Solano Transportation Authority

STA BOARD MEETING AGENDA
6:00 p.m., Regular Meeting
Wednesday, February 13, 2013
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. **Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

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

ITEM	BOARD/STAFF PERSON
I. CALL TO ORDER/PLEDGE OF ALLEGIANCE (6:00 – 6:05 p.m.)	Chair Hardy
II. CONFIRM QUORUM/ STATEMENT OF CONFLICT An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.	Chair Hardy

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STA BOARD MEMBERS

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

STA BOARD ALTERNATES

Dilenna Harris (Pending)	Hermie Sunga (Pending)	Alan Schwartzman	Dane Besneatte (Pending)	Rick Vaccaro	Constance Boulware (Pending)	Mike Hudson	Erin Hannigan (Pending)

The complete STA Board Meeting Packet is available on STA's Website at www.sta.ca.gov

III. APPROVAL OF AGENDA

IV. SWEARING-IN OF NEW STA BOARD MEMBER/ BOARD ALTERNATES — Johanna Masiclat

- **Dane Besneatte**
  Alternate Board Member representing the City of Dixon
- **Constance Boulware**
  Alternate Board Member representing the City of Rio Vista
- **Erin Hannigan**
  Alternate Board Member representing the County of Solano
- **Dilenna Harris**
  Alternate Board Member representing the City of Vacaville
- **Hermie Sunga**
  Alternate Board Member representing the City of Vallejo

V. OPPORTUNITY FOR PUBLIC COMMENT
(6:05 – 6:10 p.m.)

VI. EXECUTIVE DIRECTOR'S REPORT – Pg. 7 — Daryl K. Halls
(6:10 – 6:15 p.m.)

VII. COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA
(6:15 – 6:45 p.m.)

A. Status of Priority Highway Projects — Janet Adams
1. **SR 12 Jameson Canyon**
2. **Cordelia Truck Scales**
3. **I-80/I-680/SR 12**

B. Directors Report — Robert Macaulay
1. **Planning** — Janet Adams
2. **Projects** — Liz Niedziela/Judy Leaks
3. **Transit/Rideshare**

VIII. CONSENT CALENDAR
Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:45 - 6:50 p.m.)

A. Minutes of the STA Board Meeting of January 9, 2013 — Johanna Masiclat
Recommendation:
Approve STA Board Meeting Minutes of January 9, 2013.
Pg. 13

B. Minutes of the STA Board Special Meeting of January 30, 2013 — Johanna Masiclat
Recommendation:
Approve STA Board Meeting Minutes of January 30, 2013.
Pg. 21

C. Draft Minutes of the TAC Meeting of January 30, 2013 — Johanna Masiclat

Recommendation:
Approve Draft TAC Meeting Minutes of January 30, 2013.
Pg. 29

D. Fiscal Year (FY) 2012-13 Second Quarter Budget Report — Susan Furtado

Recommendation:
Receive and file.
Pg. 35

E. Proposition 1B Allocation for Replacement of 3 SolanoExpress Buses — Liz Niedziela

Recommendation:
Approve the following:

1. Allocation of $2,360,202 of Prop. 1B-PTMISEA funds to SolTrans and allocation of $581,467 of STAF as the local match to purchase three (3) intercity buses for SolanoExpress;
2. Designate two (2) SolanoExpress buses to Fairfield and Suisun Transit (FAST);
3. Designate one (1) SolanoExpress bus to Solano County Transit (SolTrans); and
4. Specify three (3) SolanoExpress buses for services on Routes, 30, 78, or 90 per agreement between STA and FAST and STA and SolTrans.

Pg. 39

F. Dixon West B Street Pedestrian Undercrossing Construction Advertisement — Janet Adams, Alan Glen

Recommendation:
Approve the following authorizing the Executive Director to:

1. Advertise the project for construction, once the final funding authorization is obtained from Caltrans; and
2. Award the construction contract to the lowest responsive bidder contingent on the bids being within the authorized funding limit.

Pg. 43

G. Status of Marketing Plan for SolanoExpress and SNCI Program — Jayne Bauer

Recommendation:
Authorize the STA Board Chair to appoint a SolanoExpress Marketing Sub-Committee.
Pg. 47

H. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) and Funding Opportunities — Liz Niedziela

Recommendation:
Forward a recommendation to the STA Board to approve the Federal Section 5311 Allocation for Solano County for FY 2012-13 as shown in Attachment B.
Pg. 51

The complete STA Board Meeting Packet is available on STA's Website at www.sta.ca.gov

IX. ACTION FINANCIAL ITEMS

A. Authorize Implementation of a Regional Measure 2 (RM 2) Project Implementation and Funding Strategy with the City of Vallejo for Vallejo Station, Curtola Park and Ride, and I-80 Express Lanes Projects — Janet Adams

Recommendation:
Authorize a funding shift of RM 2 funds from RM 2 Project No. 6 and to I-80 Express Lanes, subject to approval by the City of Vallejo, with priority given to:

1. Vallejo Station Post Office Relocation;
2. Vallejo Station Surface Lot Improvements;
3. Vallejo Curtola Transit Center Phase 1 Project, and
4. I-80 Express Lanes in Vallejo

(6:30 – 6:35 p.m.)
Pg. 69

X. ACTION NON-FINANCIAL ITEMS

A. Legislative Update — Jayne Bauer

Recommendation:
Adopt the following positions on legislative bills:

1. SCA 4 (Liu) – Support
2. SCA 8 (Corbett) - Support

(6:35 – 6:40 p.m.)
Pg. 71

B. Status of State Route (SR) 12 East Safety Project — Robert Macaulay

Recommendation:
Approve the following:

1. Authorize the Chair to forward a letter to the CTC supporting approval of the Caltrans Right of Necessity (RON) for the SR 12 East Safety Project; and
2. Authorize the STA to work with Caltrans, the City of Rio Vista and the County of Solano to identify a viable solution to the access and safety issues that have been identified.

(6:40 – 6:50 p.m.)
Pg. 97

C. OneBayArea Grant (OBAG) Candidate Projects Assessment and Funding Eligibility — Sam Shelton

Recommendation:
Approve the OneBayArea Grant (OBAG) Candidate Projects Assessment results as shown in Attachment E.
(6:50 – 7:05 p.m.)
Pg. 119

D. Discussion of Agenda Topics for STA Board Retreat/Workshop — Daryl Halls

Recommendation:
Approve the draft meeting agenda for the STA Board Workshop of March 13, 2013 as shown in Attachment C.
(7:05 – 7:20 p.m.)
Pg. 137

XI. INFORMATIONAL –DISCUSSION NECESSARY

A. Senate Bill (SB) 1339 – Regional Commuter Benefit — Judy Leaks
(7:20 – 7:25 p.m.)
Pg. 151

NO DISCUSSION NECESSARY

B. Status of Priority Development Area (PDA) Assessments and Investment Strategy — Robert Guerrero
Pg. 153

C Development of Solano County Priority Conservation Areas (PCA) Pilot and Investment Strategy — Robert Guerrero
Pg. 157

D. Solano County Annual Pothole Report Development Update — Jessica McCabe
Pg. 161

E. Proposed Solano Community College Transportation Fee Program — Judy Leaks
Pg. 177

F. Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Priority Projects Review — Sara Woo
Pg. 179

G. Funding Opportunities Summary — Sara Woo
Pg. 191

H. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013 — Johanna Masiclat
Pg. 197

XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

A STA Board Workshop from 1:00 – 5:00 p.m. will be held at the Clubhouse, Rancho Solano Country Club, 3250 Rancho Solano Pkwy. in Fairfield prior to the regularly scheduled meeting of the STA Board at 6:00 p.m., Wednesday, March 13, 2013, Suisun Council Chambers.

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MEMORANDUM

DATE: February 6, 2013
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – February 2013

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.

Five New STA Board Alternates *
Five new Board Alternates are scheduled to be sworn in at the February 13, 2013 Board meeting. The new Alternates are Dane Besneatte, City of Dixon, Constance Boulware, City of Rio Vista, Erin Hannigan, County of Solano, Dilenna Harris, City of Vacaville, and Hermie Sunga, City of Vallejo.

STA Board Members Head to Sacramento to Discuss Prospects for State Funding for Transportation *
STA is scheduled to visit Sacramento on February 13th to meet with the members of Solano County State Legislative delegation, Caltrans, and the California Transportation Commission (CTC). An update will be provided at the Board meeting.

I-80/I-680/State Route (SR) 12 Interchange Project Update*
STA continues to work with Caltrans to advance the next phase of the I-80/I-680/SR 12 Interchange into construction. With the Board's approval on January 30th of the Resolution of Necessity (RON), STA is continuing to work with the affected property owners to work out amicable agreements. A status report will be provided at the meeting under separate cover. On February 5th, the Benicia City Council approved an agreement to have their waterline relocated by the project as they continue to work with Caltrans regarding liability for covering the cost of the relocation. STA is working with Caltrans to obtain overall project consistency determination from the Bay Conservation and Development Commission (BCDC) and the Army Corps of Engineers. The project is still on a tight timeframe for a construction allocation vote for the next phase of this interchange project at the CTC meeting in May 2013. Construction of the next phase of the project is scheduled to begin in late 2013. Staff will provide an update at the meeting.

State Route 12 East Project Vote Delayed by California Transportation Commission (CTC) *

On January 8, 2013, the California Transportation Commission (CTC) opted to postpone its Resolution of Necessity hearing for the final property needed by Caltrans to begin construction of the SR 12 East Project and instructed Caltrans work with the property owner, Robert Cattey, to identify potential alternatives to address his concerns. This project is the last of a series of projects funded by State Highway Operation and Protection Program (SHOPP) funds programmed in 1998. The project was delayed at least twice due to state fiscal crisis and budget allocation delays resulting in the funding for the project being moved back to later years. Recently, delivery of the project was delayed due to the length of time it took Caltrans to complete the environmental approval process. STA staff would like to see the project move into construction as rapidly as possible and has met with staff from Caltrans and County of Solano to discuss potential alternatives. Caltrans and the County were scheduled to meet with the property owner this week. This item is scheduled to return to the CTC for their vote in early March. Recent letters from the Highway 12 Association and City of Rio Vista on the subject are included as attachment to the staff report. Staff will provide an update at the meeting.

Revised OneBayAreaGrant (OBAG) Assessments for Project Selection *

On January 9th, the STA Board instructed staff to bring back the draft assessment of OBAG candidate projects back to the STA Technical Advisory Committee (TAC) for their review and comment, based on the fact that TAC representatives from 3 of the 8 participating agencies were unable to attend. This item was discussed and review by the STA TAC at their meeting of January 30th with all eight representatives in attendance. This OBAG assessment has been modified based on their recommendations and has been brought back to the STA Board for your review and approval. The next step will be consideration of the actual OBAG funding allocation which is scheduled to be brought to the Board on March 13th.

Regional Measure (RM) 2 Fund Swap with Vallejo to Fully Fund Two Project and Initiate Express Lanes on I-80 in Vallejo *

Last month, the STA Board was provided a status update of the Curtola and Lemon Park and Ride Lot Expansion project. The past few months, STA has worked with the City of Vallejo and SolTrans to refine the scope of the project to ensure it addresses safety, transit operational issues, and provides added parking capacity. Concurrently, STA has been working with the City of Vallejo to determine the best use of the remaining funding in bridge toll funds dedicated to the second phase for the Vallejo Station Parking Structure. Based on these discussions, STA and the City of Vallejo have agreed to a fund swap that will provide adequate funds to complete the relocation of US Postal Office located on the site and the construction of a surface parking lot with remaining bridge toll funds to be dedicated to completing the funding necessary for the redesigned first phase of the Curtola project with the remainder of the funding to be dedicated to the initiation of project development for the I-80 Express Lanes segment located between the Al Zampa (formerly Carquinez Bridge) and Highway 37 in Vallejo.

Allocation of Funds for Three Solano Express Bus Purchases *

Staff is recommending the Board dedicate Proposition 1B transit funds to replacement of three SolanoExpress buses. Based on discussions with the Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans), FAST will purchase two buses and SolTrans one bus. STA has requested these purchases be specifically for buses that support either SolanoExpress Routes 30, 78 or 90 for which STA has agreements with FAST and SolTrans for the operation of these routes. STA is currently working with both operators and the members of the Intercity Transit Funding Working Group to develop a bus replacement plan for the estimated 34 buses that are needed to provide Solano Express service. With this action, 6 of the replacement vehicles would be funded by the STA with the remaining 28 buses subject of the capital replacement plan involving FAST, SolTrans, Vacaville City Coach, Dixon Readi-Ride and the County of Solano.

Dixon Pedestrian Underpass Project Prepares for Construction *

The past year, the STA entered into a partnership with the City of Dixon to deliver the Dixon Pedestrian Underpass Project with the final funding for project provided by the STA Board through an earlier programming of OneBayArea Grant funds. The project is now ready for construction with the start of construction to occur later this year.

Discussion of STA Board Workshop Agenda Topics *

The STA Board has scheduled a half day Board Workshop on March 13th focused on the three policy topics that are outlined in the staff report. At the Board meeting, staff will provide an outline of the meeting agenda and proposed presentations to help focus on the discussion on the three topics of the I-80 Corridor, Mobility Management, and Local Funding.

SNCI Forms Seven New Vanpool Starts in January

Paulette Cooper joined the STA in September of 2012 and has taken over the SNCI vanpool program. She has recently reported the formation of seven new vanpools since the beginning of this calendar year. Sixteen new vanpools have been formed since the beginning of the fiscal year with a program goal of 27 new vanpools by the end of the fiscal year. A listing of the origin and destination of these vanpools will be provided at the Board meeting.

STA Staff Update

STA has recently initiated its new Walking School Bus component of the Safe Routes to School Program. This new pilot program is funded through a $500,000 Federal Safe Routes to School grant landed by the STA in 2011. The new part-time Walking School Bus Coordinators are Karin Bloesch and Karla Valdez. Ms. Bloesch was introduced at your last Board meeting and Ms. Valdez is planning to attend this Board meeting.

Attachment:

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

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STA ACRONYMS LIST OF TRANSPORTATION TERMS

Last Updated sj: February 2012

A

ABAG	Association of Bay Area Governments
ACTC	Alameda County Transportation Commission
ADA	American Disabilities Act
AVA	Abandoned Vehicle Abatement
APDE	Advanced Project Development Element (STIP)
AQMD	Air Quality Management District
ARRA	American Recovery and Reinvestment Act

B

BAAQMD	Bay Area Air Quality Management District
BABC	Bay Area Bicycle Coalition
BAC	Bicycle Advisory Committee
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
BCDC	Bay Conservation & Development Commission
BT&H	Business, Transportation & Housing Agency

C

CAF	Clean Air Funds
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CCCC (4'Cs)	City County Coordinating Council
CCCTA (3CTA)	Central Contra Costa Transit Authority
CCJPA	Capitol Corridor Joint Powers Authority
CCTA	Contra Costa Transportation Authority
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMIA	Corridor Mobility Improvement Account
CMAQ	Congestion Mitigation & Air Quality Program
CMP	Congestion Management Plan
CNG	Compressed Natural Gas
CTC	California Transportation Commission

D

DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation

E

ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EV	Electric Vehicle

F

FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FPI	Freeway Performance Initiative
FTA	Federal Transit Administration

G

GHG	Greenhouse Gas
GIS	Geographic Information System

H

HIP	Housing Incentive Program
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle

I

ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System

J

JARC	Jobs Access Reverse Commute Program
JPA	Joint Powers Agreement

L

LATIP	Local Area Transportation Improvement Program
LEV	Low Emission Vehicle
LIFT	Low Income Flexible Transportation Program
LOS	Level of Service
LS&R	Local Streets & Roads

M

MIS	Major Investment Study
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System

N

NCTPA	Napa County Transportation & Planning Agency
NEPA	National Environmental Policy Act
NHS	National Highway System
NOP	Notice of Preparation

O

OTS	Office of Traffic Safety

P

PAC	Pedestrian Advisory Committee
PCC	Paratransit Coordinating Council
PCRP	Planning & Congestion Relief Program
PSR	Project Study Report
PDS	Project Development Support
PDA	Priority Development Area
PDT	Project Delivery Team
PDWG	Project Delivery Working Group
PMP	Pavement Management Program
PMS	Pavement Management System
PNR	Park & Ride
PPM	Planning, Programming & Monitoring
PPP (P3)	Public Private Partnership
PS&E	Plans, Specifications & Estimate
PSR	Project Study Report
PTA	Public Transportation Account
PTAC	Partnership Technical Advisory Committee (MTC)

R

RABA	Revenue Alignment Budget Authority
RBWG	Regional Bicycle Working Group
RFP	Request for Proposal
RFQ	Request for Qualification
RM 2	Regional Measure 2 (Bridge Toll)
RPC	Regional Pedestrian Committee
RRP	Regional Rideshare Program
RTEP	Regional Transit Expansion Policy
RTIF	Regional Transportation Impact Fee
RTP	Regional Transportation Plan
RTIP	Regional Transportation Improvement Program
RTPA	Regional Transportation Planning Agency

S

SACOG	Sacramento Area Council of Governments
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users

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
T	
TAC	Technical Advisory Committee
TAM	Transportation of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement Program
TEA-21	Transportation Efficiency Act for the 21st 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
U, V, W, Y, & Z	
UZA	Urbanized Area
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle

SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
January 9, 2013

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
	Steve Hardy, Vice-Chair	City of Vacaville
	Elizabeth Patterson	City of Benicia
	Harry Price	City of Fairfield
	Norman Richardson	City of Rio Vista
	Osby Davis,	City of Vallejo
	Pete Sanchez	City of Suisun City
	Jim Spering	County of Solano
MEMBERS ABSENT:	None.	
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/Office Manager
	Jayne Bauer	Legislative & Marketing Program Manager
	Susan Furtado	Accounting & Administrative Svc. Manager
	Liz Niedziela	Transit Manager
	Judy Leaks	Program Manager
	Robert Guerrero	Senior Planner
	Sofia Recalde	Mobility Management Program Coordinator
	Sam Shelton	Project Manager
	Sara Woo	Associate Planner
	Sheila Jones	Administrative Assistant
	Karin Bloesch	SR2S Program Coordinator

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

Geoff Adams	Stantec-SF
Mona Babauta	SolTrans
Morrie Barr	City of Dixon
Michael Cowen	KPMG
David Espinoza	City of Vallejo
Bill Emlen	Solano County
Mike Hudson	City of Suisun City Councilmember and STA Alternate Board Member
Dan Kasperson	City of Suisun City
Liam Kelly	KPMG
Joe Leach	City of Dixon
Wayne Lewis	City of Fairfield
Jim McElroy	McElroy Consulting
Brian McLean	Vacaville City Coach
Susan Lent	Akin Gump
Zephyr Mosley	Benicia Resident
Mike Roberts	City of Benicia
Alvina Sheeley	Member of the Public
Michael Tran	KPMG
Matt Tuggle	Solano County

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 Patterson, and a second by Board Member Price, the STA Board approved the agenda to include the changes noted below in ***~~strikethrough~~ bold italics*** to the recommendation on Agenda Item VIII.A, Curtola and Lemon Park and Ride Regional Measure 2 (RM 2) Agreements and Allocation Request.

Recommendation:
Approve an Initial Project Request (IPR) for the Curtola and Lemon Park and Ride Facility Phase 1A, as shown in ***Attachment D ~~E~~***, authorizing SolTrans to request an allocation of Regional Measure 2 (RM 2) funds from the Metropolitan Transportation Commission (MTC), contingent upon SolTrans and the City of Vallejo entering into a funding agreement for the design phase of the Curtola and Lemon Park and Ride Facility.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- STA's Federal Update for 2013
- I-80/I-680/SR 12 Interchange Project Update
- OneBayArea Grant (OBAG) Criteria for Project Selection and Additional Funds for Local Streets and Roads

- Curtola and Lemon Park and Ride Project Status
- STA's Safe Routes to School Program Update
- Appointment of 2013 STA Chair and Vice-Chair
- STA Board Workshop Proposed
- STA Staff Update

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

MTC Report:
Board Member and MTC Commissioner Spering reported that at an earlier meeting, MTC's Programming and Allocation Committee discussed their proposal to hold 50% of the Fiscal Year 2014 Federal Transit Assistance 5307 funds in reserve from Solano County's three largest Transit Operators until the completion of the Solano County Short Range Transit Plan (SRTP) which is developing a funding plan for replacement of Solano County's intercity fleet.

Board Member Spering added that a meeting between MTC and STA staff and Solano County's three largest transit operators has been scheduled for January 17, 2013 to further discuss the proposal.

Caltrans Report:
None presented.

STA Reports:

A. **Federal Legislative Update**
   Presented by Susan Lent, Akin Gump
B. **Presentation: Public-Private Partnership (P3) Feasibility Study**
   Presented by KPMG Consultants
C. **Presentation: 2012 Year In Review**
   Presented by Chair Batchelor
D. **Presentation: I-80/I-680/SR 12 Interchange Project**
   Presented by Janet Adams
E. **Directors Report**
   1. **Planning**
   2. **Projects**
   3. **Transit/Rideshare**

VII. CONSENT CALENDAR

On a motion by Vice Chair Hardy, and a second by Board Member Price, the STA Board approved Consent Calendar Items A through E.

A. Minutes of the STA Board Meeting of December 12, 2012
Recommendation:
Approve STA Board Meeting Minutes of December 12, 2012.

B. Draft Minutes of the TAC Meeting of January 2, 2013
Recommendation:
Approve Draft TAC Meeting Minutes of January 2, 2013.

C. STA's 2013 Legislative Priorities and Platform

Recommendation:
Approve revisions to the STA's 2013 Legislative Priorities Platform as shown in Attachment A (changes shown in italics and underlined).

D. Project Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex

Recommendation:
Authorize the Executive Director to:

1. Issue an RFP to secure Project Management Services for the I-80/I-680/SR 12 Interchange Complex, including the Suisun Valley Watershed Study; and
2. Enter into an agreement with a consultant for Project Management Services for an amount not-to-exceed $290,000 for a 2-year term with an option for a two-year extension.

E. I-80/I-680/State Route (SR) 12 Westbound (WB) I-80 to SR12 (West) Connector and Green Valley Road Interchange Improvements Project Utility Agreements

Recommendation:
Authorize the Executive Director to finalize and execute the attached utility relocation agreements between STA and utility owners (PG&E, AT&T, cities of Benicia, Fairfield, and Vallejo) for a total not-to-exceed amount of $15,000,000.

VIII. ACTION – FINANCIAL ITEMS

A. Curtola and Lemon Park and Ride Regional Measure 2 (RM 2) Agreements and Allocation Request

Jim Elroy, SolTrans Project Manager, presented the Vallejo Curtola Parking and Transit Center. He noted staff's recommendation for the Board to approve the revised Initial Project Report (IPR), authorizing SolTrans to request an allocation of Regional Measure 2 (RM 2) funds, contingent on the approval of a funding agreement between SolTrans and the City of Vallejo for the design phase of the Curtola project.

Public Comments:
None presented.

Board Comments:
None presented.

Recommendation:
Approve an Initial Project Request (IPR) for the Curtola and Lemon Park and Ride Facility Phase 1A, as shown in Attachment D, authorizing SolTrans to request an allocation of Regional Measure 2 (RM 2) funds from the Metropolitan Transportation Commission (MTC), contingent upon SolTrans and the City of Vallejo entering into a funding agreement for the design phase of the Curtola and Lemon Park and Ride Facility.

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

B. OneBayArea Grant (OBAG) Candidate Projects Assessment and Funding Eligibility

Sam Shelton provided the initial draft assessment of the OBAG candidate projects based on the Board's adopted criteria. He also provided a funding matrix which identifies the funding options, outside of OBAG, for each of the OBAG candidate projects. He indicated that the next step in the process is for staff to develop a draft funding recommendation for STA Board consideration in February.

At the request of Board Member Patterson, this item will be referred back to the STA's Technical Advisory Committee (TAC) so the assessment can be reviewed by the members of the TAC that were absent prior to the STA Board taking final action. By consensus, the STA Board approved to continue this item to the next regular STA Board meeting scheduled on February 13, 2013.

IX. ACTION – NON-FINANCIAL ITEMS

A. Safe Routes to School (SR2S) Program Update

Danelle Carey presented a status update of the STA's Safe Routes to School (SR2S) Program. She requested the STA Board to authorize STA to sponsor a Countywide Safe Routes to School Summit in May of 2013 to provide a forum for the update of the Countywide SR2S Plan, release of the SR2S Mapping Project, and start up of the new Solano Walking School Pilot Program.

Public Comments:
None presented.

Board Comments:
None presented.

Recommendation:
Authorize STA to organize a Solano County Safe Routes to School Summit in May 2013.

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

B. Solano County Transit (SolTrans) Joint Powers Agreement (JPA) – Appointment of STA Ex-Officio Board Member

Daryl Halls cited that the SolTrans governing board is comprised of five voting directors, two voting directors from each member agency other than STA plus the Solano County representative to the Metropolitan Transportation Commission (MTC), and one ex-officio, non-voting director appointed by the STA. He noted that each director serves a two-year term and may serve any number of terms consistent with the appointment process of the director's appointing governing body.

City of Fairfield Mayor Harry Price was the first ex-officio Board Member appointed by the STA Board in December 2010 and his term expires this month. Bernadette Curry recommended the appointee be from outside of Benicia or Vallejo to help provide a more countywide perspective to SolTrans.

Public Comments:
None presented.

Board Comments:
None presented.

Recommendation:
Appoint a STA Board Member to the Solano County Transit (SolTrans) JPA Board as an Ex-Officio member for a two-year term expiring December 2014.

On a motion by Board Member Spering, and a second by Board Member Price, the STA Board appointed Board Member Sanchez to the Solano County Transit (SolTrans) JPA as an Ex-Officio member for a two-year term.

C. Selection of 2012 STA Chair and Vice Chair

Daryl Halls cited that consistent with STA's Joint Powers Authority (JPA), the STA Board selects its Board Chair and Vice-Chair for 2013. Following the selection, the newly appointed Board Chair will be asked to designate members of the Board to serve on the 2013 Executive Committee.

Recommendation:
Approve the following:

1. Selection of the STA Chair for 2013 commencing with the STA Board Meeting of February 13, 2013;
2. Selection of the STA Vice-Chair for 2013 commencing with the STA Board Meeting of February 13, 2013; and
3. Request the new Chair designate the STA Executive Committee for 2013.

On a motion by Board Member Spering, and Board Member Price, the STA Board unanimously approved the selection of Steve Hardy (City of Vacaville) as Chair.

On a motion by Board Member Spering, and Board Member Price, the STA Board unanimously approved the selection of Osby Davis (City of Vallejo) as Vice-Chair.

D. STA Board Retreat/Workshop to Discuss Forthcoming Policy Issues

Daryl Halls commented the current STA Board Executive Committee has recommended the Board schedule a half-day Board Retreat/Workshop on March 13th focused on the three policy topics: 1.) The I-80 Corridor – specifically System Management and Operational Improvements; 2.) Mobility Management Plan and Program; and 3.) Discussion of Local Funding Sources.

Public Comments:
None presented.

Board Comments:
None presented.

Recommendation:
Approve the following:

1. Schedule a special STA Board Retreat for March 13, 2013 at 12 noon to 5:00 p.m.; and
2. Request STA staff develop a draft meeting agenda for consideration by the STA Board at the meeting of February 13, 20013.

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

X. INFORMATIONAL – NO DISCUSSION

A. Regional Transportation Impact Fee (RTIF) Update

B. Fiscal Year (FY) 2012-13 Abandoned Vehicle Abatement (AVA) Program First Quarter Report

C. Senate Bill (SB) 1339 – Regional Commuter Benefit

D. Energy Chapter Climate Action Plan (ECCAP) Update

E. Public-Private Partnership (P3) Feasibility Study Update

F. Local Project Delivery Update

G. Funding Opportunities Summary

H. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013

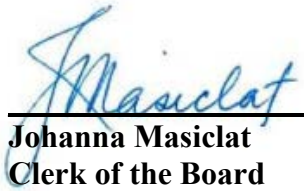
XI. BOARD MEMBER COMMENTS

XII. ADJOURNMENT

The meeting was adjourned at 7:50 p.m.

The next meeting of the **STA Board is a Special Board Meeting for the I-680/I-680/SR 12 Interchange Project** is scheduled at 4:00 p.m., Wednesday, January 30, 2013 at Suisun City Hall. The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, February 13, 2013, Suisun City Hall Council Chambers.**

Attested by:



/January 30, 2013

Johanna Masiclat **Date**
Clerk of the Board

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SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Special Meeting of
January 30, 2013

I. CALL TO ORDER

Chairman Hardy called the regular meeting to order at 4:10 p.m. A quorum was confirmed.

MEMBERS PRESENT:	Steve Hardy, Chair	City of Vacaville
	Osby Davis, Vice-Chair	City of Vallejo
	Elizabeth Patterson	City of Benicia
	Jack Batchelor, Jr.	City of Dixon
	Harry Price	City of Fairfield
	Norman Richardson	City of Rio Vista
	Pete Sanchez	City of Suisun City
	Jim Spering	County of Solano
MEMBERS ABSENT:	None.	
STAFF PRESENT:	Daryl K. Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Janet Adams	Deputy Executive Director/Director of Projects
	Johann Masiclat	Clerk of the Board/Office Manager
	Sheila Jones	Administrative Assistant
ALSO PRESENT:	***In Alphabetical Order by Last Name:***	
	Matt Brogan	Mark Thomas & Co.
	Lisa Chavez	District Representative for Senator Wolk
	Madilynn Cudney	R&D Transportation & Mobility Management Partners
	Dale Dennis	PDM Group, Inc.
	Woody Darnelle	Super Store
	Barry Eberling	Daily Republic
	Bill Emlen	County of Solano
	Nicolas Endrawos	Caltrans
	George Gwynn,Jr.	Suisun City Resident
	Wayne Lewis	City of Fairfield
	Kevin Lally	Greenan, Peffer, Sallander & Lally LLP
	Ann Maher	Member of the Public
	John Mangels	Mangels Ranch
	Beth Perrill	Caltrans
	Brandon Thomson	District Representative for Congressman Garamendi

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 Batchelor, and a second by Board Member Price, the STA Board approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn, Jr. commented on the need to adhere to the Brown Act and issues associated with the Fairfield-Suisun Sewer District.

V. EXECUTIVE DIRECTOR'S REPORT

None presented.

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

MTC Report:
None presented.

Caltrans Report:
None presented.

STA Reports:
None presented.

VII. CONSENT CALENDAR

On a motion by Board Member Patterson, and a second by Board Member Batchelor, the STA Board approved Consent Calendar Item A.

A. Local Preference Policy Goal for I-80/I-680/SR 12 Interchange Complex Project Manager Contract

Recommendation:
Approve the STA Local Preference Policy Goal of 2% for the I-80/I-680/SR 12 Interchange Complex Project Manager Contract.

VIII. ACTION – FINANCIAL ITEMS

A. None.

IX. ACTION – NON-FINANCIAL ITEMS

A. Conduct Public Hearings and Adopt Resolutions of Necessity to Acquire Property by Eminent Domain, if necessary, for the Westbound I-80 to State Route 12 (West) Connector and Green Valley Road Interchange Improvements Project (Initial Construction Package)

Janet Adams presented the Initial Construction Package (Alternative C, Phase 1) of the WB I-80 to SR 12 (West) Connector and Green Valley Interchange which will construct a two-lane WB I-80 to WB SR 12 Connector, with a grade separation over the new WB I-80 Green Valley Road Interchange. She provided an overview of each of the project parcel locations.

Janet Adams also cited that compensation for the property is not an issue that should be considered at today's hearings. She added that despite proceeding with condemnation process, staff will continue their efforts to try to reach amicable agreement with all of the property owners. All property acquired for the project will be transferred to Caltrans.

In addition, Ms. Adams announced that 2 property owners and the STA have reached an agreement, therefore, she requested that the STA Board remove from the recommendation the Resolution of Necessity No. 2013-02.a, 02.b, 02.c (Dittmer) and Resolution of Necessity No. 2013-03 (PEM Green Valley).

Bernadette Curry outlined the proceeding process for the acquisition of property from the remaining 8 private property owners through the eminent domain process.

She cited that in order to construct the project on schedule, it is necessary to obtain the needed property interests from the property owners by means of condemnation. She added that the adoption of the Resolutions of Necessity will allow the condemnation process to proceed.

She also noted that it is recommended that the STA Board hold public hearings regarding the proposed condemnation actions. The affected property owners have been notified of the content, time and place of the public hearing as required by law. The scope of the public hearings, in accordance with Section 1245.235(c) and of the California Code of Civil Procedure Sections, should be limited to the following findings:

(a) The public interest and necessity require the Project.
(b) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
(c) The property sought to be acquired is necessary for the Project.
(d) That the offer required by section 7267.2 of the Government Code has been made to the owner or owners of record.

Recommendation:
Conduct a separate public hearing and adopt a separate Resolution of Necessity to acquire by eminent domain, if necessary, each of the following properties needed for the WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements Project (Initial Construction Package) as specified in Attachment B.

At this time, Chairman Hardy opened the Public Hearings as follows:

Resolution of Necessity No. 2013-01 (Mangels)
Chairman Hardy opened the Public Hearing at 4:35 p.m.

John Mangels spoke on behalf of the Mangels family. He requested a 1 to 1 slope be considered instead of a 2 to 1 slope which will accommodate 2.69 acres more of their property. He stated that Caltrans deemed the rock content of the hill unstable for a 1 to 1 slope. He noted that a PG&E powerline easement running across the property would be severed from future use and an overlook site would be taken away in the process. He hopes to come to an amicable solution with STA negotiators soon to avoid legal hassles.

The Chair closed the Public Hearing at 4:39 p.m. and referred the matter to the Board for action.

Board Comments:
Mayor Davis requested clarification on the ratio.

Matt Brogan, Mark Thomas & Co., Inc., engineer on behalf of the STA, responded that investigation of the soil deemed the 1 to 1 slope not a feasible solution and the instability of the slope could bring falling rocks down on the highway causing safety issues therefore the 1 to 1 slope was not approved by Caltrans. He stated that a wall for the 1 to 1 slope was estimated to cost a half a million dollars and was not considered a feasible solution.

Mayor Patterson expressed concerns regarding unsafe slopes in general and favored the 2 to 1 slope based on safety and cost findings.

On a motion by Board Member Spering, and a second by Board Member Price, the STA Board unanimously approved the Resolution of Necessity for No. 2013-01 (Mangels).

Resolution of Necessity No. 2013-04 (Lees Pet Club)
Chairman Hardy opened the Public Hearing at: 4:44 p.m.

No testimony was provided.

The Chair closed the Public Hearing at 4:45 p.m. and referred the matter to the Board for action.

On a motion by Board Member Spering, and a second by Board Member Price, the STA Board unanimously approved the Resolution of Necessity for No. 2013-04 (Lees Pet Club).

Resolution of Necessity No. 2013-05 (Napa Tahoe Specialty)
Chairman Hardy opened the Public Hearing at: 4:46 p.m.

No testimony was provided.

The Chair closed the Public Hearing at 4:47 p.m. and referred the matter to the Board for action.

On a motion by Board Member Spering, and a second by Board Member Price, the STA Board unanimously approved the Resolution of Necessity for No. 2013-05 (Napa Tahoe Specialty).

Resolution of Necessity No. 2013-06 (IMET, LLC)
Chairman Hardy opened the Public Hearing at: 4:46 p.m.

No testimony was provided.

The Chair closed the Public Hearing at 4:47 p.m. and referred the matter to the Board for action.

On a motion by Board Member Patterson, and a second by Board Member Richardson, the STA Board unanimously approved the Resolution of Necessity for No. 2013-06 (IMET, LLC).

Resolution of Necessity No. 2013-07 (Watt/Fairfield)
Chairman Hardy opened the Public Hearing at: 4:48 p.m.

No testimony was provided.

The Chair closed the Public Hearing at 4:49 p.m. and referred the matter to the Board for action.

On a motion by Board Member Patterson, and a second by Board Member Spering, the STA Board unanimously approved the Resolution of Necessity for No. 2013-07 (Watt/Fairfield).

Resolution of Necessity No. 2013-08 (Campi)
Chairman Hardy opened the Public Hearing at: 4:50 p.m.

No testimony was provided.

The Chair closed the Public Hearing at 4:51 p.m. and referred the matter to the Board for action.

On a motion by Board Member Batchelor, and a second by Board Member Price, the STA Board unanimously approved the Resolution of Necessity for No. 2013-08 (Campi).

Resolution of Necessity No. 2013-10 (Egan)
Chairman Hardy opened the Public Hearing at: 4:52 p.m.

No testimony was provided.

The Chair closed the Public Hearing at 4:53 p.m. and referred the matter to the Board for action.

On a motion by Board Member Patterson, and a second by Board Member Spering, the STA Board unanimously approved the Resolution of Necessity for No. 2013-10 (Egan).

Resolution of Necessity No. 2013-09 (Plaza Court Properties)
At this time, Janet Adams informed the STA Board of a letter received earlier, January 30, 2013 regarding Plaza Court Properties, LLC's objection to the public hearing. She noted their request to continue the hearing to the next Board meeting allowing them time to resolve some of the outstanding concerns. They are listed as follows:

1.) The construction easement would disrupt the RV Dealership tenant significantly. Certainly there are less disruptive places where a temporary construction easement can be obtained; and
2.) The project calls for the creation of a slope wall, the engineering, safety, and engineering of which are issues of significant concern.

Public Comments:
George Gwynn, Jr. commented on eminent domain.

Mayor Patterson and Mayor Davis requested clarification on the location and length of the wall.

Matt Brogan responded that the walls would be along either side of the existing driveway location to extend out to the new location of Lopes Rd. to allow access to the driveway. He stated that the length of the wall is estimated to be 25 to 40 feet and 1.5 to 3 feet in height to minimize impacts to an existing building and avoid water drainage issues.

Chairman Hardy opened the Public Hearing at: 4:54 p.m.

Bob Karn, a civil engineer with Robert Karn and Associates spoke on behalf of Ron Barber, co- owner of the Plaza Court Properties, LLC who was unable to attend. Mr. Karn stated that an offer was made in April of 2012, followed by discussion in June, a meeting in July, and another meeting with STA in August. He stated that communication went dormant until November 2012, and in the meantime, there was an address change; therefore the notice of intent to adopt the resolution on December 13, 2012 was never received and considered untimely. He asked the Board for their consideration to allow further negotiation with the STA regarding this project in which all parties have concurred is beneficial.

Board Comments:
Mayor Davis asked staff and legal counsel to address the offer and timing issues.

Janet Adams responded that the numerous meetings were spent trying to address the design issues associated with the design as originally presented. She stated that modifications were made addressing those issues affecting the bioswales associated with the geotechnical design of the slope to make it a stable driveway.

Janet Adams noted that some revisions under settlement terms were made over the summer to minimize work done on the property which lowered the offer being made.

Mayor Davis asked legal counsel for confirmation of sufficient legal compliance throughout the process.

Bernadette Curry responded that the Notice of Intent to adopt the Resolution of Necessity letter was in accordance to civil code.

Kevin Lally, STA special legal counsel for right of way matters, stated that there is a government code that requires an offer to be made before initiation with the property owners, 7267.2 and requires an appraisal of the property rights to be acquired. He stated that an offer was made pursuant to that government code section based on those rights acquired but subsequently they were requested to reevaluate the property design and that a counter offer was never made.

Bob Karn requested that both parties sit down in good faith for discussion, and he would like to meet as early as next week to get back on schedule.

Norman Richardson commented that the letter was mailed to a good address.

Jim Spering verified with staff that access to this property was available during the time in question. He stated that he does not support delaying the funding of this project and urges counsel to add language to the resolution because he does not want to put the project in jeopardy due to miscommunications.

Bernadette Curry stated that the proceedings will be withdrawn due to amicable resolutions.

Jim Spering requested that staff make an effort to meet with the property owner as soon as possible to ensure they are heard and treated fairly.

Daryl Halls indicated staff would do so.

The Chair closed the Public Hearing at 5:20 p.m. and referred the matter to the Board for action.

Harry Price commented that he was pleased with the Board's decision.

On a motion by Board Member Jim Spering, and a second by Board Member Osby Davis, the STA Board unanimously approved the Resolution of Necessity No. 2013-09 (Plaza Court Properties).

X. INFORMATIONAL – NO DISCUSSION

A. None.

XI. BOARD MEMBER COMMENTS

Board Members Patterson and Price both complimented staff and commented that this is the way government should work on a local level.

XII. ADJOURNMENT

The meeting was adjourned at 5:27 p.m.

The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, January 9, 2013, Suisun City Hall Council Chambers.**

Attested by:

/February 6, 2013

Johanna Masiclat **Date**
Clerk of the Board

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TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
January 30, 2013

I. CALL TO ORDER

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order at approximately 1:30 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

TAC Members Present:	Mike Roberts	City of Benicia
	Joe Leach	City of Dixon
	George Hicks	City of Fairfield
	Dave Melilli	City of Rio Vista
	Kevin Moirano	City of Suisun City
	Shawn Cunningham	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Matt Tuggle	Solano County
TAC Members Absent:	Melissa Morton	City of Benicia
STA Staff Present:	***(In Alphabetical Order by Last Name)***	
	Jayne Bauer	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	Johanna Masiclat	STA
	Jessica McCabe	STA
	Sofia Recalde	STA
	Sam Shelton	STA
	Sara Woo	STA
Others Present:	***(In Alphabetical Order by Last Name)***	
	Nick Burton	Solano County
	John Degele	City of Suisun City
	Amanda Dum	City of Suisun City

II. APPROVAL OF THE AGENDA

On a motion by Dave Melilli, and a second by David Kleinschmidt, the STA TAC approved the agenda to include the following amendments made by the Consortium at their January 29, 2013 meeting:

1. Agenda Item V.B, FTA Non-Urbanized Area Program (FTA) Section 5311) and Funding Opportunities to read as follows:
   Recommendation:
   Forward a recommendation to the STA Board to approve the ***following:***
   1. Federal Section 5311 Allocation for ~~Solano County for FY 2012-13~~ ***the City of Dixon for $130,000 and the City of Rio Vista for $93,450*** ~~as specified in Attachment A~~***;*** ***and***
   2. ***STA will come back at a future meeting of the Consortium with a recommendation to allocate the remaining balance of 5311.***

2. Agenda Item V.C, Proposition 1B Allocation for Replacement of 3 SolanoExpress Buses for Route 90
   Recommendation:
   Forward a recommendation to the STA Board supporting the allocation of $2,360,202 of Prop. 1B-PTMISEA funds to SolTrans and allocation of $581,467 of STAF as the local match to purchase three (3) intercity buses for SolanoExpress ~~Route 90~~ ***and defer the decision of where the buses will be assigned to Intercity Funding Working Group scheduled to meet on February 6, 2013.***

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

None presented.

V. CONSENT CALENDAR

On a motion by David Kleinschmidt, and a second by Dave Melilli, the STA TAC approved Consent Calendar Item A through C as amended shown below in ~~strikethrough~~ ***bold italic***s.

A. Minutes of the TAC Meeting of January 2, 2013

Recommendation:
Approve TAC Meeting Minutes of January, 2013.

B. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) and Funding Opportunities

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

1. Federal Section 5311 Allocation for ~~Solano County for FY 2012-13~~ ***the City of Dixon for $130,000 and the City of Rio Vista for $93,450*** ~~as specified in Attachment A~~***;*** ***and***
2. ***STA will come back at a future meeting of the Consortium with a recommendation to allocate the remaining balance of 5311.***

C. Proposition 1B Allocation for Replacement of 3 SolanoExpress Buses for Route 90

Recommendation:

Forward a recommendation to the STA Board supporting the allocation of $2,360,202 of Prop. 1B-PTMISEA funds to SolTrans and allocation of $581,467 of STAF as the local match to purchase three (3) intercity buses for SolanoExpress ~~Route 90~~ ***and defer the decision of where the buses will be assigned to Intercity Funding Working Group scheduled to meet on February 6, 2013.***

VI. ACTION NON-FINANCIAL ITEMS

A. OneBayArea Grant (OBAG) Candidate Projects Assessment and Funding Eligibility

Sam Shelton reviewed the revised Draft OBAG Assessment Project List (dated January 17, 2013) and Development Schedule.

Based on input, several TAC members asked STA staff for technical corrections discussed since the last TAC meeting, which include the following changes:

- Suisun/Fairfield Train Station Improvements
  - Housing Share changed from No to Yes
- Intercity Service, for Non-Ambulatory Riders and Mobility Programs
  - Local Match from No to Yes
- Suisun City Lotz Way Improvements
  - MTC RTP Goals from 0 to 6
  - STA CTP Goals from 0 to 9
- Suisun City Railroad Avenue Extension Project
  - Housing Share from No to Yes
  - Local Match from No to Yes
- Rio Vista Waterfront Promenade Phase 2
  - Local Match from No to Yes

After further discussion, TAC members took action on merit-based criteria result changes for each project separately as follows:

- ***Vacaville Mason Street at Depot Street Road Diet***
  - ***Employment Center from No to Yes***

On a motion by Dave Melilli, and a second by Shawn Cunningham, the STA TAC unanimously approved the recommendation as amended shown above in ***bold italics***.

- ***Suisun City Railroad Avenue Extension project***
  - ***Benefit to number of residents from low to medium***

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

- ***Benicia First Street Pedestrian Improvements***
  - ***Benefit to number of residents from low to medium***

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

Recommendation:
Forward a recommendation to the STA Board to approve the OneBayArea Grant (OBAG) Candidate Projects Assessment results as shown in Attachment E.

By consensus, the STA TAC unanimously approved the recommendation as amended shown above in ***bold italics***.

B. Solano Comprehensive Transportation Plan (CTP) Next Steps and TAC Appointments to Three (3) CTP Committees

Robert Guerrero provided a summary of the STA's CTP status and explained that TAC appointments are requested for the Arterial, Highways and Freeways Policy Committee and the Alternative Modes Policy Committee.

At their January 29, 2012 meeting, the Consortium appointed Brian McLean to participate on the Transit Committee.

After discussion, the STA TAC made the following appointments:

1. Jim Degele from Rio Vista was appointed to participate on the Alternative Modes Committee.
2. Matt Tuggle and Shawn Cunningham were appointed to represent the TAC on the Arterials, Highways and Freeways Committee.

Recommendation:
Appoint TAC representatives to the 3 CTP Advisory Committees.

On a motion by Dave Melilli, and a second by David Kleinschmidt, the STA TAC approved the appointments as listed above.

C. Legislative Update

Jayne Bauer noted that Senate Constitutional Amendments (SCA) 4 (Authored by Senator Liu) and SCA 8(Authored by Senator Corbett) are identical measures that are aimed at lowering the voter threshold from 66% to 55% for local transportation sales tax measures. She recommended support of SCA 4 (Liu) and SCA 8 (Corbett)

Recommendation:
Forward a recommendation to the STA Board to take the following positions on legislative bills:

1. SCA 4 (Liu) – Support
2. SCA 8 (Corbett) – Support

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

D. Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Priority Projects Review

Sara Woo reviewed and listed the bicycle and pedestrian priority projects submitted for OBAG funding consideration.

Based on input, approved the recommendation to forward the priority bicycle and projects to update the Tier 1 and Tier 2 lists as shown in Attachments A and B for the STA BAC and PAC to consider with the following changes:

1. City of Benicia would like to mark Park Road bike/Pedestrian Pathway Improvements project as "Completed" and move it from the Projects Currently In Progress List to the Completed Projects List
2. City of Benicia Tier 2 bicycle project change from Park Road/Industrial Way Bicycle Route to East West Bicycle Corridor Connection
3. City of Vallejo will further define phases and project scope for Tier 2 priority project Georgia Street Corridor Bicycle Improvements (approx. 1 mile is currently under construction)
4. County of Solano will further define phases and project scope for Tier 2 priority project Putah Creek Road

In addition, the TAC will provide detailed comments for their priority projects by submission of a letter to the STA.

Recommendation:
Forward a recommendation to the STA BAC and PAC to consider the priority bicycle and pedestrian projects to update the Tier 1 and Tier 2 lists as shown in Attachments A and B.

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

VII. ACTION FINANCIAL ITEMS

A. Authorize Implementation of a RM 2 Project Implementation and Funding Strategy with the City of Vallejo for Vallejo Station, Curtola Park and Ride, and I-80 Express Lanes Projects

Sam Shelton reviewed the process of the initial shift of funds being advanced to make additional funds available to Curtola Transit Center for construction in 2013 and continue the project development process for I-80 Express Lanes through Vallejo. He added that part of the process will include approval from the City of Vallejo to shift remaining Vallejo Station funding to other RM2 projects. He also cited that STA staff is targeting a March 2013 MTC public hearing date to complete this shift.

David Kleinschmidt noted that City of Vallejo staff is committed to providing updated project cost figures prior to the STA Board meeting on February 13, 2013.

Recommendation:
Forward a recommendation to the STA Board to authorize a funding shift from RM 2 Project No. 6 and to I-80 Express Lanes, subject to approval by the City of Vallejo, with priority given to:

1. Vallejo Post Office Station Relocation;
2. Vallejo Station Surface Lot Improvements;
3. Vallejo Curtola Transit Center, and
4. I-80 Express Lanes in Vallejo

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

VIII. INFORMATIONAL - DISCUSSION

A. Priority Development Area (PDA) Investment Status
Robert Guerrero explained that Solano County will receive $1.06 million for PDA Implementation. He mentioned that this item was discussed at the Planning Director's Group earlier this month and that individual meetings are being scheduled to discuss PDA priorities with each agency. He also noted that he anticipates a PDA funding recommendation for the February TAC meeting as a result of these individual meetings.

B. Solano County Priority Conservation Area (PCA) Update
Robert Guerrero discussed the Priority Conservation Areas (PCA) in Solano County. He explained that Solano currently has 5 PCA's and that MTC allocated $1.25 million for implementing projects in PCA's. He further explained that the STA is recommending two approaches with the first approach being a pilot capital project and the second a planning assessment of the PCA's.

C. Solano County Annual Pothole Report Development Update
Jessica McCabe provided a status update to the development of the Solano County Annual Pothole Report. She cited that many sections are underdeveloped until new Streetsaver functions are added per the STA's pending work order budget scenario access and final 5-year pavement investment data is collected.

NO DISCUSSION

D. Follow-up to Potential Solano Community College Transportation Fee Program

E. Status of Marketing Plan for SolanoExpress and SNCI Program

F. Senate Bill (SB) 1339 – Regional Commuter Benefit

G. Funding Opportunities Summary

H. STA Board Meeting Highlights of January 9, 2013

I. Draft Meeting Minutes of STA Advisory Committees

J. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, February 27, 2013.**

Solano Transportation Authority

DATE: February 4, 2013
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2012-13 Second Quarter Budget Report

Background:
The Solano Transportation Authority (STA) staff regularly provides the STA Board with budget updates on a quarterly basis. In December 2012, the STA Board was presented with the First Quarter Budget Report for FY 2012-13. A mid-year adjustment to the fiscal year budget is scheduled to occur in March 2013.

Discussion:
The STA revenue and expenditure activity (Attachment A) for the FY 2012-13 Second Quarter reflects the overall STA program administration and operations expenditure at 24% of the budget with total revenue received at 37% of budget projections.

Revenues:
Revenues received during the Second Quarter of the fiscal year primarily consist of quarterly or annual advances. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the Second Quarter were billed and received after the quarter ending December 31, 2012. As of December 31, 2012, the total revenue billed and received is $15.93 million (37%). The revenue budget highlights are as follows:

1. The Transportation Development (TDA) Art. 4/8 fund of $486,381 was received for transportation planning and administration, which includes the amount of $146,234 for the Dixon B Street capital project.
2. The State Transit Assistance Fund (STAF) of $1,276,857 was received for countywide transit planning and coordination in Solano County, and the Mobility Management Plan and Program.
3. The Transportation for Clean Air (TFCA) program funds in the amount of $154,956 was received from the Bay Area Air Quality Management District (BAAQMD) for projects and programs promoting reduction of air pollution in the Bay Area administered by the Solano Napa Commuter Information (SNCI) and the Safe Route to School Program.
4. The Abandoned Vehicle Abatement (AVA) Program fund of $91,340 was received from the Department of Motor Vehicles (DMV), which includes the amount of $2,740 for Administration.
5. Regional Measure (RM) 2 funds in the amount of $11.73 million were received for five different RM 2 projects: 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.

6. The State Transportation Improvement Program (STIP) fund in the amount of $708,767 was received and billed for the State Route (SR) 12/Jameson Canyon Project for the design support services of the project.
7. The Members Contribution for FY 2012-13 of $85,759 is a receivable from the City of Fairfield and is anticipated to be received in the 3rd quarter.

Expenditures:
STA's projects and programs are underway and expenditures are within budget projections.

1. STA's Management and Operations is within the Second Quarter budget projection at 41% of budget.
2. Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) is at 22% of budget.
3. Project Development is at 23% of budget.
4. Strategic Planning is at 40% of budget.

The Public Private Partnership (P3) Feasibility Study and the Dixon B Street Undercrossing Project were submitted after the end of the Quarter. The Bike to Work Campaign activities are scheduled for spring and with the recent selection of the consulting firm for the SolanoExpress transit and SNCI Program marketing, the program expenditures and consulting activities will be reflected in the next quarter. Therefore, the forecasted expenditures for these projects for actual work completed are not reflective of the budget ratio for the second quarter.

The total revenue and expenditure for the Second Quarter is consistent with the projected FY 2012-13 budgets.

Fiscal Impact:
The Second Quarter Budget for FY 2012-13 is within budget projections for the Revenue received of $15.93 million (37%) and Expenditures of $10.47 million (24%).

Recommendation:
Receive and file.

Attachments:

A. STA FY 2012-13 Second Quarter Budget Report
B. 2013 Budget and Fiscal Reporting Calendar

Solano Transportation Authority

Second Quarter Budget Report
FY 2012-13
July 1, 2012 - December 31, 2012

Attachment A

February 13, 2013

REVENUES

STA Fund	FY 12-13 Budget	Actual Received	%
MembersContribution/Gas Tax (Reserve Accounts)	108,000	108,000	100%
Members Contribution/Gas Tax	171,552	151,630	88%
Transportation Dev. Act (TDA) Art. 4/8	403,064	340,147	84%
TDA Art. 3	63,297	-	0%
State Transit Assistance Fund (STAF)	1,414,548	1,276,857	90%
One Bay Area Grant (OBAG)/Surface Transportation Program (STP)	741,541	149,985	20%
STIP Planning, Programming and Monitoring (PPM)	386,039	169,490	44%
MTC Grant	215,000	-	0%
Federal Earmark	42,955	9,103	21%
Regional Measure (RM) 2 - North Connector - Design	2,310	2,635	114%
RM 2 - I-80 Express Lanes	45,620	20,540	45%
RM 2 - I-80 HOV Lanes/SOHIP	14,582	4,174	29%
RM 2 - I-80 Interchange Project	41,931	31,518	75%
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	22,356	6,170	28%
Transportation for Clean Air (TFCA)	252,894	45,148	18%
TFCA - NCTPA	30,000	9,537	32%
TFCA Regional Grant	24,622	-	0%
Yolo/Solano Air Quality Management District (YSAQMD)	19,493	30,000	154%
Congestion Mitigation Air Quality (CMAQ)	581,337	-	0%
Eastern Solano Congestion Mitigation Air Quality (ECMAQ)	150,000	19,386	13%
Regional Rideshare Program (RRP)	240,000	43,562	18%
JARC	250,000	-	0%
Abondoned Vehicle Abatement (AVA) Program/DMV	10,000	2,740	27%
Local Funds - Cities/County	98,600	68,629	70%
Sponsors	267,500	228,403	85%
Interest		6,744	0%
Subtotal	**$ 5,597,241**	**$ 2,724,398**	**49%**
TFCA Program			
Transportation for Clean Air (TFCA)	234,453	154,956	66%
Interest		531	0%
Subtotal	**$ 234,453**	**$ 155,487**	**66%**
Abandoned Vehicle Abatement Program			
Department of Motor Vehicle (DMV)	440,000	88,600	20%
Interest		661	0%
Subtotal	**$ 440,000**	**$ 89,261**	**20%**
Dixon B Street Undercrossing			
City of Dixon	2,850,000	-	0%
Transportation Dev. Act (TDA) Art. 4/8		146,234	0%
Interest		1,950	0%
Subtotal	**$ 2,850,000**	**$ 148,184**	**5%**
Jepson Parkway Project			
State Transportation Improvement Program (STIP)	2,844,215	316,136	11%
Federal Earmark	113,109	42,443	38%
County of Solano	40,000		0%
Interest		286	0%
Subtotal	**$ 2,997,324**	**$ 358,865**	**12.0%**
I-80 East Bound (EB) Truck Scales Relocation Project			
RM 2 Funds	10,325,122	1,423,025	14%
Interest		13	0%
Subtotal	**$ 10,325,122**	**$ 1,423,038**	**14%**
Jameson Canyon Project			
STIP/TCRP	1,000,000	708,767	71%
Interest		220	0%
Subtotal	**$ 1,000,000**	**$ 708,987**	**71%**
I-80 High Occupancy Vehicle (HOV) Lanes Project/SOHIP			
PA/ED Design RM-2	50,000	8,347	17%
Interest		(11)	0%
Subtotal	**$ 50,000**	**$ 8,336**	**17%**
North Connector East Project Closeout/Mitigation			
Preliminary Engineering/Right of Way - RM-2 Funds	1,500,000	7,300	0.5%
County of Solano			0%
Interest		2,825	0%
Subtotal	**$ 1,500,000**	**$ 10,125**	**1%**
I-80/I-680/SR 12 Interchange Project			
RM 2 Funds	14,539,498	9,683,919	67%
Interest		2,815	0%
Subtotal	**$ 14,539,498**	**$ 9,686,734**	**67%**
I-80 Express Lanes Project			
RM 2 Funds	3,107,017	538,428	17%
Interest		640	0%
Subtotal	**$ 3,107,017**	**$ 539,068**	**17%**
SR 12 Bridge Realignment/Economic Analysis Study			
Fedeal Earmark	20,000	894	4%
Members Contribution/Gas Tax			
Subtotal	**$ 20,000**	**$ 894**	**4%**
Redwood Parkway Drive/Fairgrounds Improvement Project			
Federal Earmark	60,000	61,408	102%
Local Match Funds-Solano County/City of Vallejo	12,000	11,697	97%
Interest		(180)	
Subtotal	**$ 72,000**	**$ 72,925**	**101%**
TOTAL ALL REVENUE	**$ 42,732,655**	**$ 15,926,302**	**37%**

EXPENDITURES

Operations & Administration	FY 12-13 Budget	Actual Spent YTD	%
Operations Management	1,506,711	680,539	45%
STA Board of Directors/Administration	48,000	16,939	35%
Expenditure Plan	50,000	-	0%
Contributions to STA Reserve Account	108,000	-	0%
Subtotal	**$1,712,711**	**$697,478**	**41%**
Transit and Rideshare Services/SNCI			
Transit/SNCI Management/Administration	415,037	179,184	43%
Employer/Van Pool Outreach	14,200	9,322	66%
SNCI General Marketing	41,500	21,455	52%
Commute Challege	34,000	28,670	84%
Bike to Work Campaign/Incentives	20,000	800	4%
Bike Links	5,000	-	0%
Emergency Ride Home (ERH) Program	5,000	940	19%
Rideshare Services - Napa	30,000	18,659	62%
Safe Route to School (SR2S)Program	660,863	88,497	13%
Transit Management Administration	105,232	28,187	27%
Transit CorridorStudy (SRTP)	380,000	83,922	22%
Lifeline Program	16,000	1,207	8%
Paratransit Coordinating Council (PCC)	45,000	12,247	27%
Solano Express Marketing	150,000	3,540	2%
SolTrans Marketing	100,000	39,290	39%
Solano Senior & People with Disabilities Plan Implementation/Committee	25,000	7,807	31%
Mobility Management Plan/Program	500,000	32,687	7%
Transit Consolidation/Soltrans Implementation	80,000	-	0%
Transit Sustainabiltiy Study	60,000	43,545	73%
Subtotal	**$2,686,832**	**599,959**	**22%**
Project Development			
Project Management/Administration	78,241	47,140	60%
Local Streets & Roads Annual Report	12,250	2,500	20%
Regional Impact Fee (Feasibility Study/AB 1600)	36,739	7,004	19%
Management Assistant for Projects in Solano (MAPS)	12,000	3,621	30%
Public Private Partnership (P3) Feasibility Study	150,000	7,635	5%
Jepson Parkway	2,997,324	358,575	12%
SR12/Jameson Canyon Project	1,000,000	466,614	47%
I-80/I-680/SR 12 Interchange Project	14,539,498	4,993,888	34%
North Connector-East Project Closeout/Mitigation	1,500,000	26,421	2%
I-80/HOV Lanes Project/SOHIP	50,000	16,863	34%
I-80 East Bound (EB) Truck Scales Relocation Project	10,325,122	1,664,974	16%
I-80 Express Lanes Project	3,107,017	810,743	26%
Redwood Parkway Drive Improvement Project	72,000	62,382	87%
SR 12 Bridge Realignment/Economic Analysis Study	20,000	894	4%
Dixon B Street Undercrossing	2,850,000	146,234	5%
DMV Abandoned Vehicle Abatement (AVA) Program	440,000	97,978	22%
Subtotal	**$37,190,191**	**8,713,466**	**23%**
Strategic Planning			
Planning Management/Administration	179,737	106,290	59%
Events	12,000	8,044	67%
Model Development/Maintenance	24,000	861	4%
Solano County PDA Program	100,000	53,733	54%
Jepson Parkway TLC Plan Update	131,155	59,690	46%
Climate Action Plan	249,500	113,968	46%
Comprehensive Transportation Plan (CTP) Follow Up	62,076	24,591	40%
Water Transportation Plan	50,000	-	0%
Alternative Fuel Plan Implementation	50,000	36,110	72%
Rail Facilities Plan	50,000	-	0%
TFCA Programs	234,453	50,989	22%
Subtotal	**$1,142,921**	**454,276**	**40%**
TOTAL ALL EXPENDITURES	**$42,732,655**	**$10,465,179**	**24%**

Attachment B

FY 2012-13 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:

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

Solano Transportation Authority

DATE: February 4, 2013
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Proposition 1B Allocation for Replacement of SolanoExpress Buses

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Background:
Following the passage of Proposition 1B by California's voters in November 2006, the Metropolitan Transportation Commission (MTC) passed Resolution 3814 regarding the distribution and use of the projected $347 million of Bay Area share of Proposition 1B Regional Transit capital funds estimated to be available over a ten year cycle. Of this total, Solano County receives approximately $500,000 annually for Small Operators/North Counties - Capital Improvements category.

Based on the 10-Year Transit Fleet Plan approved by STA Board in 2007**,** this prioritization was used as the basis of funding the following three transit vehicle replacement projects for $1,475,912 in Prop. 1B - Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Program matching funds as follows:

Fairfield and Suisun Transit (5 vehicles)	$400,000
Vacaville Transit (5 vehicles)	$240,000
Vallejo Transit (20 vehicles)	$835,912
TOTAL	$1,475,912

In 2011, the STA staff worked with the Transit Operators to update the Transit Fleet Plan. The Transit Fleet and Minor Transit Capital Investment Plan is intended to be a guide for not only programming decisions over the next decade, but also to be a document that provides detailed information about transit capital priority needs in the county for near-term funding opportunities. The STA Board recommended that STA update the Transit Fleet and Minor Transit Capital Investment Plan every two years in association with other capital investment plans. The Coordinated Short Range Transit Plan (SRTP) will assist in developing a countywide Transit Fleet and Transit Plan for the transit operators and STA for the 2013.

The 2011 Transit Fleet Plan showed that three (3) intercity buses are scheduled for replacement in 2015 and 41 intercity buses are up for replacement in the year 2017. Of these, SolTrans will need to replace 25 intercity buses and Fairfield and Suisun Transit (FAST) will need to replace 19. At that time, the 44 intercity countywide bus replacements cost was estimated at $44 million with a local match of $8.5 million if hybrid buses were procured based on MTC's Regional Bus Pricelist with prices escalated at 2% annually. STA has successfully secured two federal earmarks for a total of $1.26 million for alternative fuel intercity vehicles for Vallejo Transit through Congressman George Miller. The estimated cost for two hybrid buses is $1.8 million. Vallejo Transit still needed a local match

of approximately $540,000. In April 2012, the STA Board approved $534,190 for Proposition 1B funds for the three intercity buses that need to be replaced by 2015 and approved the dedication of future allocations of approximately $3.6 million of remaining Prop. 1B-PTMISEA funds to South County Transit (SolTrans) and FAST as a local match for the intercity bus replacements in future years.

Subsequently, STA Board approved $1,210,224 in State Transit Assistance Funds (STAF) funds in FY 2012-13 to be reserved for the intercity bus replacement's local match.

Discussion:

Based on the most recent information provided by SolTrans, FAST, and the SRTP consultant team, the Transit Fleet Replacement for the intercity buses has decreased from 44 to 34. SolTrans is in the process of purchasing three buses by 2017, leaving 31 buses to be replaced. Currently, STA needed to allocate $2,360,202 in Prop. 1B-PTMISEA with details due to MTC staff by January 25, 2013 so the MTC staff may start the process of obtaining approval by MTC Programming and Allocations and Commission. The allocation requests are due to Caltrans by March 15, 2013. If STA does not allocate these funds, it is possible that these funds could be lost.

STA staff is recommending to allocate $2,360,202 of the Prop. 1B- PTMISEA and allocate $581,467 of $1,210,224 reserved STAF funds to SolTrans to purchase three intercity buses dedicated to either Routes 30, 78, or 90. These three Solano Express routes are managed by STA.

At its meeting of January 29th, the Consortium unanimously approved, with Rio Vista abstaining, to forward the amended the recommendation as follows:

1. Forward a recommendation to the STA Board supporting the allocation of $2,360,202 of Prop. 1B-PTMISEA funds to SolTrans and allocation of $581,467 of STAF as the local match to purchase three (3) intercity buses for SolanoExpress ~~Route 90~~ ***and defer the decision of where the buses will be assigned to Intercity Funding Working Group scheduled to meet on February 6, 2013.***

At its meeting of January 30th, the Technical Advisory Committee (TAC) members unanimously approved to forward the amended recommendation to the STA Board. On February 6th, 2013, the Intercity Working Group met and concurred with STA staff's recommendation to dedicate the three (3) buses to either Routes 30, 78, or 90 with two buses for FAST and 1 bus for SolTrans.

Fiscal Impact:

None to the STA. Programming the $2,360,202 of Prop. 1B-PTMISEA for the three SolanoExpress intercity buses for Route 90 and the $581,467 in STAF as the local match.

Recommendation:

Approve the following:

1. Allocation of $2,360,202 of Prop. 1B-PTMISEA funds to SolTrans and allocation of $581,467 of STAF as the local match to purchase three (3) intercity buses for SolanoExpress;
2. Designate two (2) SolanoExpress buses to Fairfield and Suisun Transit (FAST);
3. Designate one (1) SolanoExpress bus to Solano County Transit (SolTrans); and
4. Specify three (3) SolanoExpress buses for services on Routes, 30, 78, or 90 per agreement between STA and FAST and STA and SolTrans.

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Solano Transportation Authority

DATE: February 12, 2013
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Alan Glen, STA Project Manager
RE: Dixon West B Street Pedestrian Undercrossing Construction Advertisement

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Background:

The City of Dixon's West B Street pedestrian crossing is located between N. Jackson Street and N. Jefferson Street in close proximity to Dixon's downtown, Anderson Elementary School and adjacent residential areas. Although there are three at-grade crossings connecting residents to Dixon's downtown, West B Street is the only Union Pacific Railroad (UPRR) approved crossing for pedestrians. UPRR granted an easement at West B Street and paved the crossing to allow pedestrian and bicycle access. The two other at-grade crossings accessing Dixon's downtown are at West A Street and First Street (SR 113). Both streets were granted easements across the railroad tracks for vehicles only and do not have sidewalks at this time.

The rail line accommodates 32 Capitol Corridor passenger trains and 6-12 daily freight trains that cross the West B Street pedestrian path on a daily basis. An estimated 300 pedestrian and bicyclists also use this facility on a daily basis. The majority of users are school children that cross the railroad tracks twice per day. The City of Dixon has developed a plan to underground the West B Street pedestrian crossing to address the current at-grade crossing safety issues.

The STA identified the City of Dixon's West B Street Undercrossing Project as the number 1 priority project in the Solano Countywide Bicycle and Pedestrian Plans and the Solano Rail Crossing and Inventory Plan. In addition, the STA's Safe Routes to School Advisory Committee also recommended funding investments to support the West B Street Undercrossing Project. The West B Street Undercrossing Project will address safety concerns with the pedestrian/bicyclist conflicts with the trains. In the future, it will also serve as access to the center of the rail tracks for Dixon's proposed passenger rail station.

In July 2011, the City of Dixon requested that STA take over implementation of this important project. As such, the City of Dixon City Council took the following actions at their July 26, 2011 meeting:

1. Adopted a Resolution finding the West B Street Undercrossing Project exempt from the California Environmental Quality Act.
2. Adopted a Resolution:
    a. Authorizing the Interim City Manager to execute an agreement between the Solano Transportation Authority (STA) and the City of Dixon for design and construction of the West B Street Undercrossing Project. Subsequent to the City action, the City and STA have executed this Agreement defining roles and responsibilities of each agency (STA will be lead agency for delivery, Dixon will be "sponsoring agency") as well as clarifying the estimated project funding (see Funding below) and establishing the City's Local Match requirement.

Environmental:
Section 15282(g) of the California Environmental Quality Act (CEQA) Guidelines exempts railroad grade separation projects that eliminate an existing grade crossing. The West B Street Undercrossing Project met the criteria and, therefore, the City filed an exemption from CEQA.

The City of Dixon entered into a Professional Services agreement with Circlepoint to complete additional technical studies needed for the NEPA Clearance. STA's Project Manager worked with Circlepoint to prepare the Environmental Studies for submittal to Caltrans to initiate the NEPA Clearance. Caltrans has approved the National Environmental Policy Act (NEPA) review on behalf of the federal government.

Funding:
In April 2011, the STA Board approved a funding plan for this Project. It is anticipated that the Project will be funded in accordance with the sources listed below. To the extent that Project costs are higher than $6,100,000, STA has agreed to leverage discretionary funds from other regional, state or federal sources to fund the shortfall. To the extent actual Project costs are less than $6,100,000, the parties agree that the City's Local Match will be refunded a proportional shared based on City's overall local contribution to the Project of approximately 18.8% and STA will retain the remaining funds to re-program for other eligible projects. The costs have been updated to $6.7 M and the project funding is as follows:

Funding Sources	**TOTAL**	**Revenue Status**
TDA 4/8	$ 975,000	STA, Coordinated Claim, 06-13-12
TDA 3	$ 125,000	STA, Coordinated Claim, 04-11-12
HPP Earmark	$ 668,000	TIP 11-24 amendment (SS), 05-25-12
OBAG CMAQ	$1,394,000	
OBAG TE	$1,141,000	CTC Approved October 24th
STIP TE	$1,321,000	CTC Approved October 24th
Dixon Local Match	$1,151,000	Dixon & STA Agreement, 07-26-2011
	$ 6,775,000	

Plans, Specifications & Estimates (PS&E):
HDR under a previous contract with the City had previously completed the PS&E for the construction of the pedestrian undercrossing. The City agreed to assign previously completed HDR design work to STA for use in finalizing the project and preparing for the advertisement of construction. There were some elements of work that were needed to ready this project for construction including the following (STA executed a contract with HDR to complete these elements):

1. Right of Way Acquisition- temporary and permanent easements have been acquired from UPRR and one private owner. In addition, STA has acquired a Right of Entry on a former Redevelopment Agency Parcel that enables STA to certify the Right of Way.
2. Utility Relocation- two fiber optic facilities require relocation, an 8" waterline requires relocation and a Kinder Morgan pipeline requires abandonment. The relocation work will be completed prior to construction of the undercrossing tunnel. The abandonment will be done with the construction contract.
3. Railroad Coordination- Coordination was needed with Union Pacific to secure the design approval and the C&M Agreement; coordination with Capital Corridor JPA was needed to secure the Agreement to utilize single track operations around the construction site for two weekends while the precast tunnel elements are installed; a CPUC application was needed to abandon the current at-grade crossing and create a new public undercrossing.

4. Final Design- Minor changes to the plans, specifications and estimate were needed as a result of the Railroad coordination and final review by City Departments.

Construction Management Services:
The STA has completed a consultant selection process for Construction Management Services. Hill International has been selected. Hill has completed constructability reviews and HDR has incorporated the findings into the PS&E package. Hill is prepared to advertise, award and administer the construction contract on behalf of STA.

Schedule:

- Completed NEPA- February 2012
- PUC Approval – June 2012
- Completed Utility Relocation Agreements- November 2012
- Relocation of Utilities (Fiber Optic Lines)- November 2012 to February 2013
- CTC Fund Allocation – November 2012
- Railroad C&M Agreement- February 2013
- R/W Certification- February 2013
- Advertise Construction-March 1, 2012 or sooner
- Start Construction- May 2013
- Construction Complete-May 2014

Fiscal Impact:
The project is being funded by several sources shown above. There is no fiscal impact to the STA budget. The federal funding has been approved by CTC, specific authorization is pending after Caltrans reviews the R/W Certification. The CTC has a 6 month imposed deadline from authorization to award of the contract. Thus time is of the essence to award this contract by late April 2013.

Recommendation:
Approve the following authorizing the Executive Director to:

1. Advertise the project for construction, once the final funding authorization is obtained from Caltrans; and
2. Award the construction contract to the lowest responsive bidder contingent on the bids being within the authorized funding limit.

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Solano Transportation Authority

DATE: January 31, 2013
TO: STA Board
FROM: Jayne Bauer, Marketing & Legislative Program Manager
RE: Status of Marketing Plan for SolanoExpress and Solano Napa Commuter Information (SNCI) Program

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Background:
The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the SolanoExpress Intercity Transit program and the Solano Napa Commuter Information (SNCI) Program.

SolanoExpress:
With the assistance of Regional Measure 2 (RM2) Marketing funds from MTC, the STA Board authorized the launch of a comprehensive marketing program for the SolanoExpress services. STA staff is working with Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) to develop and implement this marketing program. The goals of the marketing effort for SolanoExpress intercity transit services in FY 2012-13 are to:

1. Promote SolanoExpress services as positive alternatives to driving alone for commuting and other trip purposes
2. Increase awareness of SolanoExpress services
3. Increase ridership on SolanoExpress routes and the farebox recovery rate

Solano Napa Commuter Information (SNCI):
It has been several years since the SNCI program has evaluated the effectiveness of its marketing and public information efforts. The marketing plans developed by STA staff each year list a number of strategies, plans and products that are employed to promote the services offered by SNCI. In order to ensure the program is reaching its target group with the right messages within the constraints of the program's limited budget resources, the STA Board authorized securing the services of a marketing firm who can evaluate the overall marketing program for SNCI, and develop a marketing strategy and marketing action plan. The marketing goal of the SNCI program is to increase awareness of the program and the number of people in Solano County using alternative forms of transportation such as transit, carpool, vanpool, ferry and bicycle.

Discussion:
SolanoExpress:
STA issued a Request For Proposals (RFP) in November 2012 for SolanoExpress Marketing Services and a consultant, Moore Iacafano Goltsman, Inc. (MIG), was selected for award of contract. The project kickoff meeting was held January 22, 2013 to meet an aggressive schedule in order to accomplish the marketing goals and objectives. A SolanoExpress Marketing Project Team consisting of Jayne Bauer and Liz Niedziela of STA, Wayne Lewis of Fairfield and Suisun Transit, and Philip Kamhi of SolTrans has been formed to guide the

effort. The Team will coordinate the activities with MIG and bring updates to future Consortium, TAC and STA Board meetings. A SolanoExpress Marketing Subcommittee of the STA Board will be formed to meet in early March to provide input on the draft marketing plan, and to review and approve marketing collateral designs and schedule. Presentations will be made to the STA Board and the SolTrans Board for comments and final approvals. A Scope of Work (Attachment A) outlines the tasks to be completed and products delivered by the consultant with a target timeframe of May 2013.

SNCI:
STA issued a Request For Proposals (RFP) in November 2012 for SNCI Marketing Services, and the same consultant (MIG) was selected. Jayne Bauer and Judy Leaks of STA will coordinate the activities with MIG and bring updates to future Consortium, TAC and STA Board meetings.

The Metropolitan Transportation Commission (MTC) collected data for a "Commuter Profile" for several years, but has discontinued this effort. The consultant will create and conduct a survey to gather current data. The STA Executive Committee will provide input for the creation of survey content, and review and approve the marketing strategy. Upon completion of the development of the marketing action plan, the plan will be submitted to the STA Board for review and comments. The Board will determine the next steps in implementing the final marketing action plan. A Scope of Work (Attachment B) briefly outlines the tasks to be completed and products delivered by the consultant with a target timeframe of June 2013.

The final product will consist of:

1. Marketing Assessment and survey.
2. Marketing Strategy that will guide the implementation of the SNCI Marketing Campaign.
3. Marketing Action Plan based on the Marketing Strategy that proposes specific marketing collateral and activities for the next two fiscal years (2013-14 and 2014-15).

Fiscal Impact:
SolanoExpress Marketing is funded through Regional Measure 2 (RM2) ($131,600) and State Transit Assistance Fund (STAF) ($28,400). SNCI Marketing plan is funded through a combination of STA General and SNCI Marketing accounts ($38,000).

Recommendation:
Authorize the STA Board Chair to appoint a SolanoExpress Marketing Sub-Committee.

Attachments:

A. SolanoExpress Transit Marketing Scope of Work for FY 2012-13
B. Solano Napa Commuter Information (SNCI) Marketing Scope of Work for FY 2012-13

Scope of Work
SolanoExpress Transit Marketing Services FY 2012-13

Marketing Objective

The objective of the SolanoExpress Marketing Program is to build upon the past marketing strategies and apply them specifically to promote seven intercity transit services as a system as well as individually:

- SolanoExpress SolTrans Rt. 78
- SolanoExpress SolTrans Rt. 80
- SolanoExpress SolTrans Rt. 85
- SolanoExpress FAST Rt. 20
- SolanoExpress FAST Rt. 30
- SolanoExpress FAST Rt. 40
- SolanoExpress FAST Rt. 90

An approved Marketing Plan will guide the implementation of the SolanoExpress Transit Marketing Campaign for FY 2012-13. In addition to the Plan, the final product will include the design, creation, media placement and printing of various marketing collateral as outlined:

Marketing Plan

Develop a marketing plan to include an ongoing campaign that incorporates a wide range of marketing strategies that will effectively promote, increase awareness and ridership, and implement branding of SolanoExpress services to key audiences:

- Existing core riders
- Existing occasional riders
- General public/non-riders

Marketing Collateral

Create and produce marketing products that may include the following:

a) Ad placement for print publications/media
b) Design/scripting/placement of internet ads
c) Fare Incentive flyers and electronic media ads
d) Outline of recommended SolanoExpress Website Updates
e) Bus shelter posters
f) SolanoExpress Decals for Bus Stop Signs
g) Bus Stop Sign Schedules Frames
h) Printed Brochures/Posters/Promotional Collateral
i) Ads for internal and external bus placement

Scope of Work
Solano Napa Commuter Information Marketing Services FY 2012-13

Marketing Objective
The objective of the SNCI Marketing Program is to increase the number of people in Solano County using alternative forms of transportation such as transit, carpool, vanpool, ferry and bicycle.

Marketing Assessment and Survey
Facilitate a marketing assessment to determine public perception and knowledge of SNCI and its programs and how SNCI and STA can best communicate to the target audience.

1. Review existing marketing plans, research and public outreach efforts
2. Conduct polling and/or surveys to gather new data
3. Identify and contact target groups (employers, commuters, students/parents, high school students, general travelers)

Marketing Strategy
Develop a marketing strategy that will effectively promote SNCI and its programs to the identified target audiences; develop theme for marketing SNCI programs and/or rebrand SNCI.

Marketing Action Plan
Develop an action plan that follows the marketing strategy and addresses the marketing objective to increase the number of people in Solano County using alternative forms of transportation such as transit, carpool, vanpool, ferry and bicycle. Incorporate all nine (9) major elements of the SNCI Work Program into the action plan:

1. Customer Service
2. Employer Program
3. Vanpool Program
4. Incentives Program
5. Solano Emergency Ride Home
6. SNCI Awareness Campaign/ General Marketing
7. California Bike to Work/Bike to School Campaign
8. Annual Solano Commute Challenge
9. Partnerships

Solano Transportation Authority

DATE: February 4, 2013
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) and Funding Opportunities

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Background:
The Federal Transit Administration (FTA) Nonurbanized Area Formula Program (Section 5311) makes funding available to each state for public transportation projects in nonurbanized areas. Eligible applicants include public agencies, non-profits agencies, and American Indian tribes. The Metropolitan Transportation Commission (MTC) annually develops regional program of projects for submittal to Caltrans. Caltrans then submits a statewide program to FTA for approval.

During the Fiscal Year (FY) 2010 and FY 2011 funding cycles, there was an unprecedented demand for the Section 5311 funds. As a result of transit operator feedback during those funding cycles, MTC staff, in consultation with interested transit providers, evaluated the Section 5311 Objectives and Criteria and proposed revisions with the goal of providing a reliable level of funding to transit operators each year based on population and service in nonurbanized areas (Attachment A).

MTC staff recommended to replace the existing priority ranking system with a formula distribution based on 50% nonurbanized area population served (i.e., according to the number of nonurbanized area residents that live within three-quarters of a mile of the operators' transit stops) and 50% according to the number of route miles provided in the nonurbanized area.

MTC staff also recommended and the Commission approved providing a target programming amount for all of Solano County, including the Dixon, Fairfield and Suisun Transit, Rio Vista, SolTrans (Vallejo Transit/Benicia Breeze), and Vacaville amounts with these funds to be allocated by the STA Board. Vacaville does not qualify for 5311 funding because Vacaville City Coach does not provide service in the rural area. Future STA Policies and Guidelines for the 5311 Program was proposed to be presented and discussed with the Consortium and the STA Board after the Coordination Short Range Transit Plan (SRTP) after completion and presented to the STA Board for approval. The Coordinated SRTP is still in process and not yet completed.

Discussion:
Last year, the Consortium unanimously recommended to proceed with MTC recommended distribution of FY 2012-13 where the transit operator will receive at least 80% of the average funding amount allocated to them over 5 years and consistent with MTC's policy priority of allocated 5311 funds to address transit capital needs first prior to allocating to transit operations and consistent with five funding principles specified in Attachment A. This proposal was

developed to lessen the impact to the operators that would be receiving a significant amount less under the new methodology which uses population and service miles. Last year, STA received $251,274 in 5311 funding. For FY 2013-14, Solano County is receiving additional funding in the amount $486,924. MTC proposed options are presented below:

Operator	80% of Average over 5 Years	40% of Average
Dixon	$ 32,038	$ 128,958
Fairfield	$ 50,492	$210,866
Rio Vista	$ 61,344	$ 93,450
SolTrans	$107,300	$ 53,650
	$251,174	**$486,924**

With the current limited timeline, STA issued a 5311 call for projects. In the table below are the transit operators proposed 5311 projects:

Table A

Operator	Projects	Requested Amount	STA Recommended Amount
Dixon	Operating Assistance	$ 60,000	**$ 60,000**
Dixon	Fund Swap for Intercity Bus Replacement	$ 70,000	**$ 70,000**
Fairfield	Operating Assist (Route 30)	$ 200,000	**$ 200,000**
Rio Vista	Bus Cameras and Vehicle Locators	$ 25,000	**$ 25,000**
Rio Vista	Operating Assistance	$ 79,600	**$ 68,450**
SolTrans	Operating Assistance (Route 85)	$ 486,924	**$ 63,474**
	Total	$ 921,524	**$ 486,924**
	Amount Available	$ 486,924	**$ 486,924**
	Over/Under	$ 434,600	**$ -**

Summary of Recommendation

The request for funding exceeded the amount of available funding. STA staff is proposing to allocated Dixon $70,000 as a fund swap with TDA funding to assist their contribution to the SolanoExpress Intercity Funding Bus Replacement for Route 30 Buses. Dixon will be able to absorb $130,000 in operating assistance and reserve $70,000 of TDA for the Intercity bus replacement. Rio Vista and SolTrans projects are proposed to not be fully funded based on the amount of their request and the amount of available 5311 funds. Rio Vista was successful in

obtaining FTA Job Access Reverse Commute (JARC) funding in the amount of $250,000 for the operation of Route 50 and Route 52. Since FTA only allows 55.33% federal funding for operating assistance, STA staff is concerned Rio Vista will exceed the 55.33% of allowable federal funding. STA's recommendation is conditioned on this issue being addressed. SolTrans requested the entire available amount to fund SolanoExpress Route 85. Route 85 currently receives Lifeline STAF funding at $125,000. Also, based on MTC 5311formula, Route 85 allocation was to be lowered since only a limited portion of the services qualifies for 5311. STA staff recommends a lower amount of funding for Route 85 to help accommodate the other 5311 requests.

At the meetings in January the Consortium and the Technical Advisory Committee (TAC) members unanimously approved to forward the recommendation to the STA Board as amended.

Recommendation:

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

1. Federal Section 5311 Allocation for the City of Dixon for $130,000 and the City of Rio Vista for $93,450; and
2. STA will come back at a future meeting with a recommendation to allocate the remaining balance of 5311.

Since the Consortium and TAC meetings, STA staff has worked with the Fairfield and Suisun Transit (FAST), Solano County Transit (SolTrans) and Caltrans and is ready to move forward on the initial recommendation as shown in Table A of this staff report. Due to programming schedule of the Bay Area Fiscal Year 2013 Section 5311 projects into the Statewide Transportation Improvement Program (STIP), STA staff must receive STA Board approval for the 5311 Allocation on February 13th in to meet Caltrans timeline. STA staff presented STA recommendation to the Intercity Funding Working Group (IFWG) meeting on February 6th and the IFWG unanimously approved to forward the recommendation to the STA Board as shown in Table A. STA staff will notify TAC before taking the recommended 5311 Allocation to the STA Board. STA staff will be recommending approval of the 5311 Allocation as initially written in the January Consortium and TAC staff reports *before* the recommendation was modified at the meeting.

The 5311 Project Justification Sheets were due to MTC on January 30, 2013 and the grant applications are due to Caltrans on April 5, 2013. STA staff worked with MTC staff and submitted the Project Justification Sheets for Solano County on February 6th pending STA Board Approval.

Fiscal Impact:

STA will work with the operators in Solano County to determine funding amount of Federal Section funding which will be approximately 20% of the allocation amount in the region.

Recommendation:

Approve the Federal Section 5311 Allocation for Solano County for FY 2012-13 as shown in Attachment B.

Attachment:

A. MTC Resolution No. 4036 adopting the FTA Section 5311 Nonurbanized Area Formula Program and Funding Objectives and Criteria including STA Request Letter to MTC 5311 funding which will be approximately 20% of the allocation amount in the region.
B. Section 5311 Allocation for Solano County Fiscal Year 2012-13

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Metropolitan Transportation Commission
Programming and Allocations Committee

November 9, 2011 **Item Number 4a**

MTC Resolution No. 4036

Subject: FTA Section 5311 Nonurbanized Area Formula Program – Funding Objectives and Criteria

Background: The Federal Transit Administration (FTA) Nonurbanized Area Formula Program (Section 5311) makes funding available to each state for public transportation projects in nonurbanized areas. Eligible applicants include public agencies, non-profit agencies, and American Indian tribes.

MTC annually develops a regional Program of Projects for submittal to Caltrans. Caltrans then submits a statewide program to FTA for approval.

During the FY2010 and FY2011 funding cycles, there was unprecedented demand for the Section 5311 funds. As a result of transit operator feedback during those funding cycles, MTC staff, in consultation with interested transportation providers, evaluated the Section 5311 Objectives and Criteria and is proposing revisions with the goal of providing a reliable level of funding to transit operators each year based on population and service in nonurbanized areas. The following are the major changes that are proposed:

Distribute funds by formula (with policy guidelines)
Staff proposes to replace the existing priority ranking system with a formula distribution based on 50% nonurbanized area population served (i.e., according to the number of nonurbanized area residents that live within three-quarters of a mile of the operators' transit stops) and 50% according to the number of route miles provided in the nonurbanized area.

According to state and federal guidelines, a competitive process is not required for the 5311 program. In addition, research indicated that a formula approach is common practice in other regions of California, including Sacramento, Riverside, Kern and San Bernardino counties.

A formula program would allow operators to plan for their annual allocations in advance, compared to the relative uncertainty of the current discretionary-based process. The formula approach is generally supported by the transit operators.

The following policies are proposed to accompany the formula system:
(a) Require recipients to prioritize the replacement of capital equipment. If recipients request funds for operations, they will be required to submit documentation explaining why the funds are not needed for basic capital. This is consistent with the current 5311 policy, which identifies capital replacement as the highest priority.
(b) If an operator does not want to participate in the 5311 program (e.g., if the operator's 5311 share is so small that the administrative effort required to apply for and report on the funds outweighs the benefits to

the operator), then they will not submit Section 5311 project justification sheets, and MTC will not program any funds to that operator.

The table below shows the percentages to be used in the proposed formula and notes which operators have not historically requested FTA Section 5311 funds.

Per the request of the Solano Transportation Authority (STA), MTC staff recommends providing a target programming amount for all of Solano County, including the Dixon, Fairfield and Suisun Transit, Rio Vista, SolTrans (Vallejo Transit/Benicia Breeze), and Vacaville amounts. STA will work with those operators to determine individual shares (see Attachment 1).

FTA Section 5311 Proposed Formula Distribution*

Transit Operator	Combined Population & Route Miles Percentage	Note
AC Transit	*7%*	**
CCCTA	*3%*	**
LAVTA	*3%*	
Marin County Total	11%	
Marin Transit (Local Service)	*8%*	
West Marin Stagecoach	*2%*	
NCTPA	*12%*	
Petaluma Transit	*1%*	**
SamTrans	*8%*	
Santa Clara VTA	*7%*	
Santa Rosa CityBus	*1%*	**
Solano Transportation Authority	20%	
Dixon	*5%*	
Fairfield and Suisun Transit	*9%*	
Rio Vista	*4%*	
Vallejo Transit/Benicia Breeze	*2%*	
Vacaville City Coach	*1%*	
Sonoma County Transit	*21%*	
TriDelta Transit	*5%*	**
Union City Transit	*1%*	**
WestCAT	*1%*	**
Total	**100%**	

* This distribution does not include the proposed minimum award adjustments for FY2012 and FY2013.

** Operators that have not historically requested FTA Section 5311 funds.

Minimum award during a transition period

Some transit operators will receive significantly less funding under a formula program than they have in recent years with the priority ranking system. To cushion this impact, staff recommends that during the first two years of the new formula-based policy, recent 5311 recipients (i.e., those

that received funds in FY2007 through FY2011) would receive the following minimum awards:

- In the FY2012 Grant Cycle, transit operators will receive no less than 80 percent of their average award during the FY2007 through FY2011 period
- In the FY2013 Grant Cycle, transit operators will receive no less than 40 percent of their average award during the FY2007 through FY2011 period

Following FY2013, the minimum award policy would not apply and the distribution would be based solely on the proposed formula without adjustments.

Two-Year Programming Cycle
Staff proposes to issue a Call for Projects every two years, adopt a two-year program, and make annual adjustments to constrain the program to the available revenues. Each year's program will only be added to the TIP when actual revenues are apportioned by Caltrans.

If approved by the Commission, staff will use the new Funding Objectives and Criteria to program MTC's regional apportionment in the upcoming FY2012 funding cycle, which is expected to take place in late 2011 or early 2012.

Issues: None.

Recommendation: Refer MTC Resolution No. 4036 to the Commission for approval.

Attachments: Attachment 1 – Letter from Solano Transportation Authority
MTC Resolution No. 4036

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Solano Transportation Authority
. . . working for you!

SOLANO TRANSPORTATION AUTHORITY

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

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

October 17, 2011

Kristen Mazur
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RE: Proposal for Solano Transportation Authority to Distribute Section 5311 Funding to Transit Operators in Solano County

Dear Ms. Mazur:

Solano Transportation Authority (STA) is supportive of the option to distribute Section 5311 to transit operators in Solano County. Metropolitan Transportation Commission (MTC) will be distributing 5311 funds to the region using a formula and has proposed an option for the STA to decide how Solano County's 5311 share be distributed on an annual basis. This method would allow more flexibility at the local level.

In Solano County, there are currently four transit operating receiving Section 5311 funding; Fairfield, Dixon, Rio Vista and Vallejo. The County of Solano operates an ADA Paratransit service in the rural area of Solano County and may also be eligible for 5311 funding. The STA Board includes representatives from all five jurisdictions potentially eligible to apply for and receive 5311 funds. With potentially five operators eligible for Section 5311 funding, the STA recommends the distribution of funding be allocated to STA to allow the flexibility to address the changing needs of the transit operators and transit service in Solano County.

The two small operators, Fairfield and Vallejo are eligible for Transit Capital Priorities (TCP) funds and receive funding from Section 5307. The two rural operators Dixon and the Rio Vista are not eligible for 5307, this 5311 funds is a critical revenue source for their capital and operating expenses. For instance, Rio Vista and Dixon use 5311 for bus replacement, they will not have any 5311 funding for operating assistance in the same year. Currently, Rio Vista relies on 5311 funding to cover 28% of their operating budget and Dixon relies on 9%. This potential issue should be addressed at the local level.

If you have any questions or need additional information, please contact Liz Niedziela, STA's Transit Program Analyst/Manager at (707) 399-3217.

Sincerely,

Daryl K. Halls
Executive Director

Cc: Supervisor James P. Spering, MTC Commissioner
STA Board Members
Ann Flemer, Deputy Executive Director, MTC
Alix Bockelman, Programming and Allocations Director, MTC
STA TAC Members
SolanoExpress Transit Consortium Members

Date: November 16, 2011
W.I.: 1512
Referred By: PAC

<u>ABSTRACT</u>

Resolution No. 4036

This resolution adopts the Federal Transit Administration (FTA) Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary sheet dated November 9, 2011.

Date: November 16, 2011
W.I.: 1512
Referred By: PAC

Re: Federal Transit Administration (FTA) Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4036

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, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act (FTA) provides a formula grant program for public transportation projects in areas other than urbanized areas (49 U.S.C. Section 5311); and

WHEREAS, MTC has developed, in consultation with interested transportation providers, the FTA Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FTA Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area as provided in Attachment A; and be it further

RESOLVED, that MTC will use these funding objectives and criteria to program MTC's regional apportionment of FTA Section 5311 Nonurbanized Area Formula Program funds; and be it further

RESOLVED, that the Executive Director of MTC shall forward a copy of this Resolution, and such other information as may be required, to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Adrienne J. Tissier, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California, on November 16, 2011.

FTA Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area Metropolitan Transportation Commission

I. Funding Principles for the Section 5311 Program

The funding principles are intended to guide our funding decisions and establish the basis for developing the programming process. The funding principles for the Section 5311 program are as follows:

1. *Maintain existing needed transit services:* MTC dedicates capital and operating funds for essential projects and programs in an effort to maintain needed existing transit services.

2. *Provide a reliable, equitable and flexible program:* MTC will use a formula distribution system in an effort to provide a reliable and equitable level of funding to transit operators each year. Policy guidelines will accompany the formula in order to give operators flexibility in selecting projects that are consistent with regional priorities.

3. *Fund basic capital requirements:* MTC will require recipients to prioritize the replacement of capital equipment. If recipients request funds for operations, they will be required to submit documentation explaining why the funds are not needed for basic capital.

4. *Maintain a multi-year program of projects:* In order to foster planning it is important that MTC continue to program projects on a multi-year basis, within the constraints of available federal funding programs and subject to changes within those programs. Whenever possible, MTC will adopt a two-year program, with annual adjustments to constrain the program to the available revenues. Each year's program will only be added to the TIP when actual revenues are apportioned by Caltrans.

5. *Maintain Timely Use of Funds Policy:* The Caltrans policy requires that all FTA Section 5311 funds be obligated within two years of programming or the funds will be lost to the region. In order to avoid lost funds to the region, MTC reserves the right to only program funds to those agencies that have submitted their prior year's 5311 application and quarterly reports to Caltrans satisfactorily and in a timely manner.

II. Funding Formula, Policy Guidelines and Screening Criteria

A. Funding Formula

Funds will be distributed to transit operators according to each operator's nonurbanized area population and nonurbanized area route miles. The formula will distribute half of the funds according to the nonurbanized area population served (i.e., according to the number of nonurbanized area residents that live within three-quarters of a mile of the operators' transit stops) and the other half of the funds according to the number of route miles provided in the nonurbanized area. The table below shows the formula distribution. Population data for the proposed formula is based on the 2000 Census.

FTA Section 5311 Formula Distribution[1]

Transit Operator	Non UA Population (2000) within 3/4-mile of transit stops		Non UA Route Miles		Combined Population and Route Miles Percentage
	Population	Percentage	Miles	Percentage	
AC Transit	23,057	9%	250	5%	*7%*
CCCTA	10,827	4%	70	1%	*3%*
LAVTA	8,028	3%	116	2%	*3%*
Marin County Total	16,401	7%	765	15%	11%
Marin Transit (Local Service)	*9,722*	*4%*	*659*	*13%*	*8%*
West Marin Stagecoach	*6,679*	*3%*	*106*	*2%*	*2%*
NCTPA	20,668	8%	831	17%	*12%*
Petaluma Transit	2,953	1%	10	0%	*1%*
SamTrans	22,412	9%	344	7%	*8%*
Santa Clara VTA	20,174	8%	307	6%	*7%*
Santa Rosa CityBus	4,143	2%	2	0%	*1%*
Solano Transportation Authority[2]	44,090	18%	1075	21%	20%
Sonoma County Transit	55,337	22%	986	20%	*21%*
TriDelta Transit	15,623	6%	222	4%	*5%*
Union City Transit	2,673	1%	4	0%	*1%*
WestCAT	3,745	1%	45	1%	*1%*
Total	**250,131**	**100%**	**5,026**	**100%**	**100%**

[1] Note: This distribution does not include the proposed minimum award adjustments for FY2012 and FY2013.

[2] The Solano Transportation Authority amount is the sum of the Dixon, Fairfield and Suisun Transit, Rio Vista Delta Breeze, SolTrans (Vallejo Transit & Benicia Breeze), and Vacaville amounts. The Solano Tranpsortation Authority (STA) will work with these operators to determine individual shares.

B. Policy Guidelines

The following policies will accompany the formula system:

1. *Capital Priority*. Recipients will be required to prioritize the replacement of capital equipment, with top priority for capital assets needed to maintain needed existing transit services. If recipients request funds for operations, they will be required to submit documentation explaining why the funds are not needed to maintain or replace capital equipment. Furthermore, if recipients request funds for operations expansions,

they will be required to submit documentation explaining why the funds are not needed to maintain existing transit operations.

2. *Project Justification Sheets.* MTC will program funds only to those operators who submit Section 5311 project justification sheets during the Call for Projects. The Section 5311 project justification sheets will contain basic project information, including project title, brief project description, project type, contact information, total project cost, local match amount and funding source, prior programming information (if the project is already included in the TIP), screening criteria, and, for operations requests, an explanation of why the funds are not needed for basic capital. If an operator does not want to participate in the 5311 program (e.g., if the operator's 5311 share is so small that the administrative effort required to apply for and report on the funds outweighs the benefits to the operator), then they will not submit Section 5311 project justification sheets, and MTC will not program any funds to that operator.

3. *Minimum award during a transition period.* During the first two years of the new formula-based policy, recent 5311 recipients (e.g., those who received funds in FY2007 through FY2011) will receive the following minimum awards:

   (a) In the **FY2012** Grant Cycle, transit operators who received 5311 funds in FY2007 through FY2011 will receive no less than **80 percent** of their average award during the FY2007 through FY2011 period

   (b) In the **FY2013** Grant Cycle, transit operators who received 5311 funds in FY2007 through FY2011 will receive no less than **40 percent** of their average award during the FY2007 through FY2011 period

C. Project Screening Criteria

The project screening criteria are intended to eliminate projects that do not meet minimum program standards. MTC will review each applicant's Project Justification Sheets to ensure that each project proposed for the Section 5311 program of projects meets the following criteria:

1. *Availability to the general public*. Section 5311- funded services may be designed to maximize use by members of the general public who are transportation disadvantaged persons, including elderly and disabled persons, however such services should be open to the general public, or part of an array of public transit services, such as ADA complementary services.

2. *Identified local match.* The applicant must identify a funding source for the minimum required local match. The minimum local match is 44.67% for operations projects, and 11.47% for capital projects.

3. *Identified and documented need for a project.* The need for a particular project must be adequately documented and justified on the Section 5311 project justification sheets (e.g., if an operator is requesting funds to replace a vehicle, the existing vehicle to be replaced must meet the asset replacement age). If the applicant prepares a Short Range Transit Plan (SRTP), the project should be identified and justified in the plan.

4. *Project readiness.* The applicant must be prepared to submit an application for the project and be ready to implement/construct the project in the year indicated in the program of projects. If funds for a project are not applied for in the year they are programmed, future programming of federal funds for that project and applicant could be jeopardized.

5. *Consistency with Regional Transportation Plan (RTP).* The applicant must confirm that the project is consistent with the region's Long Range Plan in effect at the time of the application.

III. Fund Programming and Project Review Process

The steps in developing the region's Section 5311 program of projects are outlined as follows.

MTC will issue a Call for Projects every two years, and will adopt a two-year program. MTC will make annual adjustments to constrain the program to the available revenues. Each year's program will only be added to the TIP when actual revenues are apportioned by Caltrans.

A. Call for Projects Year (first year of two-year program)

- MTC receives estimate of available Section 5311 funding for the first program year from Caltrans. MTC will estimate the amount of Section 5311 funding available for the second program year.

- MTC uses the funding formula to estimate the amount of Section 5311 funds available to each transit operator, based on the assumption that all eligible operators will submit proposed projects.

- MTC notifies all potential Section 5311 applicants of the amount of Section 5311 funds available, including fund estimates by transit operator, and requests that projects be proposed (in project justification sheets) for the program of projects.

- For each proposed project, applicants complete and submit Section 5311 Project Justification Sheets to MTC.

- MTC staff reviews proposed projects and develops a preliminary program of projects. If there are remaining Section 5311 funds (i.e., if some eligible operators did not submit Project Justification Sheets), MTC will use the funding formula to distribute the

remaining balance to the operators that proposed projects. MTC will confer with applicants to finalize the program of projects.

- The program of projects is presented to and considered by MTC's Programming and Allocations Committee.

- If approved by the Committee, the program of projects is presented to and considered by MTC's full Commission and upon approval is forwarded to Caltrans.

- When actual revenues are apportioned by Caltrans, MTC will make adjustments (if needed) to constrain the program to the available revenues and add the first year projects to the Transportation Improvement Program (TIP)

B. Adjustment year (second year of two-year program)

- MTC receives estimate of available Section 5311 funding for the second program year from Caltrans.

- MTC will make adjustments (if needed) to constrain the program to the available revenues. Staff will confer with operators if adjustments are needed.

- If there are changes to a project in the current program (e.g., scope of project, costs, etc.), a revised project justification sheet should be completed and sent to MTC.

- The revised program of projects is presented to and considered by MTC's Programming and Allocations Committee.

- The revised program of projects is presented to and considered by MTC's full Commission and upon approval is forwarded to Caltrans.

- MTC will add the second year projects to the Transportation Improvement Program (TIP).

In any year, operators are responsible for submitting their own applications to Caltrans. MTC will assist with the Regional Agency/Transportation Planning Agency (TPA) Certifications and Assurances as needed.

Section 5311 Allocation for Solano County for Fiscal Year 2012-13

Operator	Projects	Requested Amount	STA Recommended Amount
Dixon	Operating Assistance	$ 60,000	**$ 60,000**
Dixon	Fund Swap for Intercity Bus Replacement	$ 70,000	**$ 70,000**
Fairfield	Operating Assist (Route 30)	$ 200,000	**$ 200,000**
Rio Vista	Bus Cameras and Vehicle Locators	$ 25,000	**$ 25,000**
Rio Vista	Operating Assistance	$ 79,600	**$ 68,450**
SolTrans	Operating Assistance (Route 85)	$ 486,924	**$ 63,474**
	Total	$ 921,524	**$ 486,924**
	Amount Available	$ 486,924	**$ 486,924**
	Over/Under	$ 434,600	**$ -**

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Solano Transportation Authority

DATE: January 31, 2013
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Authorize Implementation of a Regional Measure 2 (RM 2) Project Implementation and Funding Strategy with the City of Vallejo for Vallejo Station, Curtola Park and Ride, and I-80 Express Lanes Projects

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This report will be provided under separate cover.

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Solano Transportation Authority

DATE: January 31, 2013
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:
Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 9, 2013, the STA Board adopted its 2013 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2013.

Discussion:
Federal
Monthly legislative updates have been provided by STA's State and Federal lobbyists for your information (Attachments A and C). A Legislative Bill Matrix is included as Attachment B. A Federal Funding Matrix is included as Attachment D.

Staff is working with STA's federal lobbyist, Susan Lent of Akin Gump, to coordinate meetings in Washington DC with Solano County's federal legislative representatives and with key federal agency staff. The strategy will focus on the following as they align with STA's Federal legislative priorities:

1. Monitor the Department of Transportation's Implementation of MAP-21 and Comment on Proposed Regulations and Policies
2. Identify and Advocate for Grant Opportunities
3. Develop Positions on Reauthorization of MAP-21 and Advocate in Support of those Positions
4. Schedule annual Board Trip to Washington DC to meet with Federal Agencies, Members of Congress and Committee Staff in Support of STA priorities.

State
Staff met with staff members of our state legislators on January 28th in Sacramento. Staff is working with STA's state legislative advocate, Gus Khouri of Shaw/Yoder/Antwih, Inc., to schedule meetings in February between STA Board members and our legislators at the State Capitol. Staff and Chair Batchelor met with Assemblymember Mariko Yamada at the end of last year to provide an update and tour of transportation projects relevant to her district. Staff is also scheduling transportation briefings and tours in the near future with the rest of STA's legislators.

The California Assembly and Senate Districts were modified effective January 1, 2013. Solano County's representatives are now as listed below:

- State Senator Lois Wolk (3rd Senate District representing all of Solano County)
- Assemblymember Mariko Yamada (4th Assembly District representing Dixon)

- Assemblymember Jim Frazier (11th Assembly District representing Fairfield, Rio Vista, Suisun City and Vacaville)
- Assemblymember Susan Bonilla (14th Assembly District representing Benicia and Vallejo)

Governor Jerry Brown released his FY 2013-14 State Budget on January 10th. The Governor has indicated that progress is being made in trimming down the state's chronic budget deficit by making spending cuts.

Senate Constitutional Amendment (SCA) 4 (authored by Senator Liu) (Attachment E) and SCA 8 (authored by Senator Corbett) (Attachment F) are identical measures that are aimed at lowering the voter threshold from 66% to 55% for local transportation sales tax measures. There are currently 19 counties that have a local sales tax dedicated to transportation, which represents nearly 70% of available resources for transportation financing in California. The Self-Help Counties Coalition has taken the lead to support this issue. Priority #5 of the 2013 STA Legislative Priorities and Platform states:

> *Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.*

Staff recommends support of SCA 4 (Liu) and SCA 8 (Corbett). Both the SolanoExpress Intercity Consortium and the STA Technical Advisory Committee approved forwarding a recommendation to the STA Board to support SCA 4 and SCA 8.

Fiscal Impact:
None.

Recommendation:
Adopt the following positions on legislative bills:

1. SCA 4 (Liu) - Support
2. SCA 8 (Corbett) - Support

Attachments:

A. Shaw/Yoder/Antwih State Legislative Update
B. STA Legislative Bill Matrix
C. Akin Gump Federal Legislative Update
D. Federal Funding Matrix
E. SCA 4 (Liu)
F. SCA 8 (Corbett)

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

January 31, 2013

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

RE: STATE LEGISLATIVE UPDATE

In January, Governor Brown released his FY 2013-14 State Budget. He emphasizes that significant progress in trimming down the state's chronic budget deficit ($26.6 billion shortfall in FY 2011-12, $20 billion in FY 12-13) has been made by making spending cuts, primarily in corrections, health and human services, and education. As a result, the FY 13-14 budget does not project a deficit. Overall, General Fund spending is down from its peak of $103 billion in 2007-08 to $93 billion in 2012-13, a decrease of $10 billion, or 10 percent. As a share of the economy, General Fund spending in 2011-12 and 2012-13 remains at its lowest level since 1972-73.

The Governor emphasized that the State must live within its means. He identified four major variables for the budget going forward: actions on the federal deficit, the uncertain economic recovery, the federal government and/or the courts blocking actions, and potential increases in health care costs.

Regarding the "wall of debt," the Governor noted that in 2011 it was pegged at $35 billion and that it remains a significant challenge. The Governor is proposing to spend $4.2 billion in his budget to pay down existing state debt. Furthermore, the budget document notes the State's unfunded retirement obligations.

The passage of Proposition 30 on last November's ballot helped avert severe cuts to education, health and human service and public safety programs.

Impact on Transportation

The Transportation Agency is responsible for addressing mobility, safety, and air quality issues as they relate to transportation. Key priorities include developing and integrating the high-speed rail project into California's existing transportation system and supporting regional agencies in achieving the greenhouse gas emission reductions and environmental sustainability objectives required by state law.

The Agency consists of the following six state entities responsible for administering programs that support the state's transportation system:

- Department of Transportation
- California Transportation Commission
- High-Speed Rail Authority

· Department of Motor Vehicles
· California Highway Patrol
· Board of Pilot Commissioners

The Office of Traffic Safety operates within the Office of the Secretary for Transportation. The Budget includes total funding of $21.1 billion ($0.2 billion General Fund and $20.9 billion other funds) for all programs administered within the Agency.

The Agency, established as part of the Governor's 2012 Reorganization Plan, becomes operational on July 1, 2013.

The Governor makes a reference to California Transportation Commission's "2011 Statewide Transportation Needs Assessment" which identifies $538.1 billion in total infrastructure needs, including substantial local streets & roads and local mass transit needs, in addition to highway and intercity rail needs over the next decade.

Over the past decade, the voters have approved almost $30 billion of general obligation bonds for transportation purposes, including $19.9 billion for Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, and $9.9 billion for Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. As a result, approximately 13 percent of annual state transportation revenues will continue to be dedicated to offsetting debt service costs. These debt service costs are expected to total over $1 billion in 2013-14 and are projected to grow in future years, significantly exceeding the amount of existing transportation funds legally available to offset these costs and therefore creating General Fund expenses.

Beginning in the spring of 2013, the Agency will convene a workgroup consisting of state and local transportation stakeholders to refine the transportation infrastructure needs assessment, explore long-term, pay-as-you-go funding options, and evaluate the most appropriate level of government to deliver high-priority investments to meet the state's infrastructure needs.

The Budget also reflects changes to the Local Assistance and Planning Programs within Caltrans, including the consolidation of five programs into a single Active Transportation Program which will simplify and enhance funding for pedestrian and bicycle projects.

Impact on Transit Funding

The Governor projects that the State Transit Assistance program will be at approximately $391 million for FY 13-14, and $415 million for FY 12-13. If accurate, this would represent a 12% reduction from last Fall's number of $468 million for FY 12-13 and 17% drop in comparison to the budget year number. This number is subject to change however as the program no longer relies on a budget-line item but rather on sales tax receipts associated with the consumption of diesel fuel.

The budget also proposes $479,717,000 in funding for the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA), which serves as the sole source of funding for transit capital projects and rolling stock purchases. It uncertain however whether this is a carryover balance of the existing appropriation authority from subsequent fiscal years. To date, approximately $1.8 billion of the $2.8 billion that has been appropriated by the legislature has been allocated to program recipients.

The intercity rail program is projected to receive $130 million.

We will follow up with the Department of Finance to verify the estimates.

Proposition 1A Funding

SB 1029 (Leno) [Chapter 152, Statutes of 2012], appropriated The 2012 Budget Act appropriated approximately $8 billion for the high-speed rail project for the following purposes:

- $5.8 billion for the first phase of the Initial Operating Section from Madera to Bakersfield.

- $1.1 billion for early improvement projects to upgrade existing rail lines in Northern and Southern California, which will lay the foundation for future high-speed rail service as it expands into these areas.

- $819.3 million for connectivity projects to enhance local transit and intercity rail systems that will ultimately link to the future high speed rail system. The CTC allocated funding during the Fall to those agencies that made a request.

Since the enactment of the Budget Act, significant progress on the project has been made:

In September, the Federal Railroad Administration approved the necessary environmental impact assessments for the Merced to Fresno alignment.

- The public comment period for the draft environmental assessments for the Fresno to Bakersfield alignment concluded in October.

- The Authority has started to solicit bids from private contractors to begin the right-of-way land acquisition phase of the project.

The Authority is continuing to identify early “bookend” investments that will generate immediate benefits and, through blended service, enhance future high-speed rail ridership. Projects currently being evaluated include the electrification of the Caltrain corridor in Northern California and regional rail improvement projects, such as grade separations, in Southern California. Final selection of specific projects and lead agencies will be completed by the end of the current fiscal year. Initial construction work is scheduled to begin in the Central Valley during the summer of 2013.

As noted in the Authority's revised 2012 Business Plan, additional funding will be necessary to complete the Initial Operating Section from Merced to the San Fernando Valley. Cap and Trade funds will be available as a fiscal backstop.

Cap and Trade

The Budget acknowledges that transportation is the single largest contributor to GHGs in California (38 percent), and reducing transportation emissions should be a top priority (including mass transit, high speed rail, electrification of heavy duty and light duty vehicles, sustainable communities, and electrification and energy projects that complement high speed rail). The Budget recognizes that the first Cap and Trade auction resulted in $55.8 million in proceeds to the state (two more auctions will occur on February 19, 2013 and May 16, 2013); therefore the Budget only addresses the expenditure of auction proceeds of $200 million in 2012-13 and $400 million in 2013-14. Total revenues from the auctions may exceed these amounts.

55% Voter Threshold for Transportation Bonds

Thanks to the 2/3 majority in both houses, many non-self help counties are hoping that the legislature will consider passing a constitutional amendment to allow for the vote threshold to be reduced from 66% to 55% for transportation sales tax measures.

Senators Carol Liu (D-Glendale) and Ellen Corbett (D-Alameda) have introduced SCA 4 and SCA 8 respectively, for purposes of lowering threshold to 55% for local transportation sales tax measures.

There are currently, 19 counties that have a sales tax dedicated to transportation, which represents nearly 70% of available resources for transportation financing. The Self-Help Counties Coalition will sponsor legislation on this issue. Our caution would be that such a proposal should be part of a package (such as a redo of Proposition 1B) that still requires the state to remain as funding partner rather than further placing the burden on counties to make improvements to state assets.

Solano Transportation Authority Bill Matrix
as of 1/31/2013

Bill ID/Topic	Location	Summary	Position
AB 8 **Perea D** Alternative fuel and vehicle technologies: funding programs.	ASSEMBLY TRANS.	Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission (commission), to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program. This bill would provide that the State Air Resources Board (state board), until January 1, 2024, has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. The bill would require the state board to aggregate and make available to the public, no later than January 1, 2014, and every two years thereafter, the number of vehicles that automobile manufacturers project to be sold or leased, as reported to the state board. The bill would require the commission to allocate $20 million each fiscal year, and up to $20 million each fiscal year thereafter, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the state board to jointly review and report on the progress toward establishing a hydrogen fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state. The bill would authorize the commission to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance, for purposes of assisting in the implementation of these provisions. The bill, no later than July 1, 2013, would require the state board and air districts to jointly convene working groups to evaluate the specified policies and goals of specified programs.	
AB 160 **Alejo D** California Public Employees' Pension Reform Act of 2013: exceptions.	ASSEMBLY PRINT	The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act. Among other things, PEPRA prohibits a public employer from offering a defined benefit pension plan exceeding specified retirement formulas, requires new members of public retirement systems to contribute at least a specified amount of the normal cost for their defined benefit plans, and prohibits an enhancement of a public employee's retirement formula or benefit adopted after January 1, 2013, from applying to service performed prior to the operative date of the enhancement. This bill would except from PEPRA, by excepting from the definition of public retirement system, certain multiemployer plans authorized under federal law and retirement plans for public employees whose collective bargaining rights are protected by a specified provision of federal law.	

Solano Transportation Authority Bill Matrix
as of 1/31/2013

Bill ID/Topic	Location	Summary	Position
SB 1 **Steinberg D** Sustainable Communities Investment Authority.	SENATE G.&F.	The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies. This bill would authorize certain public entities of a Sustainable Communities Investment Area to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue to the authority through its Sustainable Communities Investment Plan.	
SB 11 **Pavley D** Alternative fuel and vehicle technologies: funding programs.	SENATE T.&H.	Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission (commission), to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program. This bill would provide that the State Air Resources Board (state board), until January 1, 2024, has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. The bill would require the state board to aggregate and make available to the public, no later than January 1, 2014, and every two years thereafter, the number of vehicles that automobile manufacturers project to be sold or leased, as reported to the state board. The bill would require the commission to allocate $20 million each fiscal year and up to $20 million each fiscal year thereafter, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the state board to jointly review and report on the progress toward establishing a hydrogen fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state. The bill would authorize the commission to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance for purposes of assisting in the implementation of these provisions. The bill, no later than July 1, 2013, would require the state board and air districts to jointly convene working groups to evaluate the specified policies and goals of specified programs.	

Solano Transportation Authority Bill Matrix
as of 1/31/2013

Bill ID/Topic	Location	Summary	Position
SCA 4 **Liu D** Local government transportation projects: special taxes: voter approval.	SENATE PRINT	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 that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.	
SCA 8 **Corbett D** Transportation projects: special taxes: voter approval.	SENATE PRINT	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 that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.	
SCA 11 **Hancock D** Local government: special taxes: voter approval.	SENATE PRINT	The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits a local government from imposing an ad valorem tax on real property or a transactions tax or sales tax on the sale of real property. This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.	

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ATTACHMENT C

Akin Gump
STRAUSS HAUER & FELD LLP

M E M O R A N D U M

January 30, 2013

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: January Report

In January, Susan Lent traveled to Solano County and made a presentation to the Solano Transportation Authority Board of Directors regarding the outlook in Washington on transportation issues and a recommended approach for achieving STA's federal priorities. She also met with staff regarding federal priorities and toured some of STA's transportation projects. The next step is for Susan Lent to make recommendations regarding federal funding sources and approaches to securing funding and to schedule a date for meetings in Washington.

Fiscal Cliff

On January 2, President Obama signed into law *The American Taxpayer Relief Act* (H.R. 8), a product of down-to-the-wire negotiations between Vice President Biden and Senate Minority Leader Mitch McConnell (R-KY) to avert the fiscal cliff. The Senate approved the bill early on January 1 by a vote of 89 to 8. The House passed the bill that night by a vote of 256 to171.

The law permanently extended the current tax rates for individuals with incomes of up to $400,000 and couples with income of up to $450,000 and increases taxes for those with higher incomes. The law also indexed the alternative minimum tax exemption to the Consumer Price Index, extends emergency unemployment benefits for one year and continues current Medicare payment rates for doctors for one year. The law extended farm bill policies and programs through the end of the fiscal year. The law also reinstated the $230/month commuter tax benefit for employees to transit in parity with the parking benefit for fiscal years 2012 and 2013. The Internal Revenue Service issued instructions applying for the Retroactive Increase in Excludible Transit Benefits on January 17.

The law postponed automatic, across-the-board spending cuts, known as the "sequester" until March 1. It does not address fiscal year 2013 appropriations, so Congress must vote in February or March to address additional budgetary issues. The White House and Republicans in Congress remain at odds over how to balance the budget. Republicans have taken the position that further deficit reduction to avoid sequestration should come from reducing federal spending. President Obama and many Democrats advocate a combination of tax increases and spending cuts. The White House is expected to continue to support new infrastructure investment even though the

President's proposal for $50 billion in infrastructure investment was dropped from the latest tax bill.

The sequestration is now scheduled to go into effect in one month and the parties are not making progress in developing consensus regarding how to avoid across-the-board cuts. We will continue to keep you apprised regarding developments.

Secretary of Transportation

On January 29, 2013, Department of Transportation (DOT) Secretary Ray LaHood announced that he will resign and leave the Department after a successor is confirmed. Those identified as possible successors include Los Angeles Mayor Antonio Villaraigosa, former Pennsylvania Governor Ed Rendell, former House Transportation Committee Chair Jim Oberstar, National Transportation Safety Board Chair Deborah Hersman, former Michigan Governor Jennifer Granholm and former Texas Senator Kay Bailey Hutchison. Senator Boxer has expressed support for Mayor Villaraigosa because "he made transportation one of his signature issues."

Congressional Committees

On January 13, Chairman Bill Shuster (R-PA) took over the gavel of the House Transportation and Infrastructure Committee from Rep. John Mica (R-FL), who was term-limited as chairman. Rep. Shuster was elected to Congress in 2001 and succeeded his father, Rep. Bud Shuster, who served as Chairman of the House Transportation and Infrastructure Committee from 1995 to 2001. In his opening remarks, Chairman Shuster stated that the Committee would address reauthorization of a water resources bill and passenger and freight rail policy, as well as begin consideration of the next surface transportation bill, which expires on September 30, 2014. Chairman Shuster also stated that he would work to find a solution for funding the highway trust fund and has already begun discussions with Senate Environment and Public Works Committee Chair Barbara Boxer to consider options to reform the gasoline tax.

In the organizational meeting, the following Subcommittee Chairmen were appointed: Aviation - Rep. Frank LoBiondo (R-NJ); Coast Guard and Maritime Transportation – Rep. Duncan Hunter (R-CA); Economic Development, Public Buildings, and Emergency Management – Rep. Lou Barletta (R-PA); Highways and Transit - Thomas E. Petri (R-WI); Railroads, Pipelines, and Hazardous Materials – Rep. Jeff Denham (R-CA); and Subcommittee on Water Resources and Environment - Rep. Bob Gibbs (R-OH).

In addition to the Subcommittee assignments, the Committee rules were amended to allow the Chairman to establish special panels to focus on particular issue areas. Chairman Shuster

appointed Rep. Duncan to head the first panel, which will focus on intermodalism. The panel may hold hearings and report back to the Committee but cannot mark-up or approve legislation.

Vehicle Miles Traveled Fee

On January 8, 2013, the Government Accountability Office (GAO) issued a report recommending a pilot program to test the viability of fees for commercial trucks and electric vehicles as a potential source of revenue for the highway program. The report, entitled Highway Trust Fund: Pilot Program Could Help Determine the Viability of Mileage Fees for Certain Vehicles, noted that there would be opposition to adopting fees due to concern related to privacy, especially if GPS tracking is used to calculate fees, as well as cost challenges. The GAO calculated average mileage fee rates for passenger vehicles and commercial trucks needed to meet a revenue target of $34 billion to replace current federal fuel tax revenues, $53.5 billion to maintain revenues sufficient to meet current spending levels, and $78 billion to increase spending to maintain existing system conditions and performance. To meet these targets, drivers of passenger vehicles with average fuel efficiency would pay $108 to $248 per year in mileage fees compared to the $96 these drivers currently pay in federal gasoline tax. Additionally, the fee would be more costly to administer than the current gas tax.

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STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Economic Development Assistance Programs - Public Works and Economic Development Facilities Program	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	**FY2013: $111 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)**	December 13, 2012 for funding cycle 2 of FY 2013; March 13, 2013 for funding cycle 3 of FY 2013; June 13, 2013 for funding cycle 4 of FY 2013 ; and September 13, 2013 for funding cycle 1 of FY 2014	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."		
TCSP	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.	**Vallejo Downtown Streetscape Project. $1,150,000 awarded 08/02/12**	David Kleinschmidt
State of Good Repair*	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.	**$1.5M FAST for replacement buses**	Mona Babauta

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
TIGER IV Discretionary Grant*	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
Veterans Transportation and Community Living Initiative (VTCLI)*	VeteransTransportation @dot.gov	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.		
Clean Fuels*	Vanessa Williams, FTA Office of Program Management, (202) 366–4818, email: vanessa.williams@dot.gov.	Direct recipients of Section 5307, i.e., transit operators	**$51.5 million**	(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.		
Bus Livability*	Bryce McNitt, Office of Budget and Policy, (202) 366–2618, email: bryce.mcnitt@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	**$125 million**	*(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.		

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Economic Development Assistance Programs - Economic Adjustment Assistance Program	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	**$50 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)**	FY2012: 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."		
Economic Development Assistance Programs - Global Climate Change Mitigation Incentive Fund	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	**FY 2011: $158 million in the first quarter; $193 million in the second quarter btw 3 EDA programs**	12/15/10 for funding cycle 1;03/10/11for 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."		

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Ferry Boat Discretionary (FBD) Program	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.	**$22 million**	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)	**$75,000 per recipient in contractor support**	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.		
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.		

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Sustainable Communities -- Community Challenge Planning Grant	HUD	State and local governments, including U.S. territories, tribal governments, political subdivisions of State or local governments, and multi-State or multijurisdictional groupings.	**Fiscal Year 2011 - $30 million Fiscal Year 2012 funding – not available Budget request expected for Fiscal year 2013**	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.		
TIGGER	Federal Transit Administration	Direct recipients of Section 5307, i.e., transit operators	**Fiscal Year 2011 -- $49.9 million Fiscal Year 2012 funding not available**	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.		
Alternatives Analysis	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.		
National Clean Diesel Funding Assistance Program (DERA)	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.		

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Innovative Transit Workforce Development Program	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. Props pal minimum $100,000 and maximum $1,000,000.		
Transit Safety Research - Pedestrian Collision Warning Pilot Project	Roy Chen, FTA Office of Technology, RoyWeiShun.Chen@dot.gov ; 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.		
Economic Development Assistance: Strong Cities	Seattle Regional Office: Richard Berndt richard.a.berndt@eda.gov; (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.		

Senate Constitutional Amendment No. 4

Introduced by Senator Liu

December 3, 2012

Senate Constitutional Amendment No. 4—A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 4 of Article XIII A thereof, and by amending Section 2 of Article XIII C thereof, relating to taxation.

LEGISLATIVE COUNSEL'S DIGEST

SCA 4, as introduced, Liu. Local government transportation projects: special taxes: voter approval.

The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of ⅔ of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.

This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.

Vote: ⅔. Appropriation: no. Fiscal committee: no. State-mandated local program: no.

1 *Resolved by the Assembly, the Senate concurring,* That the
2 Legislature of the State of California at its 2011–12 Regular
3 Session commencing on the sixth day of December 2010,
4 two-thirds of the membership of each house concurring, hereby

proposes to the people of the State of California that the Constitution of the State be amended as follows:

First—That Section 4 of Article XIII A thereof is amended to read:

Section 4. ~~Cities, Counties and special districts,~~ *Except as otherwise provided by Section 2 of Article XIII C, a city, county, or special district,* by a two-thirds vote of ~~the qualified electors of such district~~ *its voters voting on the proposition*, may impose ~~special taxes on such district~~ *a special tax within that city, county, or special district*, except *an* ad valorem ~~taxes~~ *tax* on real property or a ~~transaction~~ *transactions* tax or sales tax on the sale of real property within ~~such City, County~~ *that city, county,* or special district.

Second—That Section 2 of Article XIII C thereof is amended to read:

SEC. 2. ~~Local Government Tax Limitation.~~ Notwithstanding any other provision of this Constitution:

(a) ~~All taxes~~ *A tax* imposed by any local government ~~shall be deemed to be~~ *is* either *a* general ~~taxes~~ *tax* or *a* special ~~taxes. Special purpose districts~~ *tax. A special district* or ~~agencies~~ *agency*, including *a* school ~~districts, shall have~~ *district, has* no ~~power~~ *authority* to levy *a* general ~~taxes~~ *tax*.

(b) ~~No~~ *A* local government ~~may~~ *shall not* impose, extend, or increase any general tax unless and until that tax is submitted to the electorate and approved by a majority vote. A general tax ~~shall~~ *is* not ~~be~~ deemed to have been increased if it is imposed at a rate not higher than the maximum rate so approved. The election required by this subdivision shall be consolidated with a regularly scheduled general election for members of the governing body of the local government, except in cases of emergency declared by a unanimous vote of the governing body.

(c) Any general tax imposed, extended, or increased, without voter approval, by any local government on or after January 1, 1995, and prior to the effective date of this article, ~~shall~~ *may* continue to be imposed only if *that general tax is* approved by a majority vote of the voters voting in an election on the issue of the imposition, which election ~~shall be~~ *is* held ~~within two years of the effective date of this article~~ *no later than November 6, 1998,* and in compliance with subdivision (b).

(d) ~~No~~ *(1) Except as otherwise provided in paragraph (2), a* local government ~~may~~ *shall not* impose, extend, or increase any special tax unless and until that tax is submitted to the electorate and approved by ~~a~~ two-thirds ~~vote~~ *of the voters voting on the proposition*. A special tax ~~shall~~ *is* not ~~be~~ deemed to have been increased if it is imposed at a rate not higher than the maximum rate so approved.

(2) The imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects under its jurisdiction, as may otherwise be authorized by law, requires the approval of 55 percent of the voters voting on the proposition. A special tax for the purpose of providing funding for local transportation projects is not deemed to have been increased if it is imposed at a rate not higher than the maximum rate previously approved in the manner required by law. The Legislature shall define local transportation projects for purposes of this paragraph.

O

Senate Constitutional Amendment No. 8

Introduced by Senator Corbett

December 14, 2012

Senate Constitutional Amendment No. 8—A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 4 of Article XIII A thereof, and by amending Section 2 of Article XIII C thereof, relating to taxation.

LEGISLATIVE COUNSEL'S DIGEST

SCA 8, as introduced, Corbett. Transportation projects: special taxes: voter approval.

The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of ⅔ of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.

This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.

Vote: ⅔. Appropriation: no. Fiscal committee: no. State-mandated local program: no.

Resolved by the Senate, the Assembly concurring, That the Legislature of the State of California at its 2013–14 Regular Session commencing on the third day of December 2012, two-thirds of the membership of each house concurring, hereby

proposes to the people of the State of California that the Constitution of the State be amended as follows:

First—That Section 4 of Article XIII A thereof is amended to read:

Section 4. ~~Cities, Counties and special districts,~~ *Except as otherwise provided by Section 2 of Article XIII C, a city, county, or special district,* by a two-thirds vote of ~~the qualified electors of such district~~ *its voters voting on the proposition*, may impose ~~special taxes on such district~~ *a special tax within that city, county, or special district*, except *an* ad valorem ~~taxes~~ *tax* on real property or a ~~transaction~~ *transactions* tax or sales tax on the sale of real property within ~~such City, County~~ *that city, county,* or special district.

Second—That Section 2 of Article XIII C thereof is amended to read:

SEC. 2. ~~Local Government Tax Limitation.~~ Notwithstanding any other provision of this Constitution:

(a) ~~All taxes~~ *A tax* imposed by any local government ~~shall be deemed to be~~ *is* either *a* general ~~taxes~~ *tax* or *a* special ~~taxes. Special purpose districts~~ *tax. A special district* or ~~agencies~~ *agency*, including *a* school ~~districts, shall have~~ *district, has* no ~~power~~ *authority* to levy *a* general ~~taxes~~ *tax*.

(b) ~~No~~ *A* local government ~~may~~ *shall not* impose, extend, or increase any general tax unless and until that tax is submitted to the electorate and approved by a majority vote. A general tax ~~shall~~ *is* not ~~be~~ deemed to have been increased if it is imposed at a rate not higher than the maximum rate so approved. The election required by this subdivision shall be consolidated with a regularly scheduled general election for members of the governing body of the local government, except in cases of emergency declared by a unanimous vote of the governing body.

(c) Any general tax imposed, extended, or increased, without voter approval, by any local government on or after January 1, 1995, and prior to the effective date of this article, ~~shall~~ *may* continue to be imposed only if *that general tax is* approved by a majority vote of the voters voting in an election on the issue of the imposition, which election ~~shall be~~ *is* held ~~within two years of the effective date of this article~~ *no later than November 6, 1998,* and in compliance with subdivision (b).

(d) ~~No~~ *(1) Except as otherwise provided in paragraph (2), a* local government ~~may~~ *shall not* impose, extend, or increase any special tax unless and until that tax is submitted to the electorate and approved by ~~a~~ two-thirds ~~vote~~ *of the voters voting on the proposition*. A special tax ~~shall~~ *is* not ~~be~~ deemed to have been increased if it is imposed at a rate not higher than the maximum rate so approved.

(2) The imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects under its jurisdiction, as may otherwise be authorized by law, requires the approval of 55 percent of the voters voting on the proposition. A special tax for the purpose of providing funding for transportation projects is not deemed to have been increased if it is imposed at a rate not higher than the maximum rate previously approved in the manner required by law. The Legislature shall define transportation projects for purposes of this paragraph.

O

Solano Transportation Authority

DATE: February 5, 2013
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Status of State Route (SR) 12 East Safety Project

Background:
State Route (SR) 12 is an important east-west state highway that bisects southern and central Solano County, between Rio Vista and Interstate 80 (I-80) in Fairfield. SR 12 provides access to Rio Vista, cargo access to Travis Air Force Base, transportation of goods to and from both agricultural and wind resource areas in the eastern county, and carries commuters from Solano, Sacramento and San Joaquin counties.

SR 12 carries significant traffic volumes during regular week days and, in summer, high volumes of recreational traffic accessing the Sacramento-San Joaquin Delta on weekends. The presence and operation of three movable bridges, including one over the Sacramento River in Rio Vista, can lead to significant delays due to traffic volumes and long queues while the bridges are open. In addition to volume and operational conditions, SR 12 has also been an area of significant safety concern for Solano residents and communities. In order to address these issues, STA, the San Joaquin Council of Governments, the Metropolitan Transportation Commission and Caltrans funded and completed a corridor study, covering SR 12 from I-80 to I-5. The study was completed in June 2012, and re-published with minor technical corrections in November of 2012.

In 2007, after a series of fatal accidents on SR 12 in Solano and San Joaquin counties, the California Department of Transportation (Caltrans) funded a safety project on SR 12 from the Suisun City limits to Currie Road, east of SR 113. The project included installation of standard-width shoulders, protected left turn pockets into public roads, better drainage, and corrections to vertical and horizontal curves. This project was funded from the State Highway and Protection Program (SHOPP). Caltrans also began the design and environmental clearance of a second SHOPP-funded project, from Currie Road east to Somerset Road in Rio Vista. Caltrans programmed SHOPP funding for this project from the California Transportation Commission (CTC).

Discussion:
The second SR 12 East SHOPP project is ready to proceed. Caltrans has completed its environmental and design process, and has acquired most of the right-of-way needed. One property remains to be acquired and Caltrans has requested that the CTC approve a Resolution of Necessity (RON) to allow Caltrans to initiate the Eminent Domain process for this remaining right-of-way needed for the project. The Caltrans staff report for the January 8, 2013 CTC hearing, is provided as Attachment A. The Highway 12 Association has written a letter in support of the property owner, which is included as Attachment B.

If Caltrans and the property owner are not able to come to terms on the project and property acquisition, the RON allows Caltrans to proceed with the project. If Caltrans is not able to acquire the property either through an amicable resolution or by the eminent domain process, the project cannot proceed.

The attached staff report includes a discussion of the property owner's objections to the Caltrans RON request, and Caltrans' responses. The primary concern appears to be a desire by the property owner to have Caltrans install a left turn lane from westbound SR 12 into his property. The installation of a left turn lane would necessitate reopening of the environmental assessment for the project because the initial design did not anticipate a left turn lane in this location, and the land needed to accommodate a left turn lane was thus not assessed for environmental impacts.

The installation of the first SR 12 East SHOPP project has had clear operational and safety benefits for all travelers of the SR 12 corridor, STA staff and Caltrans both believe that this additional project will have similar benefits. The risk of delay or loss of the project would have a correspondingly negative impact on corridor users. STA staff believes that a solution to the issues faced by the property owner can be achieved in a separate process, but that an attempt to do so within the parameters of this SHOPP project is not viable. Attached is a recent letter received from the City of Rio Vista outlining their concerns (Attachment C).

The property is located in the unincorporated county. The project has an important impact on Rio Vista traffic. The roadway is owned and operated by Caltrans. STA staff therefore believes that these agencies and STA should work together, in consultation with all of the potentially impacted property owners, to identify a viable solution to the access and safety issues that have been identified.

Fiscal Impact:
There is no fiscal impact to STA.

Recommendation:
Approve the following:

1. Authorize the Chair to forward a letter to the CTC supporting approval of the Caltrans Right of Necessity (RON) for the SR 12 East Safety Project; and
2. Authorize the STA to work with Caltrans, the City of Rio Vista and the County of Solano to identify a viable solution to the access and safety issues that have been identified.

Attachments:

A. Caltrans Staff Report to CTC, January 8, 2013
B. Highway 12 Association Letter, dated January 28, 2013
C. City of Rio Vista Letter, dated February 4, 2013

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 8, 2013

Reference No.: 2.4a.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Brent Green
Chief
Division of Right of Way and Land Surveys

Subject: **RESOLUTIONS OF NECESSITY - APPEARANCE**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt a Resolution of Necessity (Resolution) C- 20989 summarized on the following page.

ISSUE:

Prior to initiating Eminent Domain proceedings to acquire needed right of way for a programmed project, the Commission must first adopt a Resolution, stipulating specific findings identified under Section 1245.230 of the Code of Civil Procedure, which are:

1. The public interest and necessity require the proposed project.
2. The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
3. This property is necessary for the proposed project.
4. An offer to acquire the property in compliance with Government Code Section 7267.2 has been made to the owner of record.

In this case, the property owner is contesting the Resolution and has requested an appearance before the Commission. The primary concern and objections expressed by the property owner is the Department is not installing a left-turn pocket at his private road, Cattey Lane. The owner's objections and the Department's responses are contained in Attachment B.

BACKGROUND:

Discussions have taken place with the owner, who has been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which he may subsequently be entitled. Adoption of the Resolution will not interrupt the Department's efforts to secure an equitable settlement. In accordance with statutory requirements, the owner has been advised that the Department is requesting the Resolution at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C- 20989 - Cattey, et al.
04-Sol-12-PM 22.8 - Parcel 62187-1, 2, 3 - EA 2A6209.
Right of Way Certification Date: 01/15/2013 – Ready to List Date: 01/28/2013 - Conventional highway - Install left-turn pockets and standard shoulders along State Route 12 in Rio Vista, CA. Authorizes condemnation of land in fee for a State highway, a permanent utility easement, and a temporary construction easement. Located in the city of Rio Vista, CA at 7828 Highway 12. APN 0048-120-420, 0048-320-020, 0048-320-010, 020, 030, 040, 050, 060, 070, 080, 090, 100.

Attachments:
Attachment A - Project Information
Exhibit A1 and A2 - Project Maps
Attachment B - Parcel Panel Report for Robert Cattey (Resolution C-20989)
Exhibit B1 and B2 - Parcel Maps

PROJECT INFORMATION

PROJECT DATA	04-Sol-12-PM 20.6/21.3 and 21.6/23.7 Expenditure Authorization (EA) 2A6209
Location:	State Route (SR) 12 in Solano County near Rio Vista
Limits:	From 0.1 mile west of Currie Road to 0.3 mile west of Summerset Road
Cost:	Programmed construction cost: $12,000,000 Current right of way cost estimate: $13,470,500
Funding Source:	State Highway Operation and Protection Program
Number of Lanes:	Existing: two lanes Proposed: two lanes
Proposed Major Features:	Interchanges: None Other: Shoulder-widening, left turn pockets and profile correction
Traffic:	Existing (2012): Average Daily Traffic = 19,600 Proposed (2035): Average Daily Traffic = 27,100

NEED FOR THE PROJECT

The purpose of this project is to reduce accidents and minimize accident severity involving fixed objects along SR 12, from 0.1 mile west of Currie Road to 0.3 mile west of Summerset Road. Under the Clean up the Roadside Environment (CURE) Program, which is funded by 201.015 Collision Reduction Program (CRP), this project will remove trees that are in the clear recovery zone and widen the shoulders of SR 12 in both directions. Left-turn pockets will be added at the three intersections of Currie Road, McCloskey Road, and Azevedo Road. This project also proposes to overlay the existing main line at these locations.

PROJECT PLANNING AND LOCATION

The Project Report was approved on 09/02/10 and the environmental document (Initial Study with Mitigated Negative Declaration) was approved on 08/31/10. The current estimate for construction is $12 million. It is programmed under Fiscal Year 2012-13. The Right of Way certification date is targeted for 01/15/13 and the Ready to List date is targeted for 01/28/13. The tentative advertising date is early April 2013.

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LOCATION MAP

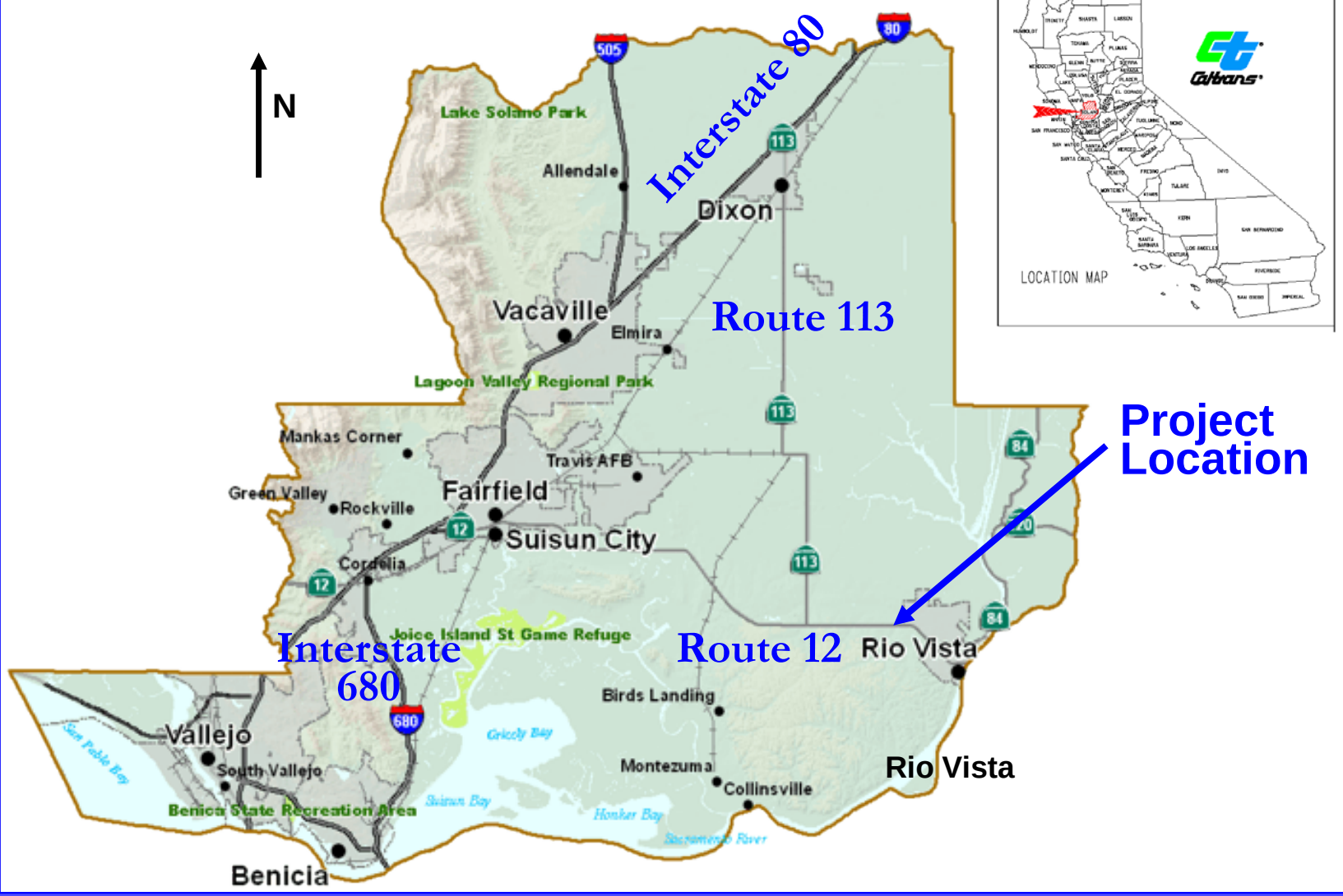


Exhibit A1

Project Location

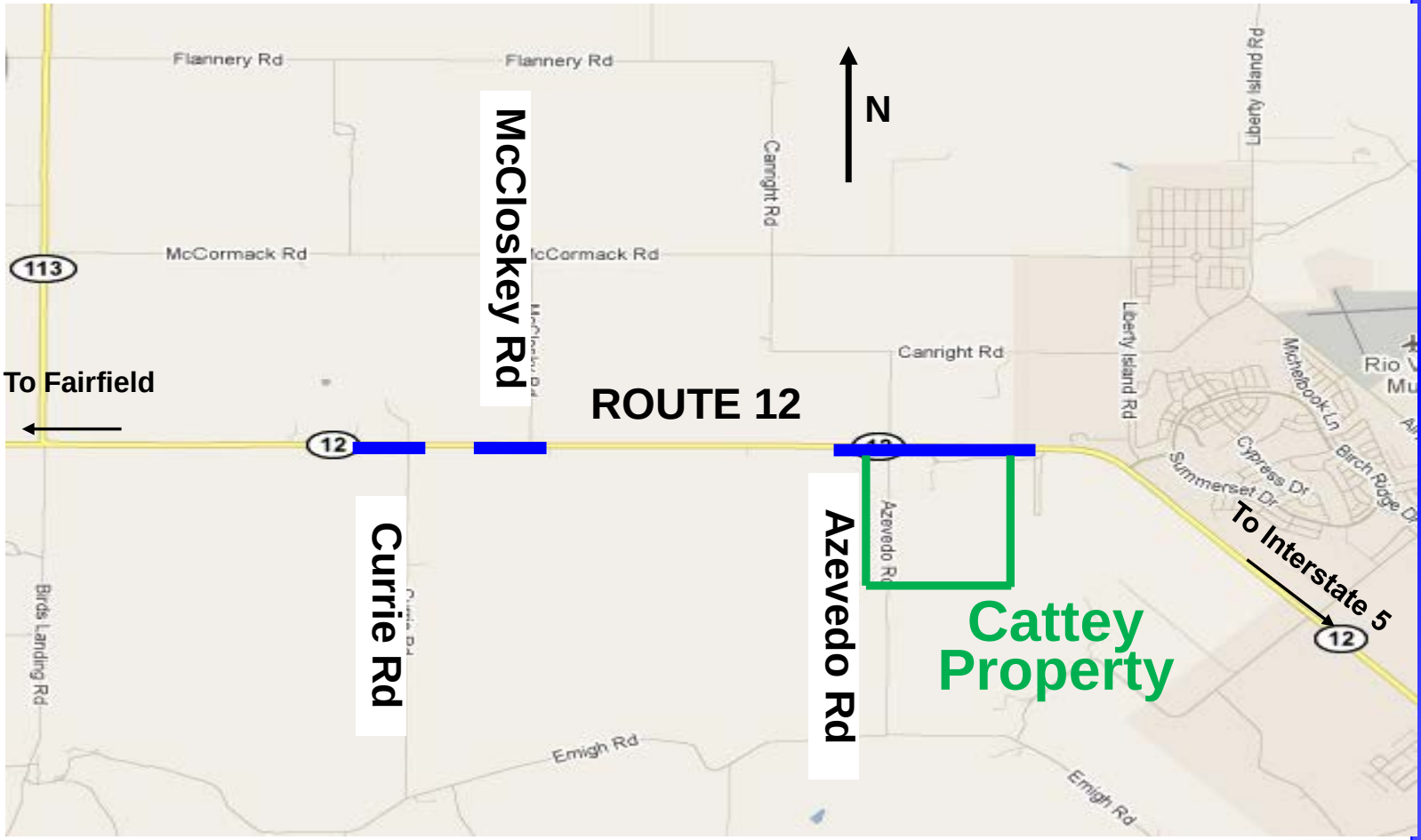


Exhibit A2

PARCEL PANEL REPORT

PARCEL DATA

Property Owner: Robert V. Cattey, Trustee
Robert Cattey Family Trust
Abby Tiller Trust

Parcel Location: 7828 State Route (SR) 12 in city of Rio Vista, CA
Assessor Parcel Number (APN) 0048-120-420, 0048-320-020, 0048-320-010, 020, 030, 040, 050, 060, 070, 080, 090, 100

Present Use: Agriculture/Industrial

Zoning: Agricultural/Industrial

Area of Property: 179.35 acres (multiple APN's impacted)

Area Required: Parcel 62187-1: 104,825 sq. ft. - Fee
Parcel 62187-2: 475 sq. ft. - Utility Easement
Parcel 62187-3: 37,778 sq. ft. in temporary construction easement (TCE)

PARCEL DESCRIPTION

The subject parcel is located in the city of Rio Vista, Solano County and comprised of 12 adjoining APNs under one ownership. The largest APN is 156.72 acres of rolling agriculturally zoned grazing land with a single family residence, fencing and miscellaneous outbuildings. The remaining APNs being impacted (22.63 acres) are zoned industrial. There are multiple businesses currently leasing these properties from the grantor.

NEED FOR THE SUBJECT PROPERTY

A portion of the subject property is needed for the construction of new standard eight foot shoulders and establishment of a clear recovery zone. The right of way requirements for the project include the permanent acquisition of 104,825 sq. ft. or 1.3 percent of the total property area, a utility easement of 475 sq. ft. to accommodate a utility relocation, and an additional 37,778 sq. ft. TCE for re-establishing the owner's fence adjacent to the new right of way line.

RESOLUTION OF NECESSITY REVIEW PANEL REPORT

The Condemnation Review Panel (Panel) met in Oakland on November 8, 2012. The Panel members included Donald Grebe, Panel Chair, Department of Transportation (Department) Headquarters (HQ) Division of Right of Way and Land Surveys; Stacy Lau, Department San Francisco Legal Division; Linda Fong, Department HQ Division of Design; and Paul Pham, Department HQ Division of Right of Way and Land Surveys, Secretary to the Panel. Property owner, Robert V. Cattey, was in attendance as was his brother, George Cattey.

This report summarizes the findings of the Panel with regard to the four criteria required for a Resolution of Necessity and makes a recommendation to the Department's Chief Engineer. The primary concerns and objections expressed by the property owner relate to his property due to construction of the project as currently designed. The following is a description of the specific concerns expressed by the property owner, followed by the Department's response:

Owner:

The current design does not include a left-turn pocket into Cattey Lane. There have been accidents which warrant the need for a left-turn pocket. An unsafe condition will continue to exist at this location without the addition of a left-turn pocket.

There are two existing left-turn pockets on other private roads.

Department:

The two locations of the existing left-turn pockets are Nurse Slough Lane and Mauds Lane. Nurse Slough Lane was a public road until 1993. A left-turn pocket was constructed at Nurse Slough before it was discovered that it was no longer a public road. Although Mauds Lane is a private road, the Department has a non-exclusive roadway easement over Mauds Lane because it serves as the main entrance to the Western Railway Museum.

Cattey Lane is a private road. Public funds typically are not used to provide a left-turn lane into a private property.

The Department performed a traffic assessment in mid September 2012, and no congestion or operational problems were observed. The Traffic Accident Surveillance Analysis System's data for the three-year period from September 1, 2005 to August 31, 2008 within the project limit shows the actual accident rate (0.24 accidents per million vehicle miles) is below the Statewide rate (0.77 accidents per million vehicle miles). Also, according to District's Office of Highway Operations, there were three accidents (two injury accidents and one property damage only) during the five-year period (March 1, 2006 - Feb 28, 2011) from 500 ft. west of Cattey Lane to

500 ft. east of Cattey Lane). One of the accidents involved a vehicle waiting to make a left turn onto the driveway. The other two accidents occurred away from the intersection. Traffic data does not support the need for adding the left-turn pocket. Additionally, a left-turn pocket at this location would require additional right of way from both Mr. Cattey's property and the parcels located on the north side of SR 12. The Department cannot justify adding the left-turn pocket at this location. Mr. Cattey has been provided with the opportunity to include a left-turn pocket to Cattey Lane, at his cost.

Owner:

The current design does not address the flooding problem at this location. The existing culverts do not adequately handle the drainage at the low spot located at this parcel. The owner contends that by not enlarging the existing culvert or adding a new culvert at the low spot, it would cause flooding to the home, water well and septic tank.

Department:

The Department has revised the profile alignment from the original design along the floodplain area. The highway profile will match the existing elevation and will not change the existing hydraulic conditions.

Based on Federal Emergency Management Agency (FEMA) mapping, the 100-year floodplain runs through the Cattey property. The owner's proposal to place a culvert at the low point of the roadway, adjacent to the wetland would result in significant impacts to the wetland and the adjacent Well Creek, requiring consultation with resource agencies and additional mitigations. Drainage changes are beyond the scope of this project. Additionally, the proposed culvert will not solve the historic flooding problem on the property.

Gutters are also re-established to carry surface runoff from the highway preventing water flowing onto the adjacent lands.

The Department's data shows two flooding events have occurred at this vicinity in the last 20 years. The scope of this project does not address the existing drainage issues but reduces accidents and minimizes accident severity involving fixed objects. The proposed design on this project does not create any greater drainage impacts.

Owner:

The current project does not address the aerially deposited lead (ADL) issue.

Department:
According to the District's Hazardous Waste Unit, the ADL concentration is below the threshold set by the Department of Toxic Substance Control's (DTSC) standard and is classified as non-hazardous. No removal or disposal is required.

Owner:

The proposed right of way line would be 38 feet away from the house. There is no compensation that has been offered for the well and septic tank. The proposed acquisition requires more land from his side of the highway than the north.

Department:

The well and septic compensation is not a matter to be considered by the California Transportation Commission (Commission) and was addressed at the District Condemnation Evaluation Meeting.

The centerline of the highway will remain the same with the acquired areas being roughly the same on both the north and south side of the highway.

Owner:

The Department plans to cut down more trees than needed.

Department:

The Department will preserve up to three trees by installing a metal beam guardrail to shield them. There are five trees located within the Department's proposed right of way and/or clear recovery zone that will be cut down due to a conflict with construction and to enhance safety.

DEPARTMENT CONTACTS

The following is a summary of contacts made with the property owner:

Type of Contact	Number of Contacts
Mailing of information	3
E-Mail of information	16
Telephone contacts	38
Personal / meeting contacts	5

STATUTORY OFFER TO PURCHASE

The Department has appraised the subject property and offered the full amount of the appraisal to the owner of record as required by Government Code Section 7267.2. The property owner has been notified that issues related to compensation are outside the purview of the Commission.

PANEL RECOMMENDATION

The Panel concludes that the Department's project complies with Section 1245.230 of the Code of Civil Procedure in that:

- The public interest and necessity require the proposed project.
- The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.
- The property rights to be condemned are necessary for the proposed project.
- An offer to purchase in compliance with Government Code Section 7267.2 has been made to the owners of record.

The Panel recommends submitting a Resolution of Necessity to the Commission.

_____
DONALD E. GREBE
Chief
Office of Project Delivery
Division of Right of Way and Land Surveys
Panel Chair

I concur with the Panel's recommendation:

_____
KARLA SUTLIFF
Chief Engineer

PERSONS ATTENDING THE CONDEMNATION PANEL REVIEW MEETING ON NOVEMBER 8, 2012

Donald Grebe, HQ Division of Right of Way and Land Surveys, Panel Chair
Stacy Lau, San Francisco Legal Office Attorney, Panel Member
Linda Fong, HQ Division of Design, Panel Member
Paul Pham, HQ Division of Right of Way and Land Surveys, Panel Secretary

Robert V. Cattey, Property Owner
George Cattey, Brother of the Property Owner

Bijan Sartipi, District 4, District Director
Helena (Lenka) Culik-Caro, District 4, Deputy District Director, Design
Nita Logan, District 4, Division Chief , Design- North
Ziad Abubekr, District 4, Design Engineer
Joe Peterson, District 4, Chief, Design North – Hydraulic
Stewart Lee, District 4, Design Engineer
Doanh Nguyen, District 4, Division Chief, Project Management - North
Nicolas Endrawos, District 4, Regional Project Manager
Toni Scoralle, District 4, Supervising Right of Way Engineering and Surveys
Allison Paich, District 4, Supervising Right of Way Agent

Project Impact

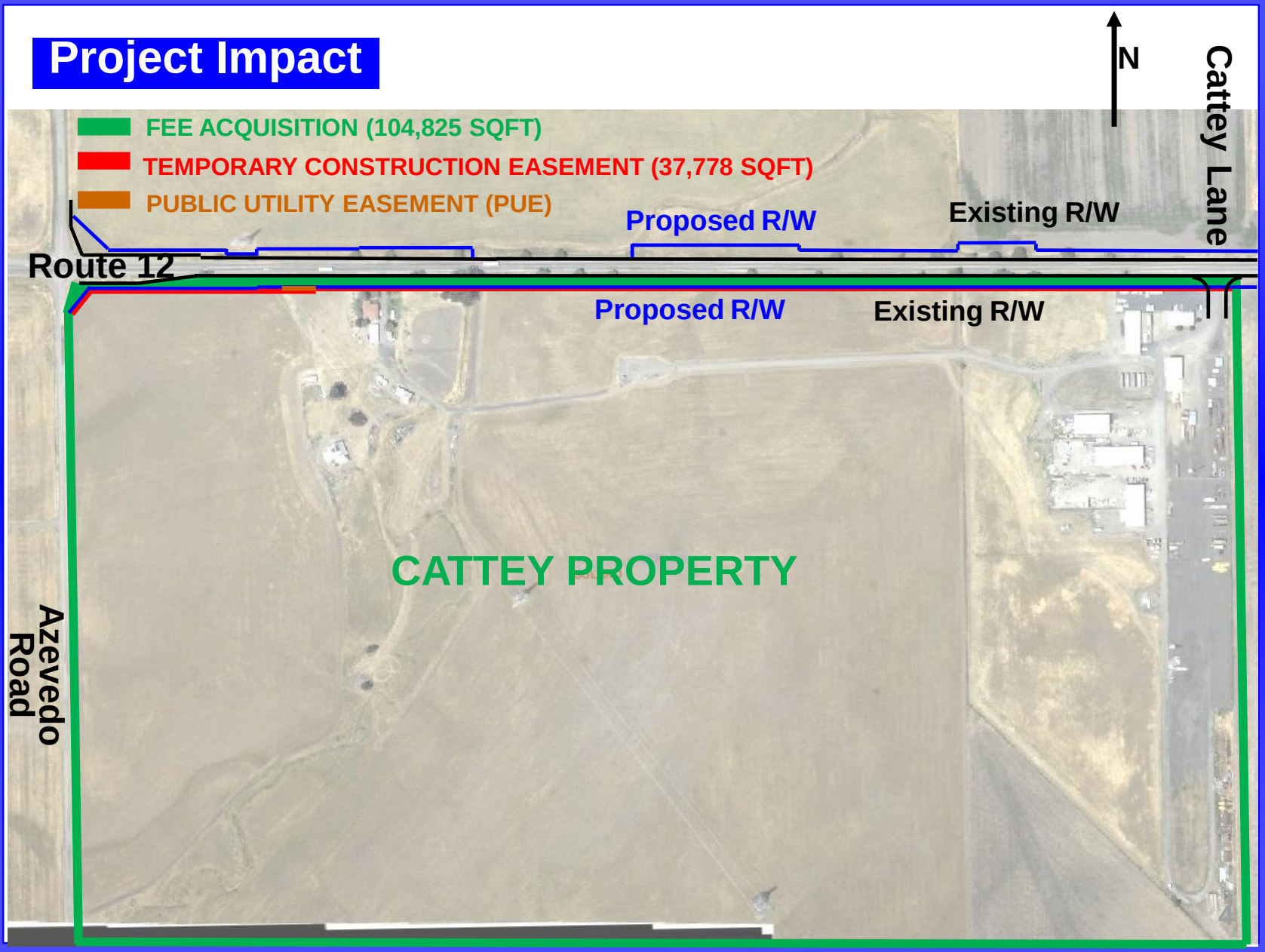
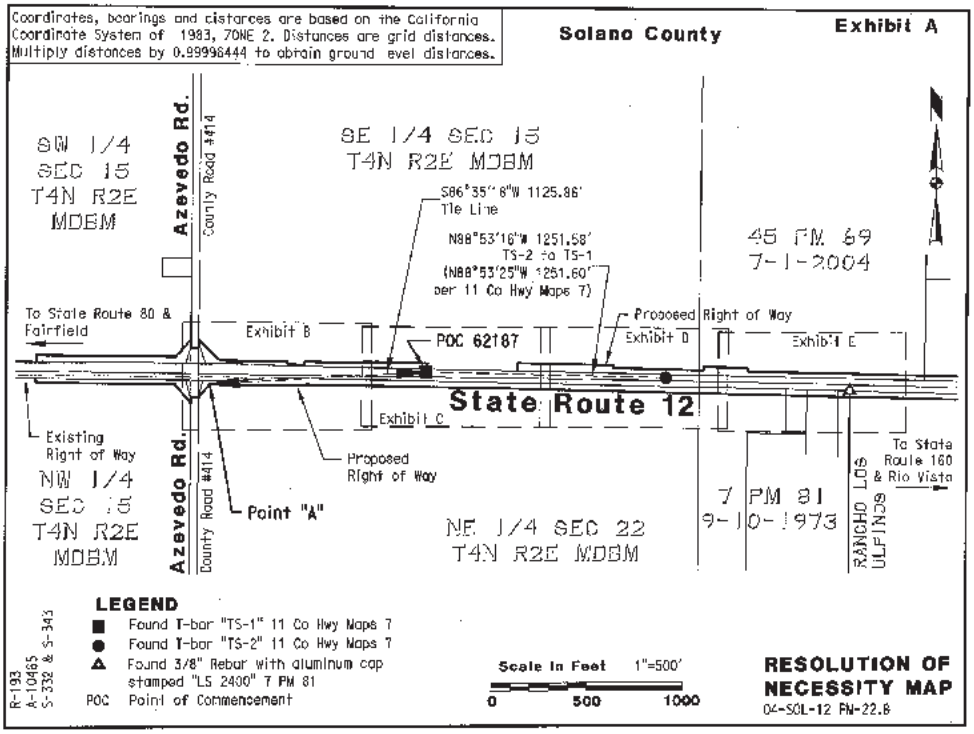


Exhibit B1


Coordinates, bearings and distances are based on the California Coordinate System of 1983, ZONE 2. Distances are grid distances. Multiply distances by 0.99996444 to obtain ground evel distances.
Solano County
Exhibit A
SW 1/4 SEC 15 T4N R2E MDBM
Azevedo Rd.
County Road #414
SE 1/4 SEC 15 T4N R2E MDBM
S86°35'16"W 1125.86'
Tie Line
N88°53'16"W 1251.58'
TS-2 to TS-1
(N88°53'25"W 1251.60' per 11 Co Hwy Maps 7)
45 PM 69
7-1-2004
To State Route 80 & Fairfield
Exhibit B
POC 62187
Proposed Right of Way
Exhibit D
Exhibit E
State Route 12
Exhibit C
Existing Right of Way
Proposed Right of Way
NW 1/4 SEC 15 T4N R2E MDBM
Azevedo Rd.
County Road #414
Point "A"
NE 1/4 SEC 22 T4N R2E MDBM
7 PM 81
9-10-1973
RANCHO LOS ULPINOS
To State Route 160 & Rio Vista
R-193
A-10465
S-332 & S-343
LEGEND
Found T-bar "TS-1" 11 Co Hwy Maps 7
Found T-bar "TS-2" 11 Co Hwy Maps 7
Found 3/8" Rebar with aluminum cap stamped "LS 2400" 7 PM 81
POC Point of Commencement
Scale In Feet 1"=500'
0 500 1000
RESOLUTION OF NECESSITY MAP
04-SOL-12 PN-22.8

Attachment B

HIGHWAY 12 ASSOCIATION
PO BOX 300
RIO VISTA, CALIFORNIA 94571

January 28, 2013

Mr. Bijan Sartipi
District 4 Director
111 Grand Avenue
Oakland, CA 94612

Dear Mr. Sartipi:

The Highway 12 Association is an organization dedicated to improving safety along the length of SR 12 in Solano and Napa Counties. We appreciate the many projects done on Highway 12 between Walters Road in Suisun City and the Rio Vista Bridge.

The upcoming project to construct turn pockets and shoulders between Currie Road and Summerset Road (Liberty Island Road) will further improve the safety of the highway.

However, there is one improvement that has not been considered up to this time by Caltrans that the Highway 12 Association considers of major importance: the construction of a turn pocket/lane on Hwy 12 WB at the Cattey Industrial Park. This small industrial park has a number of important businesses to the Rio Vista area. Daily, large cranes make a left turn from WB Highway 12 into the Industrial Park. Due to heavy traffic EB, trucks, cars and cranes that are turning stop the WB traffic, backing it up past Summerset Road. This creates a traffic hazard as there is no way for stopped vehicles to pass. Several accidents have occurred at this location.

The Highway 12 Association is asking that Caltrans construct a turn pocket or lane at this location to prevent future back ups and accidents.

Thank you for your consideration.

Sincerely,

Gene Vick

Gene Vick, Chair
Highway 12 Association

cc: Daryl Halls, Solano Transportation Authority
Robert Macaulay, Solano Transportation Authority
Vince Jacala, Caltrans, District 4
David Melilli, City of Rio Vista
Robert Cattey, Rio Vista Industrial Park

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Attachment C

CITY OF RIO VISTA

One Main Street, Rio Vista, California 94571
Phone (707) 374-6451 Fax: (707) 374-5063

RECEIVED

FEB - 6 2013

SOLANO TRANSPORTATION AUTHORITY

February 4, 2013

Mr. Bijan Sartipi
Caltrans
District 4 Director
111 Grand Avenue
Oakland, CA 94612

Dear Mr. Sartipi:

The upcoming Highway 12 project to construct turn pockets and shoulders between Currie Road and Summerset Road (Liberty Island Road) will greatly improve safety, and benefit the City of Rio Vista. We are appreciative.

However, there are three issues that concern us, and we hope that it is not too late in the planning process to make changes. Two of these changes are for safety and to lessen congestion. The first is an improvement that has not been considered up to this time by Caltrans that the City considers of major importance: the construction of a turn pocket/lane on Highway 12 westbound at the Cattey industrial park. This small industrial park has a number of important businesses to Rio Vista, and they employ some of our citizens. Daily large cranes make a left turn from westbound Highway 12 into the Industrial Park. Due to heavy traffic eastbound, trucks, cars and cranes that are turning stop the westbound traffic, backing it up past Summerset Road. This creates a traffic hazard as there is no way for stopped vehicles to pass. There have been several bad accidents at this location.

Across the highway from Cattey Lane (the entrance to the Industrial Park) is the Brann Ranch which is inside the City limits. This property has a final map and a development agreement with the City of Rio Vista. The map shows that when built it will contain 860 homes, a commercial parcel, and a school parcel. At the time this plan was done and approved by the City, it was not known that improvements would be made to Highway 12. Because of that the circulation pattern is very awkward and will direct traffic to Liberty Island Road and to Summerset Road to access Highway 12. According to David Melilli the City of Rio Vista's Community Development director, a representative of Caltrans came to our office and met with him. They reviewed the final map for this project and she indicated which parcels Caltrans will be taking. I am enclosing the map with those parcels highlighted in yellow. When this is done the developer will have to do a new map, and amend the EIR. This provides an opportunity to revise the circulation pattern and plan for an intersection with Highway 12 and Cattey Lane.

The third issue concerns the Cattey Ranch. Part of the Cattey Ranch is a drainage way for the Montezuma Hills. It is a major drainage way, and it crosses from the Ranch under Highway 12

into the lands of Joe Awander, and from there to the Brann Ranch where it is named Watson Hollow. Watson Hollow drains to the Sacramento River. Right now when we have a major rain storm it is working. Our concern is whether the new culvert under Highway 12 will be large enough to carry the water under the highway. If it is not, and the highway is higher than it is now, the highway will act as a dam. This will create flooding on the Cattey Ranch. I have heard but do not have direct knowledge that Caltrans is planning on building the highway lower at this point. Our concern is even if this is true, that there will not be a large enough culvert under the highway to carry the water. Then the highway will not be a dam, but would act more as a weir. If it is a weir, then during a heavy rain storm the water that is draining from the Montezuma Hills will back up until it is high enough to follow its natural course and flow over the highway to the lands of Joe Awander. This could make the highway impassable and seriously affect the citizens of Rio Vista.

The City does not want to stop this very important project, and will do what is necessary to help move it along because it is a major benefit for our citizens.

Thank you for your consideration.

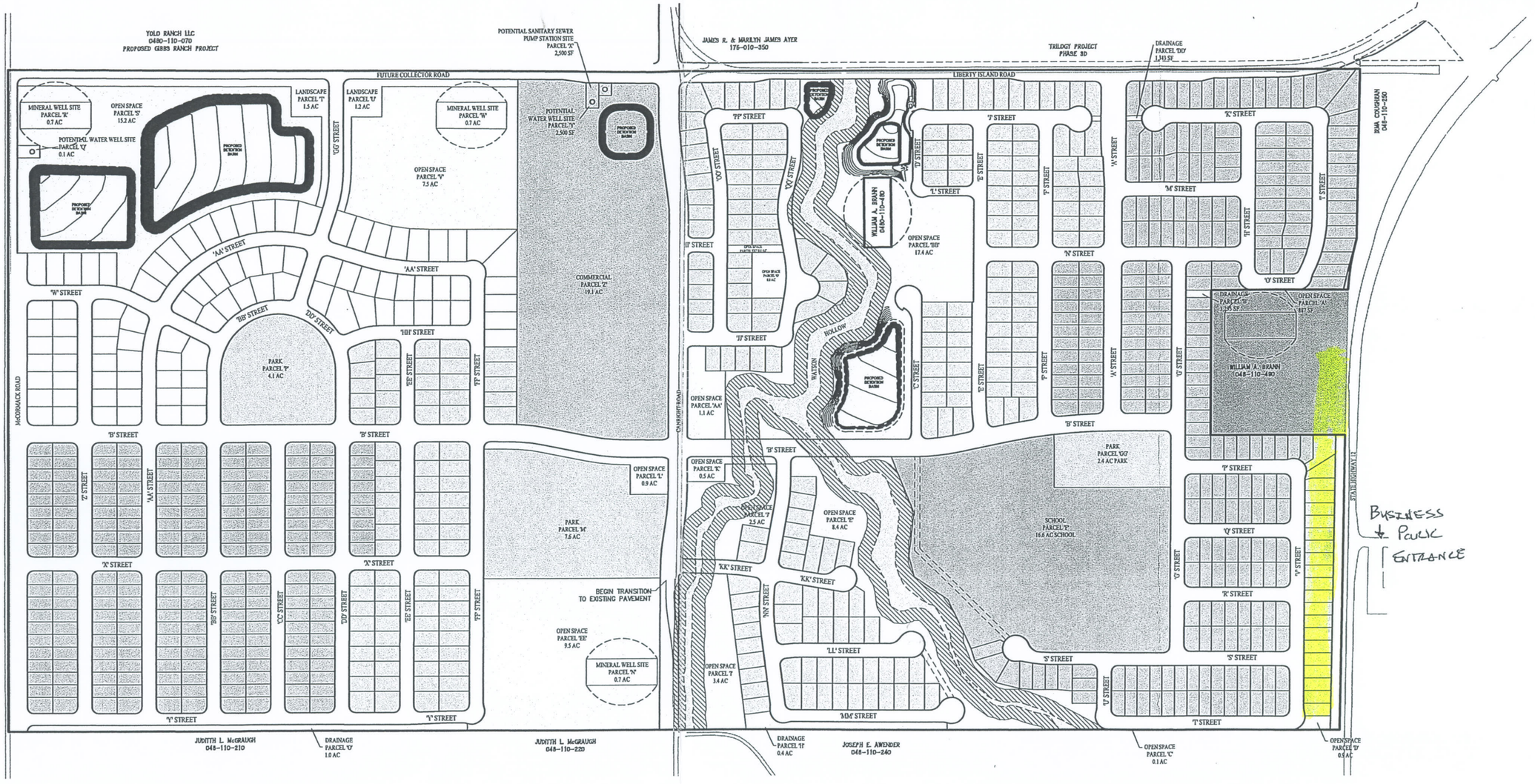
Sincerely,

Norman M. Richardson

Norman M. Richardson
Mayor of Rio Vista

Cc: Hon. Senator Lois Wolk
Hon. Assemblyman Jim Frazier
Hon. Skip Thomsen, Board of Supervisors, District 5
Daryl K Halls, Executive Director Solano Transportation Agency
Robert Macaulay, Director of Planning Solano Transportation Agency
Vince Jacala, Caltrans, District 4
David Melilli, Community Development Director City of Rio Vista
Joe Tanner, Interim City Manager, City of Rio Vista
Robert Cattey, Highway 12 Industrial Park
Gene Vick, Chair Highway 12 Association
City of Rio Vista Councilmembers

Enclosure



LOT COUNT SUMMARY

- 50' WIDE LOTS = 481 TOTAL
- 60' WIDE LOTS = 273 TOTAL
- 70' WIDE LOTS = 92 TOTAL

846 TOTAL

LEGEND

- WATSON HOLLOW (TOP OF BANK TO TOP OF BANK)
- WATSON HOLLOW 50' SETBACK
- DETENTION BASIN SITES
- OPEN SPACE SITES
- PARK SITES
- COMMERCIAL SITE
- SCHOOL SITE
- BRANN RESIDENCE – REMAINDER PARCEL

LOTTING EXHIBIT
BRANN PROPERTY

CITY OF RIO VISTA SOLANO COUNTY CALIFORNIA

0' 200' 600' 800'

SCALE: 1"= 200' DATE: NOVEMBER 2006

Carlson, Barbee & Gibson, Inc.
CIVIL ENGINEERS • SURVEYORS • PLANNERS
6111 BOLLINGER CANYON ROAD, SUITE 150
SAN RAMON, CALIFORNIA 94583
TEL (925) 866-0322
FAX (925) 866-8575

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Agenda Item X.C
February 13, 2013

DATE: January 31, 2013
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: OneBayArea Grant (OBAG) Candidate Projects Assessment and Funding Eligibility

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Background:
On May 17, 2012, the Metropolitan Transportation Commission (MTC) released guidelines for the 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 M over 4 years.

Between July 2012 and December 2012, the STA Board has programmed $12.573 M of the available $18.769 M of STA OBAG funds for the following projects and programs:

1. Local Streets and Roads Projects, $5.863 M
2. STA Planning, $3.006 M
3. Dixon West B Street Bicycle Pedestrian Undercrossing, $2.535 M
4. Vallejo Georgia Street Downtown Streetscaping Projects, $0.611 M
5. Solano Napa Commuter Information, $0.533 M
6. STA Priority Development Area (PDA) Investment and Growth Strategy, $0.025 M (net after backfill)

Of the $6.196 M remaining, $0.586 M is Surface Transportation Program (STP) funds (flexible funds for planning and rehabilitation projects) and $5.610 M is Congestion Mitigation and Air Quality (CMAQ) funds (emission reduction funds for bicycle, pedestrian, and complete streets projects).

Draft OBAG Draft Candidate Projects Assessment
On December 12, 2012, the STA Board adopted a Project and Program Screening Criteria Assessment, which screened out five projects from further consideration, leaving 17 projects remaining for further consideration. The STA Planning staff also presented "Final OBAG CMAQ Project and Program Screening and Ranking Criteria and Methodology" as authorized by the STA Board in October 2012 (Attachment A). STA Planning staff discussed how the STA Board will receive a ranking criteria matrix, with a draft assessment for each of the candidate projects or programs.

A Draft STA OBAG Candidate Projects Assessment Matrix was reviewed by the STA TAC and Board on January 2nd and January 9th, respectively. The assessment table organizes the 17 remaining OBAG projects into the following three categories:

- Transit Related Projects
- Complete Streets Style Projects
- Bicycle or Pedestrian Projects

The table also organizes the 13 criteria into the following 5 categories:

- Plan Achievement
- Specific Benefits
- Area Investments
- Regional/Equitable Focus
- Delivery Incentives

This organization of projects and criteria serves only to aid in reading the matrix and does not confer any priority or weighting to any project or criteria. The total of "Yes" votes, while quantitative in nature, will be applied qualitatively when STA staff compare the Assessment Matrix results to each project's funding eligibility and tier as described below.

OBAG Project and Program Tiers to be Analyzed with Funding Eligibility

On December 12, 2012, STA Planning staff also discussed how OBAG projects would be placed into three Tiers, depending on their OBAG project ranking results and candidacy for federal funding. Attached is a draft STA OBAG Funding Eligibility Table that analyzes whether an OBAG project is either a good, partial, or poor match for a variety of STA discretionary or competitive funding sources outside of OBAG funds (Attachment B). STA staff will adjust OBAG projects into tiers once the assessment results shown in the Draft OBAG Candidate Projects Assessment Matrix have been approved by the STA Board. This last step will inform STA staff's recommendation for programming remaining OBAG funding within the context of a broader funding strategy, as described by the STA's funding strategy principles, adopted by the STA Board on March 10, 2010 (Attachment C).

Discussion:

STA Board Tables Action on OBAG, Staff Revises Equity Criteria

During the January 9, 2013 discussion of the OBAG Candidate Projects Assessment Matrix, the STA Board tabled their action until their next meeting, allowing TAC members who were absent during the January 2, 2013 TAC meeting another chance to review the assessment. On January 9, 2013, the City of Benicia submitted a comment letter requesting several changes to the OBAG Selection Criteria (Attachment D). STA staff recommends adjusting the criteria regarding "proportional equity" to criteria that describes how many different jurisdictions benefit from a project (Attachment E). STA staff will score a project with a "yes" if that project benefits residents from multiple jurisdictions.

Revised OBAG Development Schedule, Final Approval by March 13, 2013

Attached is a revised OBAG Development Schedule (Attachment F). This new schedule shows meeting dates for many STA Advisory Committees to review and comment on the proposed funding recommendations in the OBAG Funding Strategy. Several advisory committees make recommendations to the STA Board for funding sources outside OBAG that may be part of an overall proposed funding strategy. The Bicycle and Pedestrian Advisory Committees both make recommendations for projects funded with Transportation Development Act (TDA) Article 3 funds and the SolanoExpress Intercity Transit Consortium makes recommendations regarding State Transit Assistance Funding (STAF). For example, 6 of the 17 OBAG submitted candidate projects are eligible for and have been assessed as good candidates for STAF. 13 of the 17 OBAG candidate projects are good candidates for TDA Article 3.

STA TAC Recommends Changing to Results While Maintaining Criteria Definitions
On January 30, 2013, the STA TAC reviewed the revised criteria assessment and asked for technical and merit-based changes. Several TAC members asked STA staff for technical corrections discussed since the last TAC meeting, which include the following changes:

- Suisun/Fairfield Train Station Improvements
    - Housing Share changed from No to Yes
- Intercity Service, for Non-Ambulatory Riders and Mobility Programs
    - Local Match from No to Yes
- Suisun City Lotz Way Improvements
    - MTC RTP Goals from 0 to 6
    - STA CTP Goals from 0 to 9
- Suisun City Railroad Avenue Extension Project
    - Housing Share from No to Yes
    - Local Match from No to Yes
- Rio Vista Waterfront Promenade Phase 2
    - Local Match from No to Yes

Where project sponsors disagreed with STA Staff criteria results, project sponsors discussed the merits of their requested result changes with the TAC. TAC members took action on merit-based criteria result changes for each project separately:

- Vacaville Mason Street at Depot Street Road Diet
    - Employment Center from No to Yes
    - Motion by David Mellili, second from Shawn Cunningham; unanimous approval
- Suisun City Railroad Avenue Extension project
    - Benefit to number of residents from low to medium
    - Motion from David Kleinschmidt, second by David Mellili, unanimous approval
- Benicia First Street Pedestrian Improvements
    - Benefit to number of residents from low to medium
    - Motion by David Kleinschmidt, second by Matt Tuggle, unanimous approval

Fiscal Impact:
None. The recommended Draft STA OBAG Candidate Project Assessment Matrix, which shows STA Staff criteria results, does not recommend any particular project for funding.

Recommendation:
Forward a recommendation to the STA Board to approve the OneBayArea Grant (OBAG) Candidate Projects Assessment results as shown in Attachment E.

Attachments:

A. STA Final OBAG CMAQ Project and Program Screening and Ranking Criteria and Methodology, 12-12-2012
B. Draft STA OBAG Candidate Projects Funding Eligibility Table, 12-31-2013
C. STA Funding Strategy Principles and Criteria, 04-10-2010
D. City of Benicia OBAG Assessment Comment Letter, 01-09-2013
E. Revised Draft STA OBAG Candidate Projects Assessment Matrix, 01-31-2013
F. STA Revised OBAG Development Schedule, 01-17-2013

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STA's Final OBAG CMAQ Project and Programming Screening and Ranking Criteria

Criteria	Methodology	Who will Rate
How many of goals of the Regional Transportation Plan (RTP) or the Solano Comprehensive Transportation Plan (CTP) are advanced by the project?	There are 10 RTP and 61 CTP goals. STA staff has developed a matrix with each goal and each project listed, and will perform a simple YES / NO review of each matrix cell. Where MTC has already provided guidance on RTP goal assessment, STA staff will use that guidance. The final STA project ranking matrix will list the number of RTP and the number of CTP goals met for each project.	STA Planning Staff
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	Projects not located in or connecting to a PDA will be rated as NO. Projects located in, and programs that will generally support PDAs will be rated YES, unless there is an obvious lack of ability of the project or program to meet this criteria.	STA Planning Staff and Solano Planning Directors
Does the project address safety improvements? • Reduction in the number of collisions • Reduction in severity of collisions • Reduction in bicycle/pedestrian collisions	Projects that have clearly-articulated safety components or that provide new bicycle or pedestrian routes will be rated as YES.	STA Planning and Projects staff and STA TAC
Is the project a recognized priority project in any of the STA's adopted plans, and if so what rank	Projects that are identified as a Priority Project in an adopted STA plan will be ranked as YES. The ranking will be provided in a table footnote.	STA Planning Staff
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?	STA will map proposed projects and communities of concern. Those projects that overlap with a community of concern will be rated YES.	STA Planning and Transit Staff

STA's Final OBAG CMAQ Project and Programming Screening and Ranking Criteria

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: • Is the project identified in a locally-adopted master plan? • Does it have environmental clearance and completed Plans, Specifications and Estimates (PS&Es)? • What is the project delivery record of the sponsoring agency? • If the project is large, can the project sponsor deliver earlier project phases with independent utility?	The STA PDWG will be asked to review and assess each project's deliverability. Projects will be rated as FIRST half or SECOND half of the OBAG funding cycle.	STA Projects Staff, PDWG, and STA TAC
Does the project deliver an element of a Complete Street?	Projects that have an element of a Complete Street will be rated as YES. This includes bicycle or pedestrian facilities, transit stops, or special accommodation of goods movement vehicles.	STA Planning and Projects Staff and STA TAC
Is the project located in a jurisdiction that is taking more than its proportionate share of the county's allocation in the upcoming Regional Housing Needs Allocation process, relative to the jurisdiction's January 1, 2012 Household Population Share?	Jurisdictions whose RHNA % is equal or larger than their 2012 Household Population % will be ranked YES.	STA Planning Staff and Solano Planning Directors
Does the project or program support maintaining and expanding the employment base in Solano County?	If the project is located in or adjacent to a major employment center, it will be rated YES. Major employment centers were identified by the STA as an early part of the Solano CTP update.	STA Planning Staff and Solano Planning Directors
Does the project or program benefit a large number of residents and businesses, including multiple jurisdictions?	Projects located in areas with high volumes of county traffic, and projects providing service to large populations, will be ranked as YES.	STA Planning, Projects, Transit and Rideshare staff

STA's Final OBAG CMAQ Project and Programming Screening and Ranking Criteria

Does the project encourage or facilitate the use of public transit or other use of alternative modes?	Projects or programs that directly promote a) use of transit, including local and intercity bus service, rail and ferry passenger service, and rideshare and vanpool formation, or b) that promote the use of bicycling or walking, will be rated YES.	STA Planning, and Projects staff
Does the project or program contribute towards the equitable distribution of benefits through the OBAG program?	STA will map projects proposed for funding based upon other criteria, and present this map to the Board for assessment.	STA Planning Staff, STA TAC and STA Board
Have adequate local match funds been identified for the project?	Projects that have identified a dedicated local match that meets or exceeds the federal match requirement will be rated as YES.	STA Projects Staff, PDWG, and STA TAC

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Attachment B

Draft STA Candidate Projects Funding
Eligibility Table, 12-31-12

	STA Discretionary									
Source Type	Federal	Federal	Local	Local	Local	Local	Federal/Local	State	Federal	
Funding Source	**STP (OBAG)**	**CMAQ (OBAG)**	**TDA Article 3**	**TFCA, Program manager**	**STAF, Population**	**STAF, Regional Paratransit**	**Lifeline (STP, Prop 1B, STAF)**	**Prop 1B, PTMISEA**	**FTA 5311, Rural (+ JARC MAP21)**	**TOTAL**
General Project Eligibility	Planning, rehab	Bike/ped, rideshare, pilot transit	Bike/Ped, education	Bay Area Bike/ped, alt fuels, rideshare, marketing	Transit planning, capital, operations, programs	ADA planning, capital, operations, programs	CBTP planning, capital, operations, programs	Transit Capital (STA Board action = Rolling Stock)	Rural Transit Capital and Operating	
per year	$ 146,500	$ 1,688,500	$ 274,000	$ 270,000	$ 1,980,000	$ 400,000	$ 2,000,000	$ 716,667	$ 295,000	**$ 7,770,667**
4-yr total (2012-13, 13-14, 14-15, 15-16)	$ 586,000	$ 6,754,000	$ 1,225,000	$ 1,080,000	$ 7,920,000	$ 1,600,000	$ 6,000,000	$ 4,300,000	$ 1,180,000	**$ 30,645,000**
% of 4-year total	1.9%	22.0%	4.0%	3.5%	25.8%	5.2%	19.6%	14.0%	3.9%	
Transit Related Projects										
Transit Ambassador Program	Poor	Partial	Poor	Partial	Good	Good	Good	Poor	Partial	
Fairfield West Texas Gateway Access	Poor	Good	Good	Good	Good	Partial	Good	Poor	Poor	
Benicia Industrial Park Transit Hub	Poor	Good	Good	Good	Good	Partial	Poor	Partial	Poor	
Suisun/Fairfield Train Station Improvements	Poor	Good	Good	Good	Good	Partial	Partial	Partial	Poor	
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Poor	Partial	Poor	Partial	Good	Good	Good	Poor	Partial	
Complete Streets Style Projects										
Key Destination Sidewalk/St Inventory	Good	Poor	Poor	Poor	Good	Partial	Good	Poor	Poor	
Vallejo Downtown Streetscape Improvements	Partial	Good	Good	Good	Partial	Poor	Poor	Poor	Poor	
Safe Routes to School (SR2S) Engineering Projects	Poor	Good	Good	Good	Partial	Poor	Partial	Poor	Poor	
Vacaville Allison PDA Bike and Ped improvements	Poor	Good	Good	Poor	Partial	Poor	Good	Poor	Poor	
Vacaville Ulatis Creek Bike Path	Poor	Good	Good	Poor	Poor	Poor	Good	Poor	Poor	
Suisun City Lotz Way Improvements	Poor	Good	Good	Good	Poor	Poor	Poor	Poor	Poor	
Vacaville Mason Street at Depot Street Road Diet	Poor	Good	Good	Poor	Poor	Poor	Good	Poor	Poor	
Suisun City Railroad Avenue Extension Project	Poor	Partial	Partial	Poor	Poor	Poor	Poor	Poor	Poor	
Bicycle or Pedestrian Projects										
Solano County Vaca Dixon Bike Path Phase 5B	Poor	Good	Good	Poor	Poor	Poor	Poor	Poor	Poor	
Solano County Lake Herman Road Bike Path	Poor	Good	Good	Partial	Poor	Poor	Poor	Poor	Poor	
Rio Vista Waterfront Promenade Phase 2	Poor	Good	Good	Poor	Poor	Poor	Poor	Poor	Poor	
Benicia First Street Pedestrian Improvements	Poor	Good	Good	Good	Partial	Poor	Poor	Poor	Poor	

Draft STA Candidate Projects Funding Eligibility Table, 12-31-12

	MTC Competitive			Air Quality Competitive			Caltrans Competitive (some in flux due to MAP-21, *potential for consolidation)						
Source Type	Federal	Federal		Local	Local		State	State	Federal/State	Federal	Federal	Federal	
Funding Source	**STP**	**STP**	**TOTAL**	**BAAQMD, TFCA Regional**	**YSAQMD, Clean Air Funds**	**TOTAL**	**BTA***	**EEM***	**SRTS/SR2S***	**HR3**	**HSIP**	**TAP***	**TOTAL**
General Project Eligibility	Regional PDA & Transit Oriented Affordable Housing (TOAH)	Priority Conservation Areas (PCA)		Bay Area tech demo, alt fuels, bike, regional rideshare, shuttles	Eastern Solano Bike/ped, alt fuels, rideshare, marketing		commuter bikeways, parking, planning,	"restoration, roadside recreation" category for bike projects	Safe Routes to School Planning, Bike/Ped safety projects	Rural Road safety projects (joint call with HSIP)	Safety projects with safety data (Spring 2013)	Enhance-ment style projects, (spent on Dixon West B St)	
per year	$ 5,000,000	$ 2,500,000	**$ 7,500,000**	$ 3,300,000	$ 260,000	**$ 3,560,000**	$ 7,200,000	$ 10,000,000	$ 21,000,000	$ 3,750,000	$ 25,000,000	NA	**$ 66,950,000**
4-yr total (2012-13, 13-14, 14-15, 15-16)	$ 20,000,000	$ 10,000,000	**$ 30,000,000**	$ 13,200,000	$ 1,040,000	**$ 14,240,000**	$ 28,800,000	$ 40,000,000	$ 84,000,000	$ 15,000,000	$ 100,000,000	NA	**$ 267,800,000**
% of 4-year total	66.7%	33.3%											
Transit Related Projects													
Transit Ambassador Program	Poor	Poor		Poor	Partial		Poor	Poor	Poor	Poor	Poor	Poor	
Fairfield West Texas Gateway Access	Partial	Poor		Poor	Poor		Good	Poor	Poor	Poor	Poor	Good	
Benicia Industrial Park Transit Hub	Poor	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Good	
Suisun/Fairfield Train Station Improvements	Partial	Poor		Poor	Poor		Good	Poor	Poor	Poor	Poor	Good	
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Poor	Poor		Partial	Partial		Poor	Poor	Poor	Poor	Poor	Poor	
Complete Streets Style Projects													
Key Destination Sidewalk/St Inventory	Poor	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Poor	
Vallejo Downtown Streetscape Improvements	Poor	Poor		Poor	Poor		Good	Poor	Poor	Poor	Poor	Good	
Safe Routes to School (SR2S) Engineering Projects	Poor	Poor		Poor	Good		Poor	Poor	Good	Partial	Partial	Good	
Vacaville Allison PDA Bike and Ped improvements	Poor	Poor		Poor	Good		Good	Poor	Poor	Poor	Poor	Good	
Vacaville Ulatis Creek Bike Path	Poor	Poor		Poor	Good		Poor	Partial	Poor	Poor	Poor	Good	
Suisun City Lotz Way Improvements	Poor	Poor		Poor	Poor		Partial	Poor	Poor	Poor	Poor	Good	
Vacaville Mason Street at Depot Street Road Diet	Poor	Poor		Poor	Good		Poor	Poor	Poor	Poor	Poor	Good	
Suisun City Railroad Avenue Extension Project	Poor	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Partial	
Bicycle or Pedestrian Projects													
Solano County Vaca Dixon Bike Path Phase 5B	Poor	Partial		Poor	Good		Poor	Good	Poor	Partial	Poor	Good	
Solano County Lake Herman Road Bike Path	Poor	Partial		Poor	Poor		Poor	Good	Poor	Partial	Poor	Good	
Rio Vista Waterfront Promenade Phase 2	Partial	Poor		Poor	Good		Poor	Partial	Poor	Poor	Poor	Good	
Benicia First Street Pedestrian Improvements	Partial	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Good	

Solano Transportation Authority (STA)
Funding Strategy Principles and Criteria

The following set of principles and criteria will help guide the STA Board in prioritizing STA Overall Work Plan (OWP) projects.

1. **Minimum of One Top Priority Project Per Agency every 10 years**
    a. To maintain equity between STA member agencies, at least one top priority project from each agency will benefit from STA discretionary dollars every 10 years.
    b. Criteria: Developed project phases per member agency per decade.
2. **Create Funding Certainty**
    a. Projects become STA OWP funding priorities if a project sponsor can demonstrate a project has a funding strategy for each development phase (project concept planning to construction) to cover at least a complete phase of construction.
    b. Criteria: Funded Project Delivery Phases
        i. Environmental Review
        ii. Preliminary Engineering and Design
        iii. Right-of-Way Acquisition
        iv. Construction
3. **Reward Project Progress**
    a. Projects become STA OWP funding priorities if the project sponsor can show project development progress towards obtaining environmental clearance, completing design, or certifying right-of-way.
    b. Criteria: Completed Project Delivery milestones
        i. Environmental Document approval, permits obtained, and Project Approval
        ii. Final Design complete
        iii. Right-of-Way acquired
4. **Maximize Countywide Funding through Leveraging**
    a. Projects become STA OWP funding priorities if STA investments can help bring additional grant funding into Solano County. There are several ways to leverage funds:
    b. Provide basic local matches to obligate grant funds
        i. Projects become STA OWP funding priorities if STA investments can assist project sponsors with local matches.
        ii. Criteria: Ratio of STA grants vs. other funding
    c. Develop projects to compete for "Shovel-Ready" grants

i. Projects become STA OWP funding priorities if STA investments can assist a project sponsor develop a project to acquire grants focused on construction.
ii. Criteria: Ratio of STA development funds needed vs. construction grant opportunities

d. Invest comprehensively in a project area to compete for large grants

i. Projects become STA OWP priorities if project sponsors can demonstrate multiple transportation connections to their projects.
ii. If these choices are not yet available, additional connection projects can become STA funding priorities to support the larger project, enabling it to compete for larger grant funds.
iii. Criteria: Ratio of STA investments vs. regional grant funding

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Office of the Mayor
ELIZABETH PATTERSON

January 9, 2013

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

SUBJECT: OneBayArea Grant (OBAG) Candidate Projects Assessment/STA Board Agenda Item VIII(B.)

Dear Mr. Halls:

First, I'd like to compliment you on the excellent staff work your staff performed on the subject agenda item in support of the Board. The process for assessing the candidate OBAG projects has been very productive to date.

I believe, however, that it is premature to approve the draft assessment results in Attachment B because they need further work including:

1. Separating the binary questions (yes/no) from questions that have a wider range of numerical or other qualitative scoring (1-20 or high/medium/low) and comparing the totals from each resultant category. For example, currently the relative value of the individual numerical scores for the "MTC Goals" and "STA Goals" versus the "Total Yes" criteria is unknown at this time.

   Another scoring refinement would be to include a modes distribution under "Transit Related Projects" so that projects which provide the greatest benefit for this category (i.e. transit) could be identified.

2. Staff/TAC should complete the "Countywide or equitable" criteria currently labeled "To Be Determined."

3. Staff/TAC should clarify and perhaps reconsider the relative value of the numerical scores for the "MTC Goals/STA Goals." The goals are not equal and it is unclear what value there is to determining the total

ELIZABETH PATTERSON, *Mayor*
Members of the City Council
TOM CAMPBELL, *Vice Mayor* . ALAN M. SCHWARTZMAN . MARK C. HUGHES . CHRISTINA STRAWBRIDGE

BRAD KILGER, *City Manager*
H.R. AUTZ, *City Treasurer*
LISA WOLFE, *City Clerk*

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number of goals. The potential usefulness would be to categorize the goals for each of the transportation objectives. In other words, there may be 10 goals for road improvements and 5 goals for transit. While each have merit, they are not equal in terms of meeting SB375 objectives.

In the case of Benicia, we believe an existing employment center should have more weight than a "yes/no;" also, that the "Benefit to Number of Residents" ranking for the Benicia First Street Pedestrian Improvements project should be "Medium," not the "Low" indicated.

I recognize the STA regular meeting is intended to be a business meeting and it is not suitable to have a deeper discussion, therefore I suggest that STA schedule a Board workshop or refer this item back to the Technical Advisory Committee so the decision making process can be refined prior to the Board taking final action. Thank you.

Sincerely,

Elizabeth Patterson

Elizabeth Patterson
Mayor, City of Benicia

cc: Brad Kilger, City Manager
Charlie Knox, Community Development Director
Melissa Morton, Interim Public Works Director

Revised Draft STA OneBayArea Assessment

1/31/2013

January 30th STA TAC Changes Highlighted

	Plan Achievement			Specific Benefits			Area Investments			Regional/Equitable			Delivery Incentives		Total
Transit Related Projects	MTC RTP Goals (10)	STA CTP Goals (50)	STA Planned Priority	Safety	Alt modes or Transit	Complete Streets	Support PDA/PCA	Comm concern / CBTP	Employ-ment Center	County wide or equitable*	Benefit to number of residents	Housing Share	1st two years? 12-13, 13-14?	Local Match	Number of Criteria rated "Yes"
Transit Ambassador Program	3	8	Yes	Yes	Yes	No	Yes	Yes	No	Yes	High	Yes	Yes	Yes	9
Fairfield West Texas Gateway Access	6	13	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Med	Yes	No	Yes	8
Benicia Industrial Park Transit Hub	7	15	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Med	No	No	Yes	7
Suisun/Fairfield Train Station Improvements	8	16	No	Yes	Yes	Yes	Yes	No	Yes	Yes	High	Yes	No	Yes	8
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	3	7	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Low	Yes	No	Yes	8
Complete Streets Style Projects															
Key Destination Sidewalk/St Inventory	6	14	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	High	Yes	Yes	No	9
Vallejo Downtown Streetscape Improvements	7	14	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Med	No	Yes	Yes	8
Safe Routes to School (SR2S) Engineering Projects	6	7	Yes	Yes	Yes	Yes	No	No	No	Yes	High	Yes	No	Yes	7
Vacaville Allison PDA Bike and Ped improvements	6	9	No	Yes	Yes	Yes	Yes	No	Yes	No	Med	No	No	Yes	6
Vacaville Ulatis Creek Bike Path	6	9	Yes	Yes	Yes	Yes	Yes	No	No	No	Low	No	No	Yes	6
Suisun City Lotz Way Improvements	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	Low	Yes	No	No	6
Vacaville Mason Street at Depot Street Road Diet	6	9	No	Yes	Yes	Yes	Yes	No	Yes	No	Med	No	No	Yes	6
Suisun City Railroad Avenue Extension Project	5	9	No	Yes	Yes	Yes	Yes	No	No	No	Med	Yes	No	Yes	6
Bicycle or Pedestrian Projects															
Solano County Vaca Dixon Bike Path Phase 5B	2	6	Yes	Yes	Yes	Yes	No	No	No	Yes	Low	No	Yes	Yes	7
Solano County Lake Herman Road Bike Path	3	6	No	Yes	Yes	Yes	Yes	No	No	Yes	Low	No	No	Yes	6
Rio Vista Waterfront Promenade Phase 2	5	11	No	Yes	Yes	Yes	Yes	No	No	No	Low	Yes	No	Yes	6
Benicia First Street Pedestrian Improvements	6	10	Yes	Yes	Yes	Yes	Yes	No	No	No	Med	No	No	No	5

* The "Countywide or Equitable" criteria has been revised to show "yes" for projects that benefit residents from more than one jurisdiction.

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OneBayArea Grant (OBAG) Development Schedule

Solano Transportation Authority

01-17-2013

Date	Meeting	Action
2012		
July 11	STA Board	Call for Projects and programs existing commitment projects and programs ($6 M)
Sept 12	STA Board	STA Board Programs Local Streets and Roads projects by formula ($5.86 M as modified Dec 12
Oct 10	STA Board	STA Board Adopts Eligibility and Ranking Criteria and swaps OBAG funds with Vallejo ($0.611 M swapped)
Dec 12	STA Board	STA Board Screens out projects that did not meet screening criteria and shifts available funds to Local Streets and Roads projects
2013		
Jan 29	Consortium	Review OBAG Project Assessment and Funding Eligibility Table
Jan 30	TAC	Recommend Approval of OBAG Project Assessment
Feb 13	**STA Board**	**Approve OBAG Project Assessment**
Feb 26	Consortium	Review OBAG Funding Strategy and Approve priorities for State Transit Assistance Funds (STAF) for projects shown in the strategy
Feb 27	TAC	Recommend Approval of OBAG Funding Strategy
Feb 28 tentative	PAC	Review OBAG Funding Strategy and Approve priorities for Transportation Development Act (TDA) Article 3 funds for projects shown in the strategy
Mar 7	BAC	Review OBAG Funding Strategy and Approve priorities for Transportation Development Act (TDA) Article 3 funds for projects shown in the strategy
Mar 13	**STA Board**	**Approve OBAG Funding Strategy**
Various	Various	Return to STA Advisory Committees for funding recommendations for STAF and TDA Article 3 funds as shown in the adopted funding strategy.

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Solano Transportation Authority

DATE: January 3, 2013
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Discussion of Agenda Topics for STA Board Retreat/Workshop

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Background:
Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan (OWP) for the forthcoming two fiscal years. Periodically, the STA Board has scheduled Board retreats or workshops intended to provide a more relaxed forum for the Board Members and Alternates to discuss aspects and query staff regarding topics that may be new, complex, innovative, controversial and/or require the participation and cooperation of multiple agencies to be successful.

Over the past eight years, the STA has held two Board workshops, the first in February of 2005 and a second workshop in June of 2011. Attached are agendas from each of those workshops that highlight the subject matter for each. Five of the six Board Member discussion items from the 2005 workshop are part of the STA's current 2012-13 and 2013-14 Overall Work Plan and all seven topics from the 2011 STA Board Workshop are part of the current STA OWP.

On January 9, 2013, the STA Board approved a recommendation from the 2012 STA Board Executive Committee for STA to schedule and organize a Board workshop for Board Members and Alternates prior to the March 13th STA Board meeting with a focus on the following three subject matters:

1. The I – 80 Corridor – Specifically System Management and Operational Improvements
2. Mobility Management Plan and Program
3. Discussion of Local Funding Sources

The STA Board workshop has been scheduled for Wednesday, March 13, 2013 at 12 noon to 5pm, at the Rancho Solano Meeting Facility located in Fairfield.

Discussion:
Based on some initial discussion with the STA Board's 2013 Executive Committee (Chair Hardy, Vice Chair Davis, and Board Members Batchelor and Spering), staff is in the process of developing a draft agenda and potential speakers for each of the three agenda topics. This will be provided under separate cover. Staff is recommending an approach that consists of the following:

- Introduction of the topic;
- Engaging the Board in a policy discussion pertaining to the subject matter;
- Obtaining policy direction; and
- Providing recommended follow up steps based on the participants' discussion.

Staff is proposing to introduce each subject matter with presentations and/or guest presenters. A package of relevant background information and policy questions pertaining to each subject matter will be provided to each of the participants prior to the workshop date. This will provide the eight STA Board members and their eight alternates with an opportunity to be more familiar and current on the subject matter. The policy questions are intended to focus some of the discussion on forthcoming decisions that will be facing the STA Board in the current year or could be considered as part of the STA's development and update of its overall work plan for FY 2013-14 and 2014-15. At the meeting, STA staff and relevant staff from TAC and/or Consortium or other partner agencies will be available to participate in the discussion and/or to answer questions. Staff will summarize the discussion at the Board workshop and will then return to a subsequent Board meeting with recommendations for implementation based on the policy direction provided at the workshop.

The following is an initial summary of each agenda topic.

<u>I-80 Corridor – System Management and Operational Improvements</u>
For the past fourteen years, the STA has invested a significant amount of resources and energy in planning and improving the I-80 corridor through Solano County. In recent years, several important projects have been undertaken and/or completed. Historically, the STA has partnered with the California Department of Transportation (Caltrans) to fund and deliver these mobility and safety improvements. Caltrans is responsible for maintaining and operating California's state highway system and District IV has been working with various Bay Area Congestion Management Agencies to plan for and implement various operational and system management improvements as part of newly constructed projects.

In recent years, the Metropolitan Transportation Commission (MTC), the federally designated Metropolitan Planning Organization (MPO) for the nine county Bay Area has begun to dedicate regionally allocated federal transportation funds to system management and operational improvements on the Bay Area's major travel corridors, including I-80. This effort has been dubbed by MTC as the Freeway Performance Initiative (FPI).

Concurrently, STA has been working with Caltrans and MTC the past three years to fund and implement express lanes (formerly called High Occupancy Toll (HOT) Lanes) the length of I-80 in Solano County. Currently, STA has received bridge toll funds from MTC to complete preliminary engineering for the conversion of the existing High Occupancy Vehicle (HOV) lanes located on I-80 in Fairfield (between Red Top Road and Air Base Parkway) to an Express Lane and the extension of a new HOV/Express Lane on I-80 (from Air Base Parkway to I-505 in Vacaville). In 2011, with the support of STA, MTC was authorized by the California Transportation Commission (CTC) to initiate a 400 mile express lanes network located in Alameda, Contra Costa and Solano Counties. This includes the I-80 and I-680 corridors in Solano County. Subsequently, MTC provided STA with additional bridge toll funds loaned from funds dedicated in the bridge program for the I-80/I-680/SR 12 Interchange to environmentally clear and design the two initial segments of express lanes on I-80. STA has developed with the City of Vallejo a recommendation to allocate some bridge toll funds to initiating project development for new express lanes on the I-80 corridor from the Al Zampa (formerly Carquinez) Bridge to Highway 37. STA is also working with MTC, and Alameda and Contra Costa counties to identify funding for the initial construction of several phases of express lanes. STA is supportive of advancing the conversion of the existing HOV lane

to an express lane in tandem with expanding the HOV network on I-80 up to I-505 through the implementation of express lanes. The results would be a contiguous 18-mile express/HOV lanes network through the heart of the I-80 corridor in Solano County.

Concurrently, STA has been working with a technical committee of local agency staff (Dixon, Fairfield, Vacaville, Vallejo and County of Solano), Caltrans and MTC to plan for and implement the Freeway Performance Initiative (FPI) operational improvements on I-80. This includes freeway signage/changeable message signs, loop detection and traffic volume equipment, incident response looped into the Caltrans operational center in Oakland to help guide incident response, and ramp metering. An important policy discussion will be the process for our Solano County jurisdictions and STA to coordinate with Caltrans for managing the operations of the I-80 corridor, specifically ramp meters once they are installed throughout the corridor. Caltrans District IV has a policy to require an agreement between Caltrans and either the local agency or the countywide congestion management agency prior to the ramp meters being turned on. This will include freeway to freeway ramp meters and metering at local interchanges. One of the presenters scheduled for the Board workshop is Caltrans District IV Director, Bijan Sartipi.

Mobility Management Plan and Program

The development of a Mobility Management Plan and Program was identified as a high priority by the STA Board in the recently completed Senior and People with Disabilities Mobility Plan and by the Senior and People with Disabilities Transporation Advisory Committee and Paratransit Coordinating Council (PCC). STA has taken the lead in development of this plan which is focused on implementation of four specific tasks: Countywide American with Disabilities Act (ADA) eligibility, travel training, senior driver safety program, and a mobility management call center. In December 2012, the Board authorized STA to fund and distribute a request for proposals (RFP) for a two year pilot program for Countywide ADA eligibility prior to the completion of the Mobility Management Plan. In response to a request from Solano County Transit (SolTrans), the STA Board agreed to have this program in place by July 1, 2013.

The Solano Mobility Management Plan is nearing completion and an update will be presented at the workshop. Staff is recommending presenters be invited that are representatives from some of the constituents that are the subject of the plan. This would include representatives from seniors, people with disabilities and low income residents with the intent to have them describe their mobility needs and how aspects of the proposed mobility management program would best serve their mobility needs.

Local Funding Sources

Historically, Solano County has been dependent on state and federal transportation funds to fund the majority of its priority transportation projects. Working through the STA and with the support of its federal and state legislative delegation, Solano County has been successful in obtaining federal earmarks and funding from state sponsored initiatives such as the Traffic Congestion Relief Program (TCRP), Proposition 1B's Corridor Mobility Improvement Account (CMIA) and Trade Corridor Improvement Fund (TCIF), and competitive grant programs such as the Interregional Transportation Improvement Program (ITIP) and the State Highway Operations and Protection Program (SHOPP). In 2004, Bay Area voters passed Regional Measure 2 adding a 4th dollar to the bridge toll for the Bay Area's seven state owned bridges. The RM2 expenditure plan included specified capital and operating funds for Solano County.

Since 2005, the fiscal landscape for transportation in California and the United States has changed significantly. The US Congress and the President have eliminated Congressional earmarks, instead allocating federal funds through formula grants directly to States and/or federally designated metropolitan planning organizations, such as the Metropolitan Transportation Commission (MTC) for the Bay Area. California's lingering fiscal crisis has significantly limited the amount of funding available to the State Transportation Improvement Program (STIP) which includes the ITIP allocated by the California Transportation Commission (CTC) and the Regional Transportation Improvement Program (RTIP) allocated by the county transportation agencies.

The regional funds received by Solano County through RM 2 and the voter approved Proposition 1B funds have helped offset or delay the effect in the near term of this loss of reliable federal and state transportation funds. Both RM 2 and Proposition 1B funds are close to being fully allocated for existing projects either under construction or scheduled to be under construction in a couple of years. State transportation proponents have begun to discuss potential options for state transportation funding without a clear determination at this point. Potential options under discussion are a new transportation bond, lowering the voter threshold for local transportation measures from 2/3 to 55%, restoring the vehicle licensing fee (VLF) for transportation, and/or dedicating a portion of potential cap and trade funding to transportation.

Solano County has discussed and pursued various options for a local funding source for transportation since the late 1990s. This began with an advisory measure (Measure F) passed by Solano County voters in 1998. Subsequently, three times Solano County asked its voters to pass a local sales tax measure dedicated for transportation (2002, 2004 and 2006). Each time the measure failed to obtain the 2/3 super majority necessary for passage of a special tax. In 2010, the Solano Transportation Improvement Authority (STIA) developed an expenditure plan for a vehicle registration fee to be dedicated to local roads, safe routes to school, and mobility for seniors and people with disabilities, but opted not to place the measure before the voters.

In 2009, the STA initiated a nexus study for a potential Regional Traffic Impact Fee (RTIF) following the completion of an RTIF feasibility study. In December 2012, the STA Board opted to request the Solano County Board of Supervisor to consider adding the STA RTIF nexus study into the County's update of its current County Facility Fee.

As part of both the Rio Vista Bridge Study and the SR 12 Comprehensive Evaluation and Corridor Management Plan, one of the funding options discussed is the potential for tolling the SR 12 corridor to replace the two antiquated bridges on the SR 12 Corridor.

In 2012, STA initiated a Public Private Feasibility Study to evaluate opportunities to fund the expansion and operation and maintenance of various priority transit facilities through private investment and funding participation.

In addition to the list of priority corridor and transit facility improvements, STA has worked with the seven cities, the County and other partners to dedicate limited federal cycle funds (now called One Bay Area Grant (OBAG) by MTC and the Association of Bay Area Governments (ABAG). The STA's primary area of focus the last three years has been on maintenance of local streets and roads, Safe Routes to School, and mobility for seniors and persons with disabilities.

At the workshop, staff will provide an update of the status of available federal, state and regional funds in the near-term (1 to 5 years) and the mid (5 to 10 years) and long term (10 plus years). Staff will also provide an update of a number of these local and regional efforts and seek direction from the Board regarding local funding options and priorities for these funds.

Recommendation:
Approve the draft meeting agenda for the STA Board Workshop of March 13, 2013 as shown in Attachment C.

Attachments:

A. Agenda from STA Board Retreat held February 17, 2005
B. Agenda from STA Board Workshop held June 27, 2011
C. Proposed Agenda for STA Board Workshop of March 13, 2013 (to be provided under separate cover)

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SPECIAL MEETING NOTICE

February 17, 2005

STA Board Retreat

Travis Credit Union
2020 Harbison Drive
Vacaville CA
9:00 A.M. Meeting Time

MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY
To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.

Time set forth on agenda is an estimate. Items may be heard before or after the times designated.

STA Board Members:	**STA Alternates:**
Mary Ann Courville, Chair *City of Dixon*	Gil Vega
Len Augustine, Vice-Chair *City of Vacaville*	Steve Wilkins
Steve Messina *City of Benicia*	Dan Smith
Karin MacMillan *City of Fairfield*	Harry Price
Eddie Woodruff *City of Rio Vista*	Ron Jones
Jim Spering *City of Suisun City*	Michael Segala
Anthony Intintoli *City of Vallejo*	Pete Rey
John Silva *County of Solano*	John Vasquez

ITEM	BOARD/STAFF PERSON
I. CALL TO ORDER – CONFIRM QUORUM	Chair Courville
II. APPROVAL OF AGENDA	
III. OPPORTUNITY FOR PUBLIC COMMENT	
IV. STAFF PRESENTATIONS/SETTING THE STAGE (9:15 a.m. – 10:00 a.m.)	
A. Progress Report on STA's Overall Work Program (OWP) **1.) Planning the Future** **2.) Project Development** **3.) Transit/Rideshare** **4.) Funding the OWP and CTP** *Informational*	Daryl Halls
B. Development of a Five-Year Vision for the Solano Transportation Authority (STA) *Informational*	Daryl Halls
C. Overview of STA's Roles and Responsibilities as the Congestion Management Agency (CMA) for Solano County *Informational*	Dan Christians
V. BOARD MEMBER DISCUSSION ITEMS	
A. Initiation of Regional Impact Fee Study *Discussion* (10:00 a.m. – 10:45 a.m.)	Dan Christians
MEETING BREAK – 10:45 a.m. to 11:00 a.m.	
B. Initiation of Transit Consolidation Study *Discussion* (11:00 a.m. – 11:45 a.m.)	Elizabeth Richards
C. Implementation of TLC Program Countywide/Improving the Linkages and Coordination Between STA's Transportation Planning and Local Land Use Planning *Discussion* (11:45 a.m. – 12:15 p.m.)	Daryl Halls

LUNCH BREAK – "Guest Speaker on Land Use and Transportation Planning"

(12:15 p.m. – 1:00 p.m.)

D. Acceleration of Project Development and Project Delivery — Mike Duncan

Discussion

(1:00 p.m. – 1:15 p.m.)

E. Setting Near Term Priorities for Funding Priority Projects — Mike Duncan

1.) Federal Funding Priorities

2.) STIP Funding Priorities

3.) SHOPP Funding Priorities

4.) Regional Funding Priorities

Discussion

(1:15 p.m. – 1:45 p.m.)

F. Follow Up to Measure A/Development of an Expenditure Plan of Critical Project that Require a Local Funding Source — Daryl Halls, D.J. Smith

Discussion

(1:45 p.m. – 2:45 p.m.)

VI. BOARD MEMBER COMMENTS/NEXT STEPS

VII. ADJOURNMENT – Next Meeting: March 9, 2005 at 6:00 p.m., at Suisun City Hall

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Solano Transportation Authority
. . . working for you!

STA BOARD WORKSHOP

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

MEETING AGENDA

I. CALL TO ORDER / INTRODUCTIONS — Chair Price

II. APPROVAL OF THE AGENDA

III. OPPORTUNITY FOR PUBLIC COMMENT

IV. WORKSHOP ITEMS

A. The Status of Solano County's Comprehensive Transportation System — Daryl Halls
(10:05 – 10:25 a.m.)
Pg. 1

B. STA Priorities for SR 12 Corridor – (Funding, 2 Lanes versus 4 Lanes, Rio Vista Bridge, and Economic Analysis) — Robert Macaulay
(10:25 – 11:00 a.m.)
Pg. 31

C. Implementation on I-80 Corridor - Express Lanes, Freeway Performance Initiative and Ramp Metering — Janet Adams
(11:00 – 11:30 a.m.)
Pg. 37

D. Opportunities for Public Private Partnerships — Janet Adams
(11:30 – 12 Noon)
Pg. 73

LUNCH BREAK
(12 Noon – 12:20 p.m.)

The complete STA Board Workshop Packet is also available on STA's Website at www.sta.ca.gov

E. **Solano County Transit Long Range Sustainability** — Elizabeth Richards
(12:20 – 12:50 p.m.)
Pg. 83

F. **Implementation of Sustainable Communities Strategy – Development of Alternative Fuels Strategy and Infrastructure for Transit** — Robert Macaulay
(12:50 – 1:20 p.m.)
Pg. 91

G. **Funding of Local Priorities such as Safe Routes to School, Senior and People with Disabilities Mobility and Local Streets and Roads** — Daryl Halls, Elizabeth Richards, Sam Shelton
(1:20 – 1:50 p.m.)
Pg. 101

V. **WRAP-UP / BOARD COMMENTS**
(1:50 – 2:00 p.m.)

VI. **ADJOURNMENT**

NOTE: THIS ATTACHMENT WILL BE PROVIDED TO THE . h ! w5 MEMBERS UNDER SEPARATE COVER.

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Solano Transportation Authority

DATE: February 4, 2013
TO: STA Board
FROM: Judy Leaks, SNCI Program Manager
RE: Senate Bill (SB) 1339 – Regional Commuter Benefit

Background:
Senate Bill (SB) 1339 Regional Commuter Benefit authorizes a four-year program to enable the Bay Area Air Quality Management District (BAAQMD) and the Metropolitan Transportation Commission (MTC) to jointly adopt a regional commute benefit requirement for employers with 50 or more full-time employees.

These employers will have the flexibility to offer their employees one of the following:

• Option 1: The option for employees to pay for their transit, vanpooling or bicycling expenses with pre-tax dollars, as allowed by federal law;
• Option 2: A transit or vanpool subsidy of at least $75 per month;
• Option 3: A free shuttle or vanpool operated by or for the employer; or
• Option 4: An alternative program that provides similar benefits in reducing single-occupant vehicles.

While the bill authorizes BAAQMD and MTC to adopt this policy on or after January 1, 2013, schedules for adoption are being considered at this time, and have not yet been finalized. Once the policy is adopted, affected businesses will have an additional six months to comply.
The policy will cover Bay Area businesses with an average of 50 or more full-time employees working at any location within the BAAQMD area. Solano County is in two Air Districts, the BAAQMD (Vallejo, Benicia and Fairfield) and the Yolo Solano Air Quality Management District (YSAQMD). YSAQMD is not required to implement the Regional Commute Benefit, but YSAQMD staff has expressed interest in adopting a similar program as a voluntary measure for businesses with 50 or more full-time employees in its jurisdiction, which includes the northeast portion of Solano County, including Vacaville, Dixon, and Rio Vista.

Discussion:
STA has been reviewing SB 1339 and sees opportunities to support STA's goals to reduce congestion and improve air quality by developing a more specific Option 4 that would encourage the use of commute alternatives including carpooling and assist employers in Solano (and Napa) County to implement on-site transportation programs. The objective is to develop an Option 4 that will make it easy for employers and their employees to participate and have a greater effect on greenhouse gas reduction than Options 1 or 2, and be more feasible and cost effective to implement than Option 3.

There are an estimated 111 Solano employers with 50 or more employees in the implementation area (and 40 such employers in the YSAQMD area) that currently receive support and outreach from STA's Solano Napa Commuter Information (SNCI) program. During 2012, 47 of Solano County's large employers participated voluntarily in the Solano Employer Commute Challenge sponsored by the SNCI Program.

STA's SNCI staff is currently gathering data to determine how many additional employers in Solano County will be affected by this policy. Staff plans to survey the affected Solano employers to determine what commute benefits are currently being offered and what options would work best for them. In addition, SNCI would like to get input from Solano's employers to craft an easy to implement solution so that they can; 1.) meet the mandated requirements; and 2.) encourage the use of all alternative modes.

STA is viewing SB 1339 as an opportunity to continue to work with Solano employers, and to motivate additional employers to provide employees with commute options, thereby reducing traffic congestion and greenhouse gas emissions and improving air quality. These outcomes will also be beneficial for Solano County and the entire region. STA staff has met with BAAQMD and YSAQMD staff to discuss their efforts to implement SB 1339 and receptive to a revised Option 4. Based on discussion, staff will return to the Board to seek Board authorization to initiate this effort.

Fiscal Impact:
None.

Recommendation:
Informational.

Solano Transportation Authority

DATE: January 31, 2013
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Priority Development Area (PDA) Investment Status

Background:
The Solano Transportation Authority (STA) has been tasked by the Metropolitan Transportation Commission (MTC) to develop a Priority Development Area (PDA) Investment and Growth Strategy for Solano County as part of the OneBayArea Grant (OBAG) Programming Policies. The purpose of the PDA Investment and Growth Strategy is to ensure that Congestion Management Agencies (CMAs) have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs. The Strategy must meet the following objectives:

a) Engage Regional/Local Agencies
b) Assist Local Agencies in Meeting PDA Planning Objectives
c) Identify Local Funding Priorities

Solano County's currently has twelve (12) PDAs, with each city having at least one PDA. The STA is required to complete the PDA Investment and Growth Strategy by May 1, 2013.

On October 24th, MTC approved a shift of $20 million from regional OBAG funding to the nine Bay Area CMAs for PDA planning and assistance. As a follow up action, on November 28th, MTC approved the funding allocations to each county based on the most current OBAG and Regional Housing Needs Assessment (RHNA) formula. As part of MTC's action, Solano County was approved to receive $1.06 million for PDA planning and assistance over the next four (4) fiscal years (i.e. FY 2012-13 to FY 2015-16). The $1.06 million is Surface Transportation Program (STP) federal funds.

Discussion:
The first immediate effort underway is coordination with the city and County Planning Directors to assess eligible PDA plans or projects for the additional $1.06 million. STA staff met with the city and County Planning Directors at their meeting on January 17th to discuss implications for allocating the $1.06 million this year or next year. STA staff explained that the STA Board will need to approve PDA plans or projects no later than March 13, 2013 if the cities wanted to use the $1.06 million this year. This is due to the timing of MTC's TIP deadline for new project submittals by April 1st. The next opportunity to include new projects into the TIP is in February 2014. STA staff is scheduling individual meetings with each agency during the 1st and 2nd week of February to discuss potential planning/project scopes and assessing whether or not funds are needed this year or next. A recommendation for when the funding will be needed is expected to be discussed at their February 21st Planning Director's meeting and followed by the STA Technical Advisory Committee (TAC) at their February 27th meeting. STA staff will present the recommendations from the TAC and Planning Director's as an action item to the STA Board at their March 13th meeting.

The second immediate task is the completion of the PDA Investment Strategy. STA staff is currently updating the 2012 Transportation for Sustainable Communities Plan (TSC) in coordination with the city and county Planning Directors. The TSC will be the foundation of the PDA Investment Strategy since it already includes basic elements needed to comply with MTC's PDA Investment Strategy Guidelines. STA will gather additional information related to the PDAs during the anticipated meetings in February and will reflect the information in the final draft Investment Strategy.

A tentative schedule based on an allocation of PDA funding this year is included as Attachment A.

Fiscal Impact:
No impact to STA General Fund. The $1.06 million for implementing Solano County PDA is from Federal Surface Transportation Program (STP) funds provided by MTC to the STA.

Recommendation:
Informational.

Attachment:
A. PDA Timeline

PDA Timeline

Three Objectives over the next four months:

1) Select PDA Priority Projects for the April TIP submittal- Goal is to have access to the funding by August 2013. Next opportunity for TIP submittal is in February 2014 with funding available late Spring/Summer 2014.
2) Approve PDA Investment Strategy by May 1st
3) Kick off PDA Assessment Plan

January 17th

- Planning Directors
  1. Report on status of PDA's and challenge to make the April TIP
  2. Discuss PDA Investment Strategy Approach

January 30th

- TAC meeting: Report on status of PDA's and challenge to make the April TIP

February 13th

- STA Board meeting: Report on status of PDA Implementation Strategy and challenge to make the April TIP

February 11th- 22nd

- ABAG PDA Tour/Meeting: Showcase Solano's PDA's and PCA's

February 1-14th

- Meet with cities to discuss PDA implementation barriers for PDA Implementation Project approval consideration

February 21st

- Planning Directors Meeting:
  1. Recommend approval of PDA Implementation Projects for April TIP Submittal
  2. Begin Discussing PDA Performance Measures for Assessment Plan (information item)

February 27th

- TAC meeting:
    1. Approve PDA Implementation Projects for April TIP Submittal (Action Item)
    2. Discuss PDA Performance Measures for Assessment Plan (Information Item)

March 13th

- STA Board Meeting
    1. Approve PDA Implementation Projects for April TIP Submittal (Action Item)
    2. Discuss PDA Performance Measures for Assessment Plan (Information Item)

March 21st

- Planning Directors: Draft PDA Implementation Strategy Review and Approval

March 27th

- TAC: PDA Implementation Strategy Approval

April 1st

- STA PDA Implementation Projects TIP Submittal (Sam Shelton)

April 10th

- STA Board: PDA Implementation Strategy Approval

April-June 2013

- Final PDA Assessment Plan and Transportation for Sustainable Communities Update completed

Solano Transportation Authority

DATE: January 31, 2013
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Solano County Priority Conservation Area (PCA) Update

Background:
The Association of Bay Area Governments (ABAG) initiated the designation of Priority Conservation Areas (PCA) in 2007. PCA's are locally identified areas for conservation which provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. Although agriculture preservation was an intent for PCA designations, ABAG's original emphasis focused on areas for conservation and open space acquisition. Solano County currently has five (5) ABAG designated PCA's:

PCA	Sponsor Agency
Vacaville-Fairfield-Solano Greenbelt and Cement Hill	City of Fairfield
Blue Ridge Hills (Vaca Mountains)	Solano County
Western Hills (including part of the Vallejo Lakes Property)	Solano County
Tri City and County Cooperative Planning Area	Solano County
Baytrail and Ridge Trail	ABAG

A map illustrating the Solano County's PCA's is included as Attachment A.

ABAG has not accepted new PCA submittals since 2007 and no funding programs were established to implement PCA's until recently. In 2012, the Metropolitan Transportation Commission (MTC) approved $5 million in Surface Transportation Program (STP) funds as a pilot program for implementing PCA's in the four North Bay Counties. The funding was included as part of the One Bay Area Grant (OBAG) Program. Solano County is anticipated to receive $1.25 million out of the $5 million available. This funding amount is with concurrence of MTC and based on discussions with Marin, Napa, and Sonoma counties.

Discussion:
STA staff is partnering with the County of Solano to identify early deliverable PCA projects for construction. In addition, STA staff is coordinating with the County staff and the city Planning Directors to develop a scope of work for a PCA Assessment Plan. This two part approach is an effort to demonstrate to MTC and ABAG that PCA funding is needed, is a prudent regional investment, and that there is a desire to make this program permanent.

As part of this new funding program, ABAG is willing to accept new PCA designations. The County of Solano is currently considering at least one new PCA designation application for Suisun Valley. This is consistent with their agriculture preservation and farm to market goals and objectives outlined in their Suisun Valley Strategic Plan that was developed as part of the County's General Plan Update in 2008.

STA staff will develop a draft scope of work with a list of stakeholders for the PCA Assessment Plan in the coming weeks. The PCA Pilot Project and the PCA Assessment Plan Scope of Work is scheduled for approval by the STA Board by their March 13th meeting in order for PCA funds to be accessed this year. This is due to MTC's April 1st TIP deadline for new project inclusion; the next opportunity for submitting projects for the TIP will be in February 2014.

Fiscal Impact:
No impact to the STA's General Fund. The $1.25 million for implementing Solano County PCAs is from Federal Surface Transportation Program (STP) funds provided by MTC to the STA.

Recommendation:
Informational.

Attachment:
A. Solano County Priority Conservation Areas

Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) in Solano County

Solano Transportation Authority

Priority Development Areas

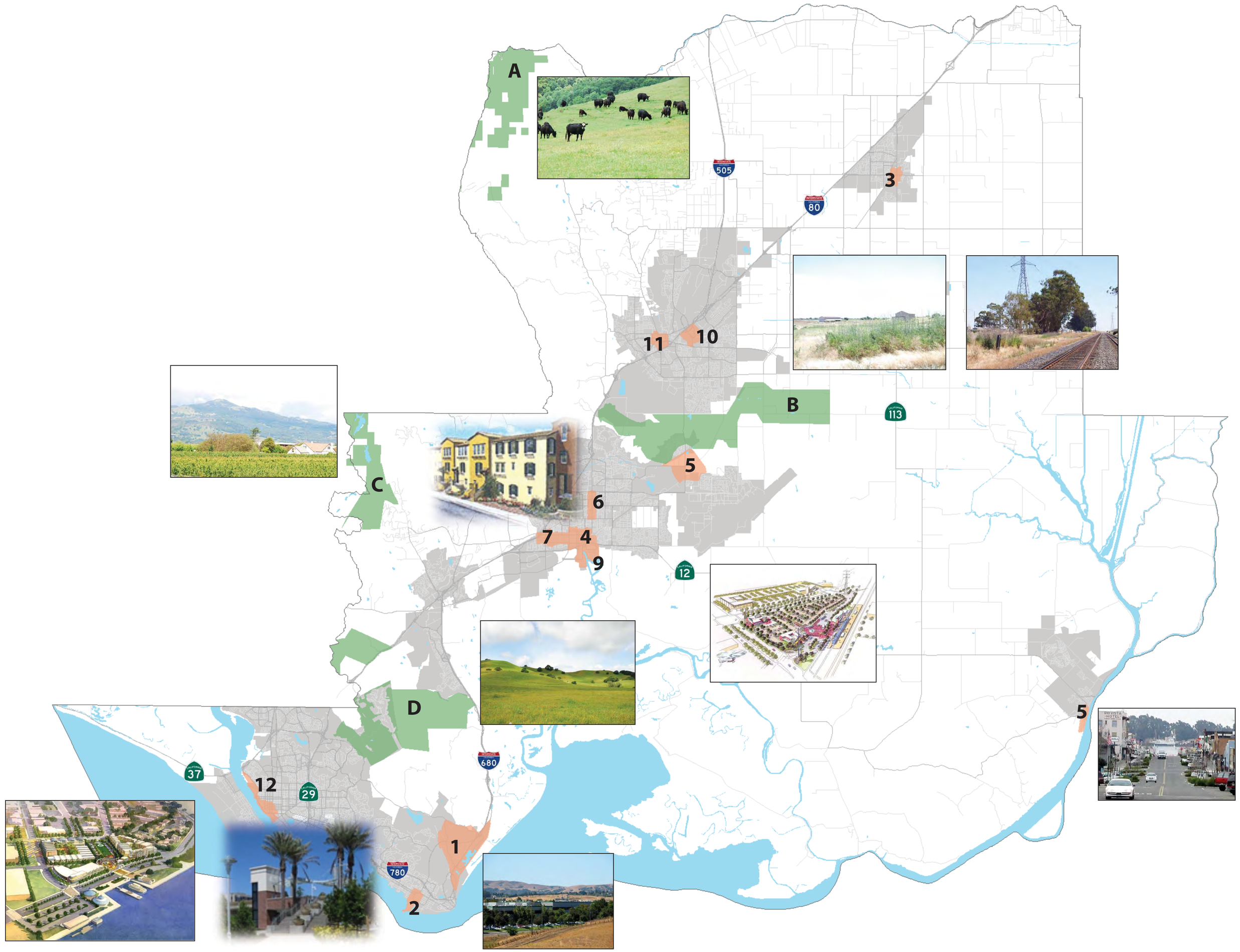
PDAs are locally-identified, infill and employment development opportunity areas within existing communities. They are generally areas of at least 100 acres where there is local commitment to developing more housing or fostering more employment alongwith land use amenities and transit services.

Priority Conservation Areas

PCAs are areas of regional significance that provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. The purpose of designating priority conservation areas is to accelerate protection of these key natural lands in Solano County.

Priority Development Areas (PDAs)		
Agency	PDA Name	
Benicia	Benicia Industrial Park	1
Benicia	Downtown	2
Dixon	Downtown	3
Fairfield	Downtown South	4
Fairfield	Fairfield/Vacaville Train Station	5
Fairfield	North Texas Street Core	6
Fairfield	West Texas Street Gateway	7
Rio Vista	Waterfront	8
Suisun City	Downtown & Waterfront	9
Vacaville	Allison/Ulatis Area	10
Vacaville	Downtown	11
Vallejo	Downtown & Waterfront	12

Priority Conservation Areas (PCAs)		
Agency	PCA Name	
Fairfield	Vacaville-Fairfield-Solano Greenbelt and Cement Hill	A
Solano County	Blue Ridge Hills (Vaca Mountains)	B
Solano County	Western Hills (including part of the Vallejo Lakes Property)	C
Solano County	Tri City and County Cooperative Planning Area	D



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Solano Transportation Authority

DATE: February 4, 2013
TO: STA Board
FROM: Jessica McCabe, Project Assistant
RE: Solano County Annual Pothole Report Development Update

Background:
On June 27th, 2011, STA staff presented detailed information regarding each Solano County local agency's street rehabilitation investments at a STA Board workshop. After reviewing the Metropolitan Transportation Commission's (MTC) recent publication "The Pothole Report: Can the Bay Area Have Better Roads?", the STA Board authorized additional research and annual reports that focus on Solano County's roadway conditions. Specifically, the Solano Geographic Information System (GIS) data can help map and analyze specific street conditions to assist in project planning and funding requests.

At the June 29th, 2011 TAC meeting, TAC members specifically recommended collecting accurate street rehabilitation funding information and asked that the STA produce maps and reports that would help public works staff present pavement rehabilitation issues to the public and to decision makers.

On September 6, 2011, the STA Board authorized STA staff to develop a Local Streets and Roads (LS&R) Solano County Annual Report in collaboration with public works staff (Attachment A). This scope of work includes:

1) street condition maps,
2) summary handouts of pavement issues, and
3) a countywide report on investment histories, future shortfalls, and funding outlooks for pavement projects.

Discussion:
Progress Update on Pavement Condition Maps
On January 17, 2013, the Solano Project Delivery Working Group (Solano PDWG) reviewed draft maps of pavement conditions for each agency in Solano County. STA staff has assisted local street maintenance staff and Streetsaver users with linking pavement management data to GIS maps. Using data from Streetsaver, STA staff presented draft Pavement Condition Index (PCI) map handouts at the March 2012 TAC meeting. STA staff plans to update these maps again in February 2013 using new Streetsaver GIS updates and new budget projections access.

Progress Update on Summary Handouts of Pavement Issues
On January 17, 2013, STA staff discussed with PDWG members about requesting preventative maintenance and capital project investment history. Since map creation created more review time for local agency staff than originally anticipated, this request was delayed until maps were finalized. STA staff has nearly completed the collection of 5-year revenue and expenditure histories for both pavement maintenance and capital projects for all Solano local jurisdictions. STA staff provided a handout of this data to the TAC at their meeting in January 2013.

Progress Update on Countywide Report
On December 5, 2011, MTC released "Final Draft Local Streets and Roads Long-Range Needs/ Revenue Assessment" for the Plan Bay Area Regional Transportation Plan (RTP). MTC estimated how much funding each county in the Bay Area would need to maintain their current PCIs or reach a PCI target of 75 over the next 28 years, which are incorporated into the Solano County Annual Pothole Report's Countywide Summary handout, "6.5 times more funding needed to cost-effectively maintain local streets and roads". This information was also reviewed by the STA TAC at their March 2012 meeting.

While STA originally intended to complete the report deliverables by July 2012, this depended on the readiness of local agency Streetsaver users to use the budget scenario functions of Streetsaver. Between last summer and December 2012, STA staff has coordinated closely with MTC Streetsaver staff and local agency Streetsaver users to overcome this barrier by giving STA staff access to budget scenario development through a Streetsaver work order (anticipated to be completed by February 2013). STA staff has already discussed potential training opportunities beyond the bi-annual MTC Streetsaver User Weeks with both Solano PDWG members and MTC Streetsaver staff.

Draft Outline of Solano County Annual Pothole Report
Based on input received, the STA Project Delivery Working Group (Solano PDWG) and from local agency pavement maintenance staff also present, STA staff have revised the attached report outline (Attachment C). Many sections are underdevelopment until new Streetsaver functions are added per the STA's pending work order for budget scenario access and final 5-year pavement investment data is collected. Key messages that PDWG members wanted to convey with this report include: 1) funding shortfalls, 2) projected PCI by budget scenario with maps, 3) non-pavement investments, 4) cost savings from preventative maintenance investments (compared to no maintenance), 5) clear definitions of pavement damage with photos and their corresponding repair costs, and 6) a discussion of future revenues and the role of federal and state funds.

STA staff anticipates completing this work for Solano PDWG review and TAC review in February 2013. This is scheduled to be presented at the STA Board Workshop and Board meeting on March 13th, 2013.

Recommendation:
Informational.

Attachments:
A. STA Annual Local Streets and Roads Report, Scope of Work, 09-06-2011
B. Draft Outline of Solano County Annual Pothole Report, 01-18-2013

Local Street and Roads (LS&R) Proposed Solano County Annual Report

Final Scope of Work, 09-11-2011

Background: The Metropolitan Transportation Commission's (MTC) and the California Association of Counties (CSAC) produce statewide and bay area wide local streets and roads annual reports. After reviewing these documents, STA staff recommends drafting annual reports that focus on Solano County's roadway conditions.

Purpose: Produce a comprehensive annual report describing the condition of Solano County's local streets and roads pavement rehabilitation efforts, pavement conditions, and financial shortfalls to:

1. Assist public works staff with project planning and funding requests; and
2. Help public works and STA staff present pavement rehabilitation issues to the public and to decision makers.

Deliverables & Timeline:

1. Street Condition Maps based on Geographic Information System (GIS) data, derived from the Metropolitan Transportation Commission's (MTC) Streetsaver Program.
   (October 2011 – April 2012)

2. One-to-Two page Summary Handouts describing:
   a. General street pavement rehabilitation issues; and,
   b. Individual Local Agency Street Pavement Conditions, past efforts, and planned efforts.

   (December 2011 – May 2012)

3. Countywide Local Streets and Roads Annual Report to include:
   a. Countywide pavement conditions along the federal aid system and local street systems.
   b. Countywide pavement investments, planned investments, and financial shortfalls.
   c. Current and future funding outlook for local streets and roads projects.

   (April – July 2012)

Approach: STA staff will work closely with MTC's StreetSaver Program staff and the Solano Project Delivery Working Group to produce and review each deliverable prior to presenting drafts and final drafts to the STA Technical Advisory Committee and the STA Board.

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Solano County Annual Pothole Report

2013

Solano Transportation Authority,

Annual Streets and Roads Pavement and Rehabilitation Report

Table of Contents

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Why Care about Street Pavement? **7**

Your Trips, Your Roads *7*

Bad Roads Mean Big Bills *7*

California Local Governments Footing the Bill for Expensive Street Reconstruction Projects *8*

6.5 times more funding needed to cost-effectively maintain local streets and roads in Solano County **9**

Some Solano Cities need as much as 19.7 times more funding *9*

Appendix of Local Agency Handouts Describing Pavement Conditions, Pavement Maps, and Finances **11**

City of Benicia *11*

City of Dixon *11*

City of Fairfield *11*

City of Suisun City *11*

City of Rio Vista *11*

City of Vacaville *11*

City of Vallejo *11*

County of Solano *11*

Executive Summary

How would you build a street and maintain its pavement? Do you know how your public works department maintains your street? Do you believe that they are doing a good job? Do you understand the financial or technical constraints that they are under to perform this critical work?

The purpose of this report is to produce an annual comprehensive description of the condition of Solano County's local streets and roads pavement rehabilitation efforts, pavement conditions, and financial shortfalls to assist public works staff with project planning and funding requests and help public works and Solano Transportation Authority (STA) staff present pavement rehabilitation issues to the public and to decision makers.

While the Metropolitan Transportation Commission (MTC) and the California Association of Counties (CSAC) produce statewide and bay area wide local streets and roads annual reports, the broad focus of these reports lack the local detail that speaks to local elected officials about the state of their local agency's street pavement. For instance, how does Solano County's 28-year $2.7 B pavement rehabilitation shortfall compare to the state's 10-year $78.6 B shortfall or the Bay Area's 10-year $12.3 B shortfall or 28-year 29.9 B shortfall? These long-term 10-year and 28-year shortfall projections are difficult understand when a local government council or board is adopting a public works annual capital improvement program or new revenue programs (e.g., taxes or fees) and weighing the pros and cons between another street rehabilitation project, a new community park, a fire station, or a water treatment pipeline.

This report is organized as a series of handouts for use by public work staff to be distributed to the public and elected officials:

Why Care about Street Pavement?

[general issues, PCI statistics, worst first vs. best practices, CA local government trends]

6.5 times more funding needed to cost-effectively maintain local streets and roads

[Bay Area vs. Solano County shortfalls by agency]

Appendix of Local Agency Handouts Describing Pavement Conditions, Pavement Maps, and Finances

[seven cities and the county's pavement investment info]

Solano County Needs to Explore New Technologies and Local Revenue Sources to Maintain Local Streets and Roads

Current fund sources derived from federal or state gas sales or excise taxes are insufficient to cost-effectively maintain Solano County's local streets and roads. [list potential funding sources being explored at various governmental levels]. New technologies, such as Cold In-Place Recycling (CIR) and Full Depth Reclamation (FDR) pavement technology can recycle pavement and cut project costs in half.

Why Care

about Street Pavement?

Your Trips, Your Roads

There are few local infrastructure investments used by almost every citizen. Almost everyone benefits from local streets and roads. From sidewalks and crosswalks, to neighborhood streets and 4-lane boulevards, effective local streets and roads promote mobility for Solano County residents traveling to their jobs, getting to school, and making local purchases. Every trip begins and ends with local streets and roads. Ignoring these critical facilities can cost a city more than its roadway system.

Bad Roads Mean Big Bills

[insert PCI pictures and rehabilitation costs per mile]

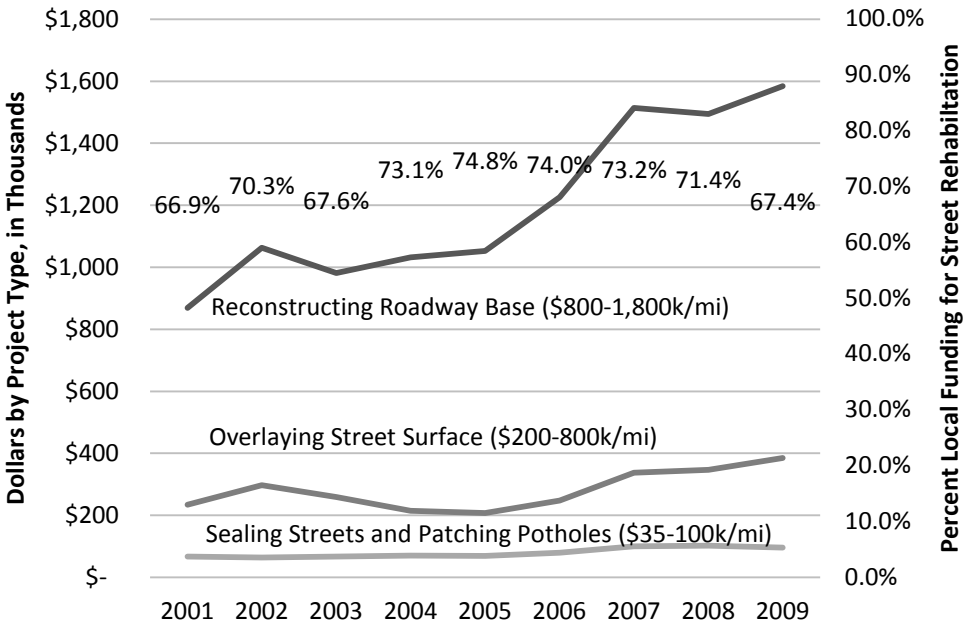
[include chart of best practices and cost savings from preventative maintenance]

California Local Governments Footing the Bill for Expensive Street Reconstruction Projects

By deferring maintenance, cities balloon the cost of street rehabilitation projects, resulting in uncomfortable tradeoffs for cities (e.g., building new community centers vs. repairing failed streets). When cities wait until streets reach critical and expensive maintenance needs, cities must pay for pavement asphalt at the going cost of oil, potentially magnifying the cost.

Between 2005 and 2009, California cities paid for a greater number of more expensive street repairs with local funding, not federal or state funds. According to the California State Controller, between 2000 and 2009, about 71% of city street rehabilitation funding comes from local sources. The figure below shows how mostly local funding paid for a 53% increase in street reconstruction projects.

Local Funding Pays for an Increasing Number of Expensive California City Street Reconstruction Projects



[compare these stats to Solano County]

6.5 times more funding needed

to cost-effectively maintain local streets and roads in Solano County

On December 5, 2011, MTC released "Final Draft Local Streets and Roads Long-Range Needs/ Revenue Assessment" for the Plan Bay Area Regional Transportation Plan (RTP). MTC estimated how much funding each Bay Area county would need to maintain current pavement and non-pavement conditions or reach a state of good repair.

Draft 28-Year Plan Bay Area LS&R Capital Needs and Revenues (In Millions)

County	Revenues for Capital Pavement Rehab Needs*	Cost to "Maintain Existing PCI" Scenario	Cost to reach a "State of Good Repair, PCI 75" Scenario	Shortfall, "Maintain Existing PCI" Scenario	Shortfall, "State of Good Repair, PCI 75" Scenario	Ratio of "Maintain Existing PCI" Cost to Revenues	Ratio of "State of Good Repair, PCI 75" Cost to Revenues
Solano	**488**	**2,186**	**3,195**	**1,699**	**2,707**	**4.5**	**6.5**
Napa	219	872	1,516	653	1,297	4.0	6.9
Sonoma	994	2,858	5,018	1,863	4,023	2.9	5.0
Marin	393	1,054	1,506	661	852	2.7	3.8
Santa Clara	3,374	8,817	10,894	5,443	7,519	2.6	3.2
Alameda	2,153	5,332	7,798	3,179	5,650	2.5	3.6
San Mateo	1,368	3,317	3,913	1,950	2,471	2.4	2.9
Contra Costa	2,868	4,863	5,786	1,995	2,871	1.7	2.0
San Francisco	2,299	3,263	4,778	965	2,480	1.4	2.1
REGION	14,156	32,563	44,404	18,407	29,869	2.3	3.1

* Revenues include committed sources such as gas taxes, sales taxes, registration fees and other local revenues and are net of revenues needed for operations

Some Solano Cities need as much as 19.7 times more funding

Based on MTC's figures, the countywide local streets and roads shortfall over the next 28 years will range from $1.7 billion to maintain current conditions to $2.7 billion to reach a state of good repair.

Draft 28-Year Solano County LS&R Capital Needs and Revenues (In Millions)

Solano Agencies	Revenues for Capital Pavement Rehab Needs*	Cost to "Maintain Existing PCI" Scenario	Cost to reach a "State of Good Repair, PCI 75" Scenario	Shortfall, "Maintain Existing PCI" Scenario	Shortfall, "State of Good Repair, PCI 75" Scenario	Ratio of "Maintain Existing PCI" Cost to Revenues	Ratio of "State of Good Repair, PCI 75" Cost to Revenues
Dixon	5.7	100.2	112.2	94.5	106.5	17.6	19.7
Benicia	16.5	137.3	217.0	120.8	200.5	8.3	13.2
Vallejo	60.2	357.9	874.0	297.6	813.8	5.9	14.5
Fairfield	105.9	561.3	664.6	455.3	558.6	5.3	6.3
Vacaville	119.1	515.9	584.0	396.7	464.8	4.3	4.9
Suisun City	35.6	116.4	176.7	80.7	141.0	3.3	5.0
Rio Vista	5.6	15.5	61.6	9.9	56.0	2.8	11.0
County	139.1	382.0	504.8	242.9	365.7	2.7	3.6
TOTAL	**487.8**	**2186.4**	**3194.8**	**1698.5**	**2707.0**	**4.5**	**6.5**

[insert countywide PCI Maps of worst streets,

2013 (today), 2018 (5yr), 2023 (10yr), 2028 (15yr)]

Appendix

of Local Agency Handouts Describing Pavement Conditions, Pavement Maps, and Finances

Each local agency handout will describe each agency's unique approach to pavement management, including

- Brief introductions to general pavement issues
- Brief narrative describing the local agency's pavement maintenance and rehabilitation approach
- Charts showing the last 5 years of pavement investments
- Pavement Condition Maps, both current and projected based on various budget and pavement condition targets for 2012, 2018 (5-year), 2023 (10-year), 2028 (15-year)
    - Current Budget & Revenue projections
    - Maintain Pavement Conditions (Current PCI)
    - State of Good Repair Pavement Conditions (PCI 75)

City of Benicia

City of Dixon

City of Fairfield

City of Suisun City

City of Rio Vista

City of Vacaville

City of Vallejo

County of Solano

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DATE: February 4, 2013
TO: STA Board
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Proposed Solano Community College Transportation Fee Program

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Background:
Solano Community College (SCC) has nearly 11,000 students who take classes at four locations – Fairfield Campus, Vacaville Center, Vallejo Center and Travis Air Force Base. Fairfield and Suisun Transit (Route 7) and SolTrans (Route 85) provide service to the Fairfield Campus; City Coach (Route 4) serves the Vacaville Center; SolTrans (Route 2) serves the Vallejo Center and FAST (Route 4) serves Travis Air Force Base. In 2011, Dr. Jowell Laguerre, president of SCC, hosted a meeting with the STA and these transit operators to discuss several transportation issues including transit service, schedule availability, and coordinating transportation/transit among the campuses. At the request of the College, Solano Napa Commuter Information (SNCI) conducted a Commuter Survey of the college's students and faculty.

Discussion:
Recently, Dr. Laguerre requested STA organize a meeting to discuss issues related to Route 85 fares. STA invited the two affected transit operators to attend, SolTrans and FAST. At the meeting, SCC staff also initiated discussion regarding their future plans for 1) expanding their three campuses based on the November passage of the College bond measure, 2) transit service issues relating to fares being charged, and 3) the possibility of the college developing a student transportation fee.

Based on this initial discussion, STA agreed to reconvene a meeting with SCC and with the 3 affected operators, SolTrans, FAST, and Vacaville City Coach. A number of area colleges and universities levy a transportation fee on all students to insure that there is adequate transit serving their campuses. For example, with the transportation fees collected by UC Berkeley, students can ride AC Transit buses for free, just by presenting their student ID and AC Transit guarantees a certain level of service to the campus. The STA has included the three Solano College campuses as part of the scope of work for the Coordinated Short Range Transit Plan. The consultant for this study will be meeting with the college to discuss mobility priorities. The STA will then schedule a follow-up meeting with the three transit operators in preparation for continuing the dialogue with SCC on this topic. Staff will provide an update at a future STA Board meeting.

Recommendation:
Informational.

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Solano Transportation Authority

DATE: January 30, 2013
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Priority Projects Review

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Background:
The Solano Transportation Authority (STA) administers two countywide plans that implement bicycle and pedestrian transportation. They are the Countywide Bicycle Transportation Plan and the Countywide Pedestrian Transportation Plan. Each plan identifies priority projects on a countywide basis.

Both the Bicycle and Pedestrian Priority Projects Lists are developed through a collaborative effort between the Bicycle Advisory Committee (BAC), Pedestrian Advisory Committee (PAC), STA staff, and the appropriate public works and planning staff from their jurisdiction.

This creates a consistent foundation for the delivery and funding of projects in Solano County. An annual review of the projects lists are conducted to ensure that the lists are up to date as projects are completed and priorities change at the local level.

Discussion:
During February/March 2013, both committees will be reviewing their priority projects in consideration for Transportation Development Act (TDA) Article 3 funding. The bicycle priority projects identified by the BAC and pedestrian priority projects identified by the PAC will be considered as part of a larger funding plan that includes OneBayArea Grant (OBAG) funding.

Two bicycle and six pedestrian identified priority projects were submitted by the seven cities and the County for OBAG Funding Consideration:

Bicycle: (Project submitted for OBAG)*

- Solano County Vacaville-Dixon Bike Route (BAC Tier 1)*
- Solano Countywide Wayfinding Signage Program (BAC/PAC Tier 1)
- Benicia Park Road/Industrial Way Bicycle Route (BAC Tier 2)
- Dixon Vacaville-Dixon Bicycle Route Project: Porter Road
- Rio Vista Loop: Church Road (BAC Tier 2)
- Suisun City Petersen Road Bicycle Path (BAC Tier 2)
- Solano County Putah Creek Road (BAC Tier 2)
- Vacaville Ulatis Creek Bike Path (BAC/PAC Tier 2)*
- Vallejo Georgia Street Corridor Bicycle Improvements (BAC Tier 2)

Pedestrian: (Project submitted for OBAG)*

- Vallejo Downtown Streetscape Improvements (PAC Tier 1)*
- Solano Countywide Wayfinding Sign Program (BAC/PAC Tier 1)
- Benicia First Street Streetscape (Pedestrian) Improvements (PAC Tier 2)*
- Dixon Specified Safe Routes to School Enhancements (PAC Tier 2)
- Fairfield West Texas Gateway Access (PAC Tier 2)*
- Rio Vista Waterfront Promenade (PAC Tier 2)*
- Suisun Train Station Improvements (PAC Tier 2)*
- Solano County Tri-City and County Regional Trail Connections (PAC Tier 2)
- Vacaville Ulatis Creek Bicycle Facilities (BAC/PAC Tier 2)*
- Vallejo - unspecified, preference in initial planning was to maintain Downtown Streetscape Project as sole priority project

*Project submitted for OBAG

Tier 1 Projects - projects that are construction-ready and/or identified as a countywide priority by the BAC and/or PAC.

Tier 2 Projects - projects identified as local priorities by the BAC, PAC, planning staff, and public works staff from each jurisdiction. Projects in Tier 2 are not ranked, but listed in alphabetical order by agency. Tier 2 projects are eligible for consideration for Tier 1 as Tier 1 projects are completed or when funding is available.

Tier 3 Projects - remaining projects identified bicycle and pedestrian transportation plans.

Attachment A shows the current complete list Bicycle Priority Projects. Attachment B shows the current complete list of Pedestrian Priority Projects. Project sponsors are invited to attend and provide project presentations at the March BAC and PAC meetings.

Staff is requesting to the STA BAC and PAC to consider the priority bicycle and pedestrian projects to update the Tier 1 and Tier 2 lists as shown in Attachments A and B.

At the January 30, 2013 TAC meeting, the TAC unanimously approved the recommendation to forward the priority bicycle and projects to update the Tier 1 and Tier 2 lists as shown in Attachments A and B for the STA BAC and PAC to consider with the following changes:

1. City of Benicia - Change Park Road bike/Pedestrian Pathway Improvements project as "Completed" and move it from the Projects Currently In Progress List to the Completed Projects List
2. City of Benicia - Tier 2 bicycle project change from Park Road/Industrial Way Bicycle Route to East West Bicycle Corridor Connection
3. City of Vallejo - will further define phases and project scope for Tier 2 priority project Georgia Street Corridor Bicycle Improvements (approx. 1 mile is currently under construction)
4. County of Solano - will further define phases and project scope for Tier 2 priority project Putah Creek Road

The priority projects list for bicycles and pedestrians based on the BAX and PAX meeting and subject to STA Board approval. The TAC will provide detailed comments for their priority projects by submission of a letter to STA staff, Sara Woo.

Fiscal Impact:
None to the STA General Budget. These projects will be considered for TDA Article 3 funding by the STA BAC (on March 7th) and PAC (meeting to be rescheduled to the first week of March).

Recommendation:
Informational.

Attachments:
A. Bicycle Priority Projects List – December 2011
B. Pedestrian Priority Projects List – December 2011

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Attachment A

Project Status key:
Permitted and Ready to Construct – all permits and funding secured
Designed – greater than 35% PS&E and an approved environmental document
Preliminary Design – greater than 10% but less than 35% PS&E
Planned –less than 10% PS&E
** in CTP list*

SOLANO TRANSPORTATION AUTHORITY PRIORITY BICYCLE PROJECTS LIST
(Last Approved by the STA Board on December 14, 2011)
New line items in each table are highlighted.

TIER 1 BICYCLE PROJECTS (in priority order)

ID	Agency	Project Name	From/To	Description	Status/ Comments
1.	Solano County	Vacaville-Dixon Bike Route: Hawkins Road*	Pitt School Road to Leisure Town Road	Construct remaining 3.0 mile class II bicycle route connection from Vacaville to Dixon, along Hawkins Road and Pitt School Road. Three segments of the Pitt School Road Portion of the project have been constructed. Two miles of Hawkins Road have been completed. _____ This project was also submitted by City of Dixon. *This project is supported by the STA BAC as a priority long-term project	Env/Design funded in Cycle 1 through Regional Bicycle Program funds. $362,000 environmental clearance fully funded in 2010. **$2,800,000** construction shortfall.
2.	STA	Solano County Wayfinding Sign Program	Various projects/routes/ locations	Fund and develop a Countywide Wayfinding Sign Plan and identify a program to fund a uniform bicycle and pedestrian wayfinding signage system. Phase I: Purchase Bike Route Signs for Solano County	Planned. Cost to complete study undefined. $15,000 in signs are being ordered
~~3.~~	~~Dixon~~	~~West B Street Bicycle-Pedestrian Undercrossing (rail platform access tunnel)*~~	~~West B Street Union Pacific Railroad Crossing~~	~~Provide a 0.1 mile grade-separated bicycle-pedestrian undercrossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Bicycle-Pedestrian Undercrossing Project). Tunnel undercrossing removes existing at-grade pedestrian crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future rail station.~~	Moved to Projects In Progress.

Project Status key:
Permitted and Ready to Construct – all permits and funding secured
Designed – greater than 35% PS&E and an approved environmental document
Preliminary Design – greater than 10% but less than 35% PS&E

Planned –less than 10% PS&E
** in CTP list*

TIER 2 BICYCLE PROJECTS (in alphabetical order by agency)

ID	Agency	Project Name	From/To	Description	Status/ Comments
1.	Benicia	East West Corridor Bicycle Connection	Park Road to First Street	Plan, design, and construct class II bicycle lanes and/or Bicycle Boulevard/sharrows in the east-west corridor from Park Road to First Street to improve safety for cyclists entering the City from the Benicia Bridge.	Planned
2.	Dixon	Vaca-Dixon Bicycle Route: Porter Road	A Street to Pitt School Road	Phase 2: Road widening to add Class II path on Porter Road between A Street and Pitt School Road in both directions	Planned
3.	Fairfield	Linear Park Pathway	Dover Avenue to Cement Hill Road	Complete a Class I bicycle/pedestrian pathway from Solano Community College to northeastern Fairfield. The section between Solano Community College and Dover Avenue has been largely completed.	Planned
4.	Rio Vista	Rio Vista Loop: Church Road	Airport Road to Harris Road (about 50 feet past Harris Road)	0.3 mile Class I off-street bicycle/pedestrian path on Church Road from Airport Road to Harris Road in both directions.	Planned
5.	Suisun City	Petersen Road Bicycle Path	Walters Road to Suisun City Sports Complex	Construct a Class I bikeway on Petersen Road from Walters Road to Suisun City Sports Complex. Part of the Travis Air Force Base South Gate Project managed by Solano County. This is related to the fully-funded Travis AFB Southgate access improvements. This is a route of regional significance.	Planned
6.	Solano County	Putah Creek Road	Pleasants Valley Road to Stevenson Bridge Road	1.3 mile class II bicycle lanes on Putah Creek Road from Pleasants Valley Road to Stevenson Bridge Road. **Solano County staff will provide additional details for various phases and project scope in early February 2013.**	Planned
7.	Vacaville	Ulatis Creek Bicycle Facilities	Ulatis Drive to Leisure Town Road Allison Drive to I-80	Construct Class I off-street bicycle path, and Class II bicycle lanes at various locations along Ulatis Creek from Vaca Valley Road to Leisure Town Road. Various segments are either planned or preliminary design (depending on location).	Planned
8.	Vallejo	Georgia Street Corridor Bicycle Improvements	Columbus Parkway to Mare Island Way	Identify alignment along the 3.4 mile Georgia Street corridor for class II bicycle lanes to provide a direct thru-route from Columbus Parkway to Mare Island Way in both directions. **City of Vallejo staff will provide additional details for various phases and project scope in early February 2013.**	Planned

ID	Agency	Project Name	From/To	Description	Status/ Comments
9.	STA	Safe Routes to School Program Projects	Various Participating School Districts in Solano County	Support Safe Routes to School Program Projects	Plan being updated (2013)

Project Status key:
Permitted and Ready to Construct – all permits and funding secured
Designed – greater than 35% PS&E and an approved environmental document
Preliminary Design – greater than 10% but less than 35% PS&E
Planned –less than 10% PS&E
** in CTP list*

PROJECTS CURRENTLY IN PROGRESS

ID	Agency	Project Name	From/To	Description	Status/ Comments
1.	Suisun City	Grizzly Island Trail	Grizzly Island Road to Mariana Boulevard	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a Class I Path along the south side of SR 12 from Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive.	Preliminary Design; **$2,100,000** committed; fully funded. $814,000 recommended STA funding. $900,000 local SR2S grant secured.
2.	Dixon	West B Street Bicycle-Pedestrian Undercrossing	West B Street Union Pacific Railroad Crossing	Provide a 0.1 mile grade-separated bicycle-pedestrian undercrossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Bicycle-Pedestrian Undercrossing Project). Tunnel undercrossing removes existing at-grade pedestrian crossing with 500 pedestrian trips daily.	Designed. $6.7 M. Env cleared. Construction-ready to begin Spring/Summer 2013

COMPLETED BICYCLE PROJECTS

ID	Agency	Project Name	From/To	Description	Status/ Comments
1.	Dixon	Bicycle Racks at City Facilities	Various Locations	Construction of bicycle racks, lockers, and other related amenities for bicyclists at City facilities	***Construction Completed***
2.	Fairfield	McGary Road	Red Top Road to Hiddenbrooke Parkway	Construction of class II bicycle lanes on both sides of McGary Road.	***Construction Completed***
3.	Vallejo	McGary Road	Vallejo City Limit to Hiddenbrooke Parkway	0.25 mile class II bicycle lane on McGary Road from Vallejo City Limit to Hiddenbrooke Parkway in both directions.	***Construction Completed***
4.	Benicia	Rose Drive Bike/Pedestrian Overcrossing (OC)	Rose Drive OC	Construct bike/ped bridge on Rose Drive over I-780. Connects Vallejo to Benicia, eliminates gap in Ridge Trail, connects to Bay Trail.	***Construction Completed***
5.	Suisun City	Central County Bikeway	SR12 to Main Street	Connects downtown Suisun City with bikeway network to other residential areas of the city.	***Construction Completed***
6.	Benicia	East West Corridor Bicycle Connection	Park Road to First Street	Plan, design, and construct class II bicycle lanes and/or Bicycle Boulevard/sharrows in the east-west corridor from Park Road to First Street to improve safety for cyclists entering the City from the Benicia Bridge.	***Completed fall 2012***
7.	Dixon	Vaca-Dixon Bicycle Route: North Adams Street	SR 113 to Porter Road A Street to Pitt School Road	Phase 1: Striping for a Class II pathway on Adams Street from SR 113 to Porter Road in both directions Phase 2: Road widening to add Class II path on Porter Road between A Street and Pitt School Road in both directions	***Completed***
8.	Fairfield	Linear Park Path Alternative Route: Nightingale Drive	Dover Avenue to Air Base Parkway	Construction of 0.5 miles of Class II or Class III improvements on Nightingale Drive from Dover Avenue to Air Base Parkway Pedestrian Bridge (near Swan Way). Install sharrows, bike route signs, improve crosswalks, and lighting. The improvements would remain even if the Linear Park is extended. This project also includes other project components such as: including enhancements to the existing Laurel Creek multiuse trail, signage, lighting, and signage north of Airbase Parkway	***Completed***

Project Status key:

Permitted and Ready to Construct – all permits and funding secured
Designed – greater than 35% PS&E and an approved environmental document
Preliminary Design – greater than 10% but less than 35% PS&E
Planned –less than 10% PS&E
**In CTP List*

Attachment B

SOLANO TRANSPORTATION AUTHORITY PRIORITY PEDESTRIAN PROJECTS LIST
(Last Approved by the STA Board on December 14, 2011)
New line items in each table are highlighted.

TIER 1 PEDESTRIAN PROJECTS (in priority order)

	Agency	Project Name	From/To	Description	Status/Comments
~~1.~~	~~Dixon~~	~~West B Street Bicycle-Pedestrian Undercrossing (rail platform access tunnel)*~~	~~West B Street Union Pacific Railroad Crossing~~	~~Provide a 0.1 mile grade-separated bicycle-pedestrian undercrossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Bicycle-Pedestrian Undercrossing Project). Tunnel undercrossing removes existing at-grade pedestrian crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future rail station.~~	Moved to Projects In Progress.
1.	Vallejo	Downtown Vallejo Streetscape Improvements **(TLC/PDA eligible)**	Various Areas in Downtown Vallejo	Convert 4-lane streets in the downtown area into 2 lanes with diagonal and parallel parking; sidewalk widening; decorative sidewalks, sidewalk enhancements such as benches, decorative lighting, street trees, signage, landmarks, and other special features; construction of pedestrian and vehicular gateway features; and construction of open space park areas and paseos.	Designed. **~$4,900,000** construction shortfall.
2.	STA	Solano County Wayfinding Sign Program	Various projects/routes/locations	Install common wayfinding signage on all existing and future segments of the Solano Pedestrian Network. Fund and develop a Countywide Wayfinding Sign Plan and identify a program to fund a uniform bicycle and pedestrian wayfinding signage system.	Planned. Cost to complete study undefined.

TIER 2 PEDESTRIAN PROJECTS

	Agency	Project Name	From/To	Description	Status/Comments
1.	Benicia	First Street Streetscape Project* (TLC/PDA eligible)	First Street terminus to Military East Street	Construct bicycle and pedestrian friendly improvements in Historic Downtown District on First Street/Benicia Main Street. Examples of improvements: trees, bus stop facilities, benches, decorative lighting, landmarks, signage, curb extensions.	Planned
2.	Dixon	Specified Safe Routes to School Enhancements	TBD as identified in SR2S Plan	Connections/Crossings/Safety Improvements around schools within the City of Dixon as identified in the Solano Countywide Safe Routes to School Plan.	Planned
3.	Fairfield	West Texas Street Gateway Project (TLC/PDA eligible)	Oliver Road and Beck Avenue	The project will enhance pedestrian linkages among the Fairfield Linear Park Bicycle/Pedestrian Trail, the Fairfield Transportation Center, and the Park Crossing Apartment project. Specific improvements include sidewalks, signage, public art, and new street trees.	Planned
4.	Rio Vista	Sacramento River Waterfront Improvements*	First Street to SR 12	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned
5.	Suisun City	Rail Station Improvements (Planned PDA)	Suisun-Fairfield Train Station Area	General enhancements to the Suisun-Fairfield Train Station including improvements to the facility, corridor signage, traffic modifications, and rider experience. In addition, develop a project master plan consistent with the City's planned PDA for the area.	Planned
6.	Solano County	Tri-City and County Regional Trail Connections	To Be Defined	Connection from Fairfield/Rockville Hills Park, Cordelia, Benicia, and Vallejo to the growing Tri-City and County open space area and existing Lynch Canyon Preserve, Hiddenbrooke and Northgate Open Space. Includes "Pedestrian Concept Projects" #'s 1-3 (Connection to King Ranch Open Space, Lynch Canyon, Sky Valley and Green Valley, plus McGary Road improvements as a connection to these areas).	Planned
7.	Vacaville*	Ulatis Creek Bicycle Facilities*	Phase 2: Allison Drive to I-80	Construct Class 1 off-street bicycle path, and Class 2 bicycle lanes at various locations along Ulatis Creek from Allison Drive to I-80. Various segments are either Planned or Preliminary Design (depending upon location). Phase 2: Allison Drive to I-80.	Further design needed for env. clearance. Funding shortfall undefined.
8.	Vallejo	TBD	TBD	TBD	TBD
9.	STA	Safe Routes to School Program Projects	Various Participating School Districts in Solano County	Support Safe Routes to School Program Projects	Planned

Project Status key:
Permitted and Ready to Construct – all permits and funding secured
Designed – greater than 35% PS&E and an approved environmental document
Preliminary Design – greater than 10% but less than 35% PS&E
Planned –less than 10% PS&E
**In CTP List*

PROJECTS CURRENTLY IN PROGRESS

	Agency	Project Name	From/To	Description	Status/Comments
1.	Suisun City*	Grizzly Island Trail*	Grizzly Island Road to Marina Boulevard	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a Class I Path along the south side of SR 12 from Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive.	Under construction.
2.	Vacaville*	Ulatis Creek Bike Facilities*	Phase 1: Ulatis Creek to Leisure Town Road	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned or Preliminary Design (depending upon location). Phase 1: Ulatis Drive to Leisure Town Road	Permitted and Ready to Construct
3.	Dixon	West B Street Bicycle-Pedestrian Undercrossing	West B Street Union Pacific Railroad Crossing	Provide a 0.1 mile grade-separated bicycle-pedestrian undercrossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Bicycle-Pedestrian Undercrossing Project). Tunnel undercrossing removes existing at-grade pedestrian crossing with 500 pedestrian trips daily.	Construction to begin Summer 2013.

COMPLETED PEDESTRIAN PROJECTS

	Agency	Project Name	From/To	Description	Status/Comments
1.	Benicia	Rose Drive Bike/Pedestrian Overcrossing (OC)	Rose Drive OC	Construct bike/ped bridge on Rose Drive over I-780. Connects Vallejo to Benicia, eliminates gap in Ridge Trail, connects to Bay Trail.	***Construction Completed***
2.	Benicia	Park Road (Adams to Oak) Bike/Pedestrian Pathway Improvements*	Adams to Park Road	Construct pedestrian or Class I bike/ped facility from Benicia Bridge to City facilities.	***Construction Completed***
3.	Solano County	Old Town Cordelia*	Old Town Cordelia Area near Red Top Road	Construct pedestrian facilities and enhancements in the Old Town Cordelia area.	***Construction Completed***
4.	Suisun City	SR 12 Pedestrian/Bike Gap Closure Path*	Marina Boulevard to Train Station	Construct Class I bike path segments on the north side of SR 12 between Marina Boulevard and the Capitol Corridor train station on Main Street. The path of travel is Complete. The landscaping and lighting is in Preliminary Design. This project will be complete in June 2010.	***Construction Completed***

Solano Transportation Authority

DATE: January 30, 2013
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
	Regional[1]		
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately **$20 million**	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately **$10 million**	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to **$5,000** rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately **$10,000 to $45,000** per qualified request	Due On First-Come, First-Served Basis
	State		
5.	Environmental Enhancement and Mitigation Program*	**$10 Million**	January 4, 2013
6.	Recreational Trails Program*	**$5.3 Million**	January 9, 2013
7.	Bicycle Transportation Account 2013-14*	**~$7.2M** (FY 2012-13 estimate)	Announcement Anticipated February 27, 2013
	Federal		
8.	Federal Transit Authority (FTA) Section 5310 Elderly and Disabled Specialized Transit Program Grant*	**$13 Million**	Due by March 11, 2013
9.	Federal Transit Authority (FTA) Section 5311, Rural Transit and Intercity Bus*	**$25.1 Million**	Justification due to STA: January 19, 2013 Application Due to Caltrans: April 15, 2013
10.	YSAQMD Clean Air Fund (CAF) Grant*	**$290,000**	Due March 22, 2013
11.	Hybrid Truck and Bus Voucher Incentive Program (HVIP)*	**$10 Million**	Due March 22, 2013
12.	Community-based Transportation Grant*	**$3 Million**	Due by April 2, 2013
13.	Environmental Justice Transportation Planning Grant*	**$3 Million**	Due by April 2, 2013
14.	Partnership Planning Grant*	**$1.2 Million**	Due by April 2, 2013
15.	Transit Planning Grant*	**$1.5 Million**	Due by April 2, 2013
16.	FTA Section 5316, Job Access Reverse Commute Grant*	**$1.88 Million**	Due by April 19, 2013
17.	FTA Section 5317, New Freedom Grant*	**$1.43 Million**	Due by April 19, 2013

*New funding opportunity

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. Detailed Funding Opportunities Summary

[1] 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
Local Grants[1]						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District **(415) 749-4961** **afournier@baaqmd.gov**	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. **$20 million**	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	$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 **http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx**
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District **(916) 874-4893** **gbailey@airquality.org**	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. **$10 million**, maximum per project is $4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	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 **http://www.airquality.org/mobile/moyererp/index.shtml**
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB **(916) 322-6370** **mmiles@arb.ca.gov**	Application Due On First-Come, First-Served Basis	Up to **$5,000** rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles **http://www.arb.ca.gov/msprog/aqip/cvrp.htm**
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: **info@californiahvip.org**	Application Due On First-Come, First-Served Basis	Approx. **$10,000 to $45,000** per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses **http://www.californiahvip.org/**

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

[1] 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						
Bicycle Transportation Account 2013-14	Slyvia Fung California Department of Transportation (Caltrans) (510) 286-5226 slyvia.fung@dot.ca.gov	Announcement Anticipated February 27, 2013	Approx. **$7.2M** Statewide; 10 percent local match	The Bicycle Transportation Account (BTA) is an annual program providing state funds for city and county projects that improve safety and convenience for bicycle commuters. In accordance with the Streets and Highways Code (SHC) Section 890-894.2 - California Bicycle Transportation Act, projects must be designed and developed to achieve the functional commuting needs and physical safety of all bicyclists. Local agencies first establish eligibility by preparing and adopting a Bicycle Transportation Plan (BTP) that complies with SHC Section 891.2. The BTP must be approved by the local agency's Regional Transportation Planning Agency. **http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACallForProjects.htm**	N/A	Eligible Projects: Projects that improve the safety and convenience of bicycle commuters, including, but not limited to, any of the following: • New bikeways serving major transportation corridors • New bikeways removing travel barriers to potential bicycle commuters • Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings • Bicycle-carrying facilities on public transit vehicles • Installation of traffic control devices to improve the safety and efficiency of bicycle travel • Elimination of hazardous conditions on existing bikeways • Planning • Improvement and maintenance of bikeways • Project planning • Preliminary engineering • Final design • Right of way acquisition • Construction engineering • Construction and/or rehabilitation Consideration shall be given to the relative cost effectiveness of proposed projects.
Federal Grants						

FTA Section 5310, Elderly and Disabled Specialized Transit Program Grant*	Liz Niedziela, Solano Transportation Authority (STA) **(707) 399-3217** eniedziela@sta-snci.com	Due March 11, 2013 To STA and MTC	Approx. **$13 Million**	Provide capital grants for projects that meet the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient, or inappropriate. http://www.mtc.ca.gov/funding/FTA/5310.htm	N/A	Eligible Projects: Equipment - accessible vans and buses, mobile radios and communication equipment, and computer hardware and software Service - services provided must serve the transportation needs of elderly persons and/or persons with disabilities. Public service must be "incidental" per FTA C 9070.1F.
FTA Section 5311, Rural Transit & Intercity Bus*	Liz Niedziela, Solano Transportation Authority (STA) **(707) 399-3217** eniedziela@sta-snci.com	Justification due to STA: January 19, 2013 Application Due to Caltrans: April 15, 2013	Approx. **$25.1 Million**	Section 5311 is a non-urbanized area formula funding program authorized by 49 United States Code (U.S.C) Section 5311. This federal grant program provides funding for public transit in non-urbanized areas with a population under 50,000 as designated by the Bureau of the Census. FTA apportions funds to governors of each State annually. http://www.dot.ca.gov/hq/MassTrans/5311.html	Transit Operators	Eligible Projects: Rural Transit and Intercity Bus service.
YSAQMD Clean Air Fund (CAF) Grant*	Jim Antone YSAQMD **(530) 757-3653** jantone@ysaqmd.org	Due March 22, 2013	Approx. **$290,000**	Yolo-Solano AQMD's **Clean Air Funds Program** has allowed private business, non-profit organizations and public agencies to apply for grants for projects designed to reduce emissions from motor vehicles. http://www.ysaqmd.org/clean-air-funds.php	Cities and County in the Yolo-Solano Air Basin	Eligible Projects: Projects awarded Clean Air Funds include replacing or retrofitting diesel trucks and off-road equipment that do not qualify for other regional programs, new electric vehicles, construction of pedestrian and bicycle facilities, transit projects and public information and education programs.
Hybrid Truck and Bus Voucher Incentive Program (HVIP)*	Jim Antone YSAQMD **(530) 757-3653** jantone@ysaqmd.org	Due March 22, 2013	Approx. **$10 Million**	The HVIP program purpose is to provide funds to help cover a portion of the incremental cost for the purchase of new medium- and heavy- duty hybrid and batter-electric trucks. Hybrid trucks can accrue substantial savings from reduced fuel costs over the vehicle life. Depending on the application and duty cycle, hybrid trucks can improve fuel efficiency between 20-50%. http://www.ysaqmd.org/clean-air-funds.php	Cities and County in the Yolo-Solano Air Basin	Eligible Projects: Purchase of new medium- and heavy- duty hybrid and batter-electric trucks.
Community-Based Transportation Grant*	C. Edward Philpot, Jr., California Department of Transportation (Caltrans) (916) 653-8817 c_edward_philpot@dot.ca.gov	Due April 2, 2013	Approx. **$3Million** Grant Cap $300,000	Fund coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system, which includes mobility, access, and safety. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Complete street studies or plans Smart growth planning studies Bike and pedestrian safety enhancement studies or plans Traffic calming and safety enhancement studies or plans Rural smart growth studies or plans

Environmental Justice Transportation Planning Grant*	C. Edward Philpot, Jr., California Department of Transportation (Caltrans) (916) 653-8817 c_edward_philpot@dot.ca.gov	Due April 2, 2013	Approx. **$3Million** Grant Cap $250,000	Promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Advances a community's effort to reduce greenhouse gases Assist transportation agencies in creating sustainable communities Advances a community's effort to address the impacts of climate change and sea level rise
Partnership Planning Grant*	Dara Wheeler California Department of Transportation (Caltrans) (916) 653-2355 dara_wheeler@dot.ca.gov	Due April 2, 2013	Approx. **$1.2Million** Grant Cap $300,000	Fund transportation planning studies of multi-regional and statewide significance in partnership with Caltrans. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Statewide or urban transit planning studies Rural or small urban transit planning studies Transit planning student internships
Transit Planning Grant*	Dara Wheeler California Department of Transportation (Caltrans) (916) 653-2355 dara_wheeler@dot.ca.gov	Due April 2, 2013	Approx. **$1.5Million** Grant Cap $300,000	Fund studies on transit issues having statewide or multi-regional significance to assist in reducing congestion. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Short-range transit development plans Transit marketing plans Site selection studies Transit service implementation plans Ridership surveys Social service improvement studies
FTA Section 5316, Job Access Reverse Commute (JARC) Grant*	Scott Sauer, California Department of Transportation (Caltrans) **(916) 657-3863** scott_sauer@dot.ca.gov	Due April 19, 2013	Approx. **$1.88 Million**	To improve access to transportation services to employment-related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. http://www.dot.ca.gov/hq/MassTrans/5316.html	N/A	Eligible Projects: Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment, and to support reverse commute projects.
FTA Section 5317, New Freedom Grant*	Scott Sauer, California Department of Transportation (Caltrans) **(916) 657-3863** scott_sauer@dot.ca.gov	Due April 19, 2013	Approx. **$1.43 Million**	To provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom formula grant program seeks to reduce barriers to transportation services and expands the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. http://www.dot.ca.gov/hq/MassTrans/5317.html	N/A	Eligible Projects: For the purpose for the New Freedom Program, "new" service is any service or activity that was not operational and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State Transportation Improvement Program (STIP).

Solano Transportation Authority

DATE: February 4, 2013
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2013

Discussion:
Attached is the STA Board and Advisory meeting schedule for Calendar Year 2013.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. STA Board and Advisory Meeting Schedule for Calendar Year 2013

Solano Transportation Authority

STA BOARD AND ADVISORY COMMITTEE MEETING SCHEDULE CALENDAR YEAR 2013

(Last Updated: February 2013)

SUMMARY:	
STA Board:	Meets 2nd Wednesday of Every Month
Consortium/TAC:	Meets *Last* Wednesday of Every Month
BAC:	Meets 1st Thursday of every *Odd* Month
PAC:	Meets 3rd Thursday of every *Even* Month
PCC:	Meets 3rd Thursday of every *Odd* Month
SR2S-AC	Meets Quarterly (Begins Feb.) on the 3rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
~~Wed., February 13~~	~~4:00 p.m.~~	~~Regional Transportation Impact Fee (RTIF) Policy Committee~~	~~Suisun City Hall~~	~~Postponed (to be rescheduled)~~
Wed., February 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., February 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., February 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., March 13	1:00 p.m.	STA Board Workshop	Rancho Solano Country Club	Confirmed
Wed., March 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., March 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., March 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 10	4:00 p.m.	Regional Transportation Impact Fee	Suisun City Hall	Confirmed
Wed., April 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., April 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., April 26	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., May 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., May 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., May 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., May 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., May 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., June 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., July 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
July 31 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 14 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 14	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., August 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., August 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., September 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., September 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 17	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 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., November 14	6:00 p.m.	STA's 15th Annual Awards	TBD – Dixon	Confirmed
Thurs., November 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., November 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Wed., November 27	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 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., December 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative