistent with a protocol provided STA by the Tribe (unless otherwise ordered by a court or agency with competent jurisdiction). The treatment protocols also would address how to proceed in the wake of inadvertent discoveries.

- **Confidentiality**

Protecting sacred sites from public discovery is essential to protecting them from depredation, and ensuring their integrity and sanctity. While state law already recognizes these principles, and imposes non-disclosure and confidentiality obligations on agencies with records detailing the location of sacred sites (*see* Cal. Gov. Code §§ 6254(r) and 6254.10), STA should strive to ensure that adequate protections are in place to meet this obligation. The parties agree to work together to identify specific protections that could be used to help STA satisfy the requirements of California law, while at the same time, addressing the Tribe's heightened needs as to information that is otherwise sensitive and confidential, but of potential use and benefit to STA.

It is arguably in STA's interest to have information meaningful to the location of sacred sites, thereby enabling STA to identify the likely or known locations. The Tribe shall share

meaningful information during the early project planning process, provided STA has sufficient procedures designed to protect the confidentiality of sacred sites, including barring the public disclosure of any records containing specific information about the nature and/or ascertainable location of sacred sites. Confidentiality would extend to the site of any discovery, as well as the site of any reburial.

- **Site Protection**

Yocha Dehe recognizes that public agencies have increasingly limited resources, and also recognizes that properly protecting cultural resources typically adds costs to a project. One tool that has been developed to address cultural resource protection in some jurisdictions is a cultural easement. California law gives MLDs the legal ability and right to hold “cultural easements” in their own names. STA could consider using easements as a tool to accomplish mitigation required to protect sacred sites, by involving Native peoples and governments in the process. Other public agencies have used cultural easements successfully, to minimize and avoid disturbance of culturally important sites to the greatest extent possible. Cultural easements can, in the appropriate case, constitute proper mitigation where a continuing risk to cultural resources exists.

YOCHA DEHE WINTUN NATION,  
A federally-recognized Indian tribal government

By: \_\_\_\_\_  
Marshall McKay, Chairperson  
Tribal Council

SOLANO TRANSPORTATION AUTHORITY  
A California Joint Powers Authority

By: \_\_\_\_\_  
Jack Batchelor, Jr., STA Chair  
Mayor, City of Dixon



DATE: October 4, 2012  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: State Route 12 Economic Study Wrap-Up

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**Background:**

As part of STA's on-going commitment to deal with issues related to State Route (SR) 12, STA partnered with the Solano Economic Development Corporation (Solano EDC) to develop a Highway 12 Corridor Economic Analysis. Solano EDC contracted with Dr. Robert Fountain of Regional Economic Consulting to conduct the study, and with ArchiLogix for a parallel public outreach process. Regional Economic Consulting completed the draft Highway 12 Corridor Economic Analysis and presented it to the STA Board in July 2012. ArchiLogix has been conducting additional public outreach since that time.

**Discussion:**

The final public outreach report from ArchiLogix is provided as Attachment A. It contains a summary of the outreach that was done and a summary of the opinions provided by those surveyed. Several highlights from the public outreach are:

- Most of those contacted support relocation of SR 12 from its current location (through the center of Rio Vista and across the movable bridge) to a new location that would support business and industrial development and make use of a new bridge.
- The current alignment should become a main access point into the Rio Vista commercial area and the downtown/waterfront.
- Over 70% of respondents felt that the current condition of the highway was either somewhat or very inadequate. 65% of these respondents are frequent users of the corridor making multiple trips on either a daily or weekly basis and therefore are very familiar with the conditions.

With the acceptance of this report by Solano EDC, the economic study will be concluded. The SR 12 Corridor Study, the Economic Study and the Rio Vista Bridge study will then form the foundational documents for local and regional action to improve the SR 12 corridor.

**Fiscal Impact:**

None.

**Recommendation:**

Receive the SR 12 Economic Analysis.

Attachments:

- A. Summary of Public Outreach
- B. Find SR 12 Corridor Economic Analysis (To be provided under separate cover.)

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Below is an outline of the Task 5 Summary of input and next steps for the SR 12 Economic Study. There are 3 points covered:

1. The questionnaire will give STA a sampling of how one community responded to Dr. Fountain's economic information. Impacted cities will now be better informed as they go from a regional macro look at the economic upside to Route 12 and any proposed improvements to a finer grain design and implementation of local economic development strategies.
2. The community rankings that were part of the "data gathering" in the early phases of our scope of work enable the proposed economic scenarios from Dr. Fountain to be reviewed in a more localized context by highlighting individual preferences towards livability and business issues.
3. Sustainable economic development requires a focused community development / planning strategy. A component of the "next steps" for our report will start to convey how a city can utilize long range planning and policy that assures successful and relevant economic development outcomes.

Here is some of the content that is being woven into the report

### **1. Insights from responses to questionnaire:**

Fifteen (15) citizens responded to the questionnaire. All shared love for the community, a willingness to embrace change, and an eagerness to maximize existing elements that have inherent value. Recommendations included:

- Relocation of Highway 12 to causeway with new bridge
- Repurposing of existing Highway 12 corridor as local traffic, widened, landscaped, lighted and with signage directing traffic to downtown
- Creation of industrial park
- Creation of business park
- Clear policy and permitting practices to facility business location and job creation
- Relocation of industrial business from waterfront to industrial park
- Improvement of ingress / egress to service transport of large loads and improve safety
- Development of waterfront as recreational destination for locals, families, visitors - with hotels, restaurants, attractive retail, recreation
- Attitude of appreciation for investors, including developers and business owners including chains (retail, restaurants, movie theatres)
- Development of medical services, including medical center, nursing care, assisted living facilities

## 2. Data Collection Methodology

In an effort to reach as many Highway 12 corridor residents and users as possible, ArchiLOGIX using tools provided by Metroquest established and launched an online survey site in February of 2012. This site allowed participants to provide valuable feedback to the project team. In order to encourage as much participation in the survey as possible the team engaged in an outreach effort and presentations to both organizations and stakeholder representatives along the corridor such as; the Solano Transportation Authority, the Highway 12 Association, Solano EDC Advisory Committee, Travis Air Force Base, Rio Vista Chamber of Commerce and Business Alliance and a number of interested individuals along the corridor. Throughout the seven month period that the survey was active online there were over 500 visits to the site. Although these participants all provided a certain level of information it was important that we were able to use data that could be benchmarked clearly to corridor users, businesses or residents. In order to qualify this information the team scrubbed the survey results and focused on those participants that provided residency or business location data. This analysis provided 176 survey results and a high degree of relevant information that could be used in understanding the communities concerns and priorities.

The first area of the survey was a listing of 12 Community Priorities and allowed users to rank these priorities from highest to lowest value. This gave the project team a very good sense of how participants viewed these important elements of community development and livability. The results of those rankings in order of priority were:

- 1 Town-oriented activities
- 2 Farm-to-market agriculture
- 3 New Delta hub
- 4 Highway serving activities
- 5 Manufacturing
- 6 Water-based recreation
- 7 Residential development
- 8 Military support
- 9 Energy production
- 10 Lodging
- 11 New farming techniques
- 12 Environmental studies

The second area of the survey was an attempt to get feedback from the participants on how they viewed the current condition of the Highway 12 corridor. The results of this question allowed the team to assess the perception of the

regular users of the highway. The survey results for this question are listed below:

Adequate	34	(19%)
Excellent	5	(3%)
Somewhat Above Adequate	8	(5%)
<b>Somewhat Inadequate</b>	<b>80</b>	<b>(45%)</b>
<b>Very Inadequate</b>	<b>49</b>	<b>(28%)</b>

A clear majority of over **70%** of respondents felt that the current condition of the highway was either somewhat or very inadequate. **65%** of these respondents are frequent users of the corridor making multiple trips on either a daily or weekly basis and therefore are very familiar with the conditions.

<b>Multiple Trips Daily</b>	<b>41</b>	<b>(23%)</b>
<b>Several Trips per Week</b>	<b>73</b>	<b>(42%)</b>
Occasional	27	(15%)
Several Trips per Month	35	(20%)

**3. Community engagement is essential to effective community development. Useful topics for discussion include the following:**

- “Bone structure”
  - vehicular and pedestrian circulation
  - street grid hierarchy
  - pedestrian realm
- Community Development
  - existing and proposed land uses (repurpose and intensification)
  - catalytic sites / linkages
  - infrastructure / natural features
- Economic impacts
  - future investment (public and private)
  - jobs and reinvestment
  - funding sources
  - brand development
- Social value “a full service community” - meeting the needs
- Practical implementation
  - realistic and incremental
  - developer ready (pre-emptive)
  - adapt to change (business, funding, political)
- Communication (outreach)
  - inclusive and consistent
  - Implication of their choices - now!

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DATE: October 1, 2012  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager  
RE: Mobility Management Plan

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**Background:**

Development of a Mobility Management Plan is one of the priority strategies identified in the Solano Transportation Study for Seniors and People with Disabilities. This Study has been approved by the Consortium, TAC, Solano Seniors and People with Disabilities Transportation Advisory Committee and Paratransit Coordinating Council. It was presented for final approval by the STA Board in December 2011 and approved. Per the Study, Mobility Management is “short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers.”

The Mobility Management Plan will analyze how to address Mobility Needs for People with Disabilities in Solano County in a cost effective manner. Some of the areas of analysis will include the Intercity Taxi Scrip Program, non-profit partnerships, a program that assists paratransit users that are able to transfer to fixed route, and older driver workshops. The specific analysis will be consistent with the recommendations contained in the Solano Transportation Study for Seniors and People with Disabilities adopted by the STA Board in December 2011. This plan will include analyzing separate and joint contracts for Countywide Eligibility Determination of ADA Paratransit as recommended by Metropolitan Transportation Commission

**Discussion:**

The development of Solano’s first Mobility Management Plan is underway. Innovative Paradigms initiated work on this project in late July. The Mobility Management Plan will also address the transportation needs of the low-income population which have been identified through the multiple Community Based Transportation Plans (CBTPs) completed in Solano County. The Plan will create implementation plans and complete tasks for four other high priority projects:

- Call Center and gather information for website from public, private and non-profit transportation resources for seniors, people with disabilities and the low-income population;
- Travel Training Program Options;
- Countywide ADA Eligibility Process;
- Older Driver Safety Programs and Mobility Workshops.

During this effort, there will also be a review of Mobility Management plans in comparable locations and at least two examples included in the plan. Coordination with transit operators throughout the process will be key. Interviews with a wide range of public, private, and non-profit transportation partners have been completed. The project has been presented to the Solano Seniors and People with Disabilities Committee and Senior Coalition and will be presented to the Paratransit Coordination Council (PCC) for input. To date, the groups have been supportive of the direction of the plan elements with particular interest in the Travel Training component. It will be presented to the STA Board in October for input. Draft documents will be presented to these groups in October/November. A final report is scheduled to be completed by December 2012.

**Fiscal Impact:**

This project is funded from STAF in the amount of \$150,000.

**Recommendation:**

Informational.



DATE: October 1, 2012  
 TO: STA Board  
 FROM: Liz Niedziela, Transit Program Manager  
 RE: Coordinated Short Range Transit Plan and Transit Corridor Study

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**Background:**

This summer STA issued a Request for Proposals and selected a consultant team led by ARUP for the development of the Solano Coordinated Short Range Transit Plan (SRTP) and the I-80/I-680/I780/State Route 12 Transit Corridor Study update. The consultant will analyze and prepare Short Range Transit Plans for each transit operator in Solano County. This analysis will provide the consultant team with the information needed to prepare the Transit Corridor Study. The SRTP and Transit Corridor Study are two separate, but integrated studies.

**Discussion:**

*Scope of Services*

The transit operators to be included in this Short Range Transit Plan are Solano County Transit (SolTrans), Fairfield and Suisun Transit (FAST), Vacaville City Coach, Dixon Read-Ride, Rio Vista Delta Breeze, and Solano County. The Plan will include a dedicated section for each transit operator covering the Metropolitan Transportation Commission’s (MTC) SRTP requirements. MTC staff has requested the Coordinated SRTP address five specific areas of coordination:

1. Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
2. Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit; (to be conducted in the Mobility Management Plan)
3. Enhanced Transit Coordination of Capital Planning;
4. Enhanced Coordination of Transit Service Planning; and
5. Integrated bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.

The following transit operators have requested that the Coordinated SRTP address the following for their agencies SRTP update:

Dixon	<ul style="list-style-type: none"> <li>• Assess service option to convert Read-Ride to some fixed route service</li> </ul>
Fairfield	<ul style="list-style-type: none"> <li>• Title VI analysis of current transit system at the time of the SRTP</li> <li>• Public Participation Plan</li> </ul>
SolTrans	<ul style="list-style-type: none"> <li>• Review the recent service changes implemented July 2012</li> <li>• Assess the potential for claiming funds for capital replacement for SolanoExpress in Solano UZAs</li> </ul>
Rio Vista	<ul style="list-style-type: none"> <li>• Analyze the potential consolidation of Rio Vista Delta Breeze with SolTrans</li> </ul>

The Transit Corridor Study will include an update of the I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study and reviewing and prioritizing transit needs in the corridor. Updating the Transit Corridor Study will provide guidance and coordination for future investments. Specifically, the coordinated plan will address SolanoExpress bus service and integrate the planned Express Lanes and Regional Freeway Performance Initiative on I-80 and I-680. The Transit Corridor Study will not only address transit services, but also update the facilities and connections needed to support these services into the future.

The consulting team met with each of the Solano County transit operators during the period of September 20 – 24, 2012. The team reviewed the scope of work, schedule, operator expectations, and data requirements in these meetings. A large number of documents have been reviewed to develop a system overview for each operator and to clarify the operators' current goals, objectives, measures and standards. These efforts will be documented in working papers to be submitted for STA's review on October 12, 2012.

The ARUP team will report on the status of the Coordinated SRTP and Transit Corridor Study and present an overview of their findings to date at the October 10, 2012 STA Board meeting.

**Fiscal Impact:**

This project is funded in part by a grant from MTC for \$140,000 and STAF for \$240,000. The project is on schedule and within budget.

**Recommendation:**

Informational.



DATE: October 1, 2012  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager  
RE: Transit Studies Update

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**Background/Discussion:**

The STA has several transit studies included with the STA Board's adopted Overall Work Plan for Fiscal Year (FY) 2012-13 and 2013-14. These plans and studies are intertwined with each other and also will provide relevant information to the Alternative Fuel Study and the Public Private Partnerships (P3) at Transit Facilities Study.

Below is a brief description of each of the plans and their status.

**1. Intercity and Local Ridership Survey and Analysis**

Description: The Intercity Ridership survey and Analysis is used to help calculate the Intercity Funding Agreement formula and the ridership survey data and analysis will be available prior to the Coordinated Short Range Transit Plan (SRTP) and Transit Corridor Study. The ridership survey and analysis conducted on/off counts, on-time performance, demographic ridership information and comments from the passengers. The data in this study will assist in service planning.

Status: The SolanoExpress Intercity Ridership Study is complete. The Local Ridership Studies are also complete and were approved by the STA Board in September 2012.

**2. Transit Sustainability Study**

Description: The purpose of this study is to focus on the financial condition of the Solano County transit operators in a similar manner to MTC's Transit Sustainability Project (TSP) financial assessment. The outcome of this effort is intended to provide a clear understanding of the present and future financial condition and needs of the five Solano County Transit operators: Dixon Redit-Ride, Vacaville City Coach, Fairfield and Suisun Transit (FAST), Rio Vista Delta Breeze, and SolTrans.

Status: Pacific Municipal Consultants (PMC) has been evaluating the data submitted by each operator to date. The data has included financial audits, TDA claims, National Transit Database reports, and SRTPs. Select data remains outstanding and will be collected. Financial and operations data are being input into a data table to begin developing performance trends and causal factors. Recent activities by the operators to improve efficiencies are also being reviewed. Preliminary financial condition profiles are being developed for each transit operator. The profiles will identify financial and operating performance measures and trends for the past three years. Division of operations cost among various expenditure categories such as labor, fuel, and maintenance will be conducted to further explain cost trends. A revenue analysis is also being undertaken to review relative stability of funding public transit. In addition, a survey of cost containment strategies employed by the operators is underway. Meetings with the operators are being scheduled and conducted to discuss the financial profiles and to seek additional input. The Study is scheduled to be concluded in November and presented to the STA Board in December 2012.

### 3. Coordinated Short Range Transit Plan (SRTP)

Description: Metropolitan Transportation Commission (MTC) awarded Solano Transportation Authority \$140,000 to prepare a Coordinated Short Range Transit Plan (SRTP) for Solano County. The transit operators that will be included in this Plan are Solano County Transit (SolTrans), Fairfield and Suisun Transit (FAST), Vacaville City Coach, Dixon Read-Ride, Rio Vista Delta Breeze, and the County of Solano. The Plan will include a dedicated subsection for each transit operator covering their requirements of the SRTP.

#### *Enhanced Coordination*

MTC staff has requested the Coordinated SRTP address five specific areas of coordination:

1. Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
2. Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit; (to be conducted in the Mobility Management Plan)
3. Enhanced Transit Coordination of Capitol Planning;
4. Enhanced Coordination of Transit Service Planning; and
5. Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.

#### A. Local SRTP Updates

##### *Transit Operators Recommendation Areas*

1. *Dixon*
  - a. Assess service option to convert Read-Ride to some fixed route service.
2. *Fairfield*
  - a. Growth and no growth scenarios with regards to service planning
  - b. Title VI analysis of current transit system at the time of the SRTP
  - c. Public Participation Plan
3. *SolTrans*
  - a. Review the recent service changes implemented July 2012
  - b. Assess the potential for claiming for capital replacement for SolanoExpress in various Solano UZAs.
4. *Rio Vista*
  - a. Analyze the potential consolidation of Rio Vista Delta Breeze with SolTrans

Status: The consultant firm, ARUP, has been selected and the agreement has been executed. Consultant and Project Manager are in the process of scheduling meetings with each transit operators to discuss their updated local SRTPs.

#### B. I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study

Description: Updating the Transit Corridor Plans will provide guidance and coordination for future investments. Specifically, SolanoExpress bus and integration into the planned Express Lanes and Freeway Performance Initiative on I-80 and I-680. The Transit Corridor Study will not only address transit services, but also update the facilities and connections needed to support these services into the future.

Status: This study is also a component of the Coordinated SRTP.

#### **4. Mobility Management Plan**

Description: The Mobility Management Plan will analyze how to address Mobility Needs for People with Disabilities in Solano County in a cost effective manner. Some of the areas of analysis will include the Intercity Taxi Scrip Program, non-profit partnerships, a program that assists paratransit users that are able to transfer to fixed route, and older driver workshops. The specific analysis will be consistent with the recommendations contained in the Solano Transportation Study for Seniors and People with Disabilities adopted by the STA Board in December 2011. This plan will include analyzing separate and joint contracts for Countywide Eligibility Determination of ADA Paratransit as recommended by Metropolitan Transportation Commission.

Status: The development of Solano's first Mobility Management Plan is underway. Innovative Paradigms initiated work on this project in late July. The Mobility Management Plan was identified as a high priority in the 2011 Solano Senior and People with Disabilities Study. The Mobility Management Plan will also address the transportation needs of the low-income population which have been identified through the multiple Community Based Transportation Plans (CBTPs) completed in Solano County. The Plan will create implementation plans and complete tasks for four other high priority projects: 1) Call Center and gather information for website from public, private and non-profit transportation resources for seniors, people with disabilities and the low-income population; 2) Travel Training Program Options; 3) Countywide ADA Eligibility Process; 4) Older Driver Safety Programs and Mobility Workshops. During this effort, there will also be a review of Mobility Management plans in comparable locations and at least two examples included in the plan. Coordination with transit operators throughout the process will be key. Interviews with a wide range of public, private, and non-profit transportation partners have been completed. The project has been presented to the Solano Seniors and People with Disabilities Committee and Senior Coalition and will be presented to the Paratransit Coordination Council (PCC) for input. To date, the groups have been supportive of the direction of the plan elements with particular interest in the Travel Training component. It will be presented to the STA Board in October for input. Draft documents will be presented to these groups in October/November. A final report is scheduled to be completed by December 2012. With a potential presentation to the Seniors and People with Disabilities Advisory Committee in January 2013 and the STA Board in February 2013.

#### **Recommendation:**

Informational.

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DATE: October 1, 2012  
TO: STA Board  
FROM: Susan Furtado, Accounting & Administrative Services Manager  
RE: Fiscal Year (FY) 2011-12 Abandoned Vehicle Abatement (AVA) Program  
Third and Fourth Quarter Report

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**Background:**

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administrative duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

Since April 1991, the STA has acted as the Solano County Service Authority for the AVA Program. The California VC Section 9250.7(g) authorizes the continuation of the service fee for each Service Authority to be extended in increments of up to 10 years. In August 2012, STA adopted a resolution for the continuation of the program through April 2022, and subsequently each member agencies, including the City of Rio Vista, which joined the program last year, issued resolution for the continuation of the program for another ten (10) years and approved the STA as the Service Authority.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville, City of Vallejo, and County of Solano.

**Discussion:**

For the Third and Fourth Quarter, STA received the allocation from the State Controller's Office the total amount of \$186,389 and has deducted \$5,592 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Third and Fourth Quarter the total amount of \$140,021. The remaining AVA fund balance after the fourth quarter (June 30, 2012) disbursement to the member agencies is \$196,092. This amount is carried over into FY 2012-13 and is available for disbursement to member agencies utilizing the funding formula.

Attachment A is a matrix summarizing the AVA Program activities through the Fourth Quarter FY 2011-12 and is compared to the total FY 2010-11 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program. This matrix shows an increase in vehicle abatement activities by the City of Dixon (112%, increase from 90 to 101) and City of Fairfield (285%, increase from 391 to 1,114) and for the overall Solano County AVA Program (105%) compared to the FY 2010-11.

**Fiscal Impact:**

None

**Recommendation:**

Informational.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2011-12 and FY 2010-11

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for  
FY 2011-12 and FY 2010-11**

Member Agency	FY 2011-12				FY 2010-11		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	26	\$7,633	\$294	79%	33	\$7,673	\$233
City of Dixon	101	\$7,361	\$73	112%	90	\$3,782	\$42
City of Fairfield	1,114	\$26,067	\$23	285%	391	\$39,417	\$101
City of Rio Vista	0	\$0	\$0	0%	0	\$0	\$0
City of Suisun	121	\$47,920	\$396	82%	147	\$51,040	\$347
City of Vacaville	117	\$50,263	\$430	91%	129	\$55,358	\$429
City of Vallejo	1,314	\$142,619	\$109	74%	1,766	\$133,811	\$76
Solano County Unincorporated area	56	\$8,021	\$143	36%	154	\$12,627	\$82
<b>Total</b>	<b>2,849</b>	<b>\$289,884</b>	<b>\$102</b>	<b>105%</b>	<b>2,710</b>	<b>\$303,708</b>	<b>\$112</b>

The remaining AVA fund balance carried over into FY 2012-13 is \$196,092 and is available for disbursement to member agencies utilizing the funding formula.



DATE: October 1, 2012  
 TO: STA Board  
 FROM: Sara Woo, Associate Planner  
 RE: Funding Opportunities

**Discussion:**

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
<b>Regional<sup>1</sup></b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$20 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$5,000</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
<b>State</b>			
	Environmental Enhancement and Mitigation Program*	<b>\$10 Million</b>	January 4, 2013
<b>Federal</b>			
5.	N/A	N/A	N/A

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

<sup>1</sup> Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Local Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$20 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor  STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Meri Miles ARB (916) 322-6370 <a href="mailto:mmiles@arb.ca.gov">mmiles@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm">http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>

\*New Funding Opportunity

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

<sup>1</sup> Local includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

State Grants						
Environmental Enhancement and Mitigation Program (EEMP)*	Natural Resources Agency <b>(916) 653-2812</b> <a href="mailto:eemcoordinator@resources.ca.gov">eemcoordinator@resources.ca.gov</a> <a href="http://resources.ca.gov">resources.ca.gov</a>	Due On <b>01/04/13</b>	Approx. <b>\$10M</b> statewide	Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility. (CA Constitution, Art.XIX, Sec.1)	N/A	<p>Eligible Project Categories:</p> <p><b>Highway Landscaping and Urban Forestry Projects</b> are designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants.</p> <p><b>Resource Lands</b> -- Projects for the acquisition, restoration, or enhancement of resource lands (watersheds, wildlife habitat, wetlands, forests, or other significant natural areas) to mitigate the loss of or detriment to such lands within or near the right of way for transportation improvements.</p> <p><b>Roadside Recreation Projects</b> provide for the acquisition and/or development of roadside recreational opportunities.</p> <p><b>Mitigation Projects Beyond the Scope of the Lead Agency</b> responsible for assessing the environmental impact of the proposed transportation improvement.</p> <p><a href="http://resources.ca.gov/eem/">http://resources.ca.gov/eem/</a></p>
Federal Grants						
N/A						



DATE: October 1, 2012  
TO: STA Board  
FROM: Johanna Masiolat, Clerk of the Board  
RE: STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012

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**Discussion:**

Attached is the STA Board and Advisory meeting schedule for Calendar Year 2012.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for Calendar Year 2012



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2012**

<b>SUMMARY:</b>	
STA Board:	Meets 2 <sup>nd</sup> Wednesday of Every Month
Consortium/TAC:	Meets <i>Last</i> Wednesday of Every Month
BAC:	Meets 1 <sup>st</sup> Thursday of every <i>Odd</i> Month
PAC:	Meets 3 <sup>rd</sup> Thursday of every <i>Even</i> Month
PCC:	Meets 3 <sup>rd</sup> Thursday of every <i>Odd</i> Month
SR2S-AC	Meets Quarterly (Begins Feb.) on the 3 <sup>rd</sup> Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., October 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Thurs., October 25	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., October 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 14	6:00 p.m.	STA's 15 <sup>th</sup> Annual Awards	TBD – Dixon	Confirmed
Thurs., November 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Wed., November 21	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Wed., November 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., December 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative