



STA BOARD MEETING AGENDA
6:00 p.m., Regular Meeting
Wednesday, September 11, 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

- 1. CALL TO ORDER/PLEDGE OF ALLEGIANCE (6:00 – 6:05 p.m.) Chair Hardy
2. CONFIRM QUORUM/ STATEMENT OF CONFLICT (6:05 – 6:10 p.m.) Chair Hardy
3. APPROVAL OF AGENDA
4. OPPORTUNITY FOR PUBLIC COMMENT (6:05 – 6:10 p.m.)

STA BOARD MEMBERS

Table listing 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

Table listing STA Board Alternates: Dilenna Harris, Hermie Sunga, Alan Schwartzman, Dane Besneatte, Rick Vaccaro, Constance Boulware, Mike Hudson, Erin Hannigan.

5. **EXECUTIVE DIRECTOR’S REPORT – Pg. 9** (6:10 – 6:15 p.m.) Daryl K. Halls
6. **REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** (6:15 – 6:30 p.m.) MTC Commissioner and STA Board Member
A. Bay Area Freight Study Presentation Jim Spering
Carolyn Clevenger, MTC
7. **REPORT FROM CALTRANS** (6:30 – 6:35 p.m.)
8. **REPORT FROM STA** (6:35 – 6:40 p.m.)
A. Local Preference Policy Annual Report Judy Kowalsky
B. Directors Report
1. Planning Jayne Bauer
2. Projects Janet Adams
3. Transit/Rideshare Danelle Carey
9. **CONSENT CALENDAR**
Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:40 - 6:45 p.m.)
- A. Minutes of the STA Board Meeting of July 10, 2013** Johanna Masiclat
Recommendation:
Approve STA Board Meeting Minutes of July 10, 2013.
Pg. 15
- B. Draft Minutes of the Technical Advisory Committee (TAC) Meeting of August 28, 2013** Johanna Masiclat
Recommendation:
Approve Draft TAC Meeting Minutes of August 28, 2013.
Pg. 25
- C. Fiscal Year (FY) 2013-14 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans** Susan Furtado
Recommendation:
Approve the following:
1. STA’s ICAP Rate Application for FY 2013-14; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.
Pg. 31
- D. STA Personnel and Human Resources Consulting Services – Joy Apilado – Contract Amendment** Daryl Halls
Recommendation:
Authorize the Executive Director to amend the agreement with Joy Apilado for the provision of Human Resource Services for a two year period, with the option for a two year extension, for a not-to-exceed two year contract amount of \$30,000.
Pg. 33

- E. Paratransit Coordinating Council (PCC) Membership Status and Appointment** Sofia Recalde
Recommendation:
 Appoint Curtis Cole to the Paratransit Coordinating Council for a three (3) year term as a Public Agency representative.
Pg. 35
- F. Solano Pedestrian Advisory Committee (PAC) Member Appointment** Sofia Recalde
Recommendation:
 Appoint Kevin McNamara representing City of Rio Vista to the PAC for a three-year term.
Pg. 39
- G. Appointments to Comprehensive Transportation Plan (CTP) Committees** Sara Woo
Recommendation:
 Appoint the following individuals to the STA CTP Committees as indicated in Attachment A:
Pg. 43
- H. Fiscal Year (FY) 2013-14 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds** Sara Woo
Recommendation:
 Approve the following projects and amounts for the FY 2013-14 Solano TFCA Program Manager Funds:
1. Solano Community College Student Bus Voucher Program (\$42,000);
 2. Safe Routes to School (SR2S) High School Trip Reduction Pilot (\$24,981); and
 3. Suisun City Electric Charging Station (\$2,000).
- Pg. 49**
- I. Planning for Priority Development Areas (PDAs) and PDA Growth and Investment Strategy Update Using OneBayArea Grant (OBAG) Funding** Robert Macaulay
Recommendation:
 Approve the STA Resolution No. 2013-23 for \$586,000 for the Planning Support for Priority Development Areas Program, PDA Growth and Investment Strategy Update, and PCA Assessment Plan.
Pg. 57
- J. STA Transit Ambassador Program OneBayArea Grant (OBAG) Funding** Sofia Recalde/
Jessica McCabe
Recommendation:
 Approve STA Resolution No. 2013-22 for \$250,000 for the Transit Ambassador Program.
Pg. 65

- K. Coordinated Short Range Transit Plan (SRTP)/Transit Corridor – Contract Amendment - Arup** Liz Niedziela
Recommendation:
 Authorize the Executive Director to execute a contract amendment with Arup for an amount not-to-exceed \$62,500 to cover the additional cost associated with the Coordinated SRTP and the Transit Corridor Study.
Pg. 73
- L. Transit Planning Project Management - Contract Amendment – Nancy Whelan Consulting (NWC)** Liz Niedziela
Recommendation:
 Authorize the Executive Director to execute a contract amendment with Nancy Whelan Consulting for an amount not-to-exceed \$70,000 to cover FY 2013-14 services related to Transit Finance and Management and Coordination Implementation.
Pg. 85
- M. OneBayArea Grant (OBAG) Programming for Safe Routes to School (SR2S) Projects** Jessica McCabe
Recommendation:
 Approve the programming of \$744,702 of Congestion Mitigation and Air Quality (CMAQ) funds for Safe Routes to Schools (SR2S) projects as described in Attachment C.
Pg. 89
- N. Priority Development Area (PDA) Planning** Sofia Recalde
Recommendation:
 Authorize the Executive Director to execute agreements with the cities of Benicia, Dixon, Fairfield, Rio Vista and Suisun City for the expenditure of PDA planning funds in the following amounts:
1. \$163,000 to City of Suisun City for the Downtown Waterfront Specific Plan;
 2. \$850,000 to City of Fairfield for the Downtown and West Texas Street PDA;
 3. \$250,000 to City of Benicia for the Benicia Industrial Park Transportation Plan;
 4. \$75,000 to the City of Dixon for a Downtown Specific Plan; and
 5. \$161,000 to the City of Rio Vista for a Downtown Specific Plan
- Pg. 97**
- O. STA Regional Transportation Impact Fee (RTIF) – Contract Amendment – Economic Planning Systems (EPS)** Robert Guerrero
Recommendation:
 Authorize the STA Executive Director to amend EPS and Fehr and Peers agreement to include the additional scope of work outlined in Attachment B for an amount not to exceed \$28,500.
Pg. 99

- P. Solano County’s MAPS Pilot Program - Contract Amendment Recommendation:** Robert Guerrero
 Authorize the Executive Director to amend the STA’s and County’s MAPS Pilot Program’s current contract agreement to be extended to December 30, 2014.
Pg. 109
- Q. I-80 Eastbound Cordelia Truck Scales Project – Allocation Transfer Recommendation:** Janet Adams
 Approve the attached STA Resolution No. 2013-25 request that Metropolitan Transportation Commission (MTC) transfer \$360,200 in Regional Measure 2 or AB1171 funds from the Design Phase to the Construction Phase for the I-80 EB Truck Scales Relocation Project.
Pg. 127
- R. I-80/I-680/State Route (SR) R12 Interchange Project – Allocation Request Recommendation:** Janet Adams
 Approve the attached STA Resolution No. 2013-26 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$2,469,088 in Regional Measure 2 or AB1171 funds for the I-80/I-680/SR12 Interchange Project - ICP for right-of-way phase.
Pg. 141
- S. Redwood Parkway – Fairgrounds Drive Improvement Project - Contract Amendment HQE, Inc. Recommendation:** Janet Adams
 Authorize the Executive Director to amend the contract with HQE, Inc. for an amount not-to-exceed \$30,000 for the environmental document and project approval for the Redwood Parkway – Fairgrounds Drive Improvement Project.
Pg. 159
- T. Mobility Management Plan Update Recommendation:** Sofia Recalde
 Approve the following:
 1. The Scope of Work for the development of a Mobility Management Website as specified in Attachment C; and
 2. Authorize the Executive Director to issue a Request for Proposal (RFP) and enter into an agreement for Mobility Management Website Development Services for an amount not-to-exceed \$35,000.
Pg. 161

10. ACTION FINANCIAL ITEMS

A. Rail Facilities Plan Update

Sofia Recalde

Recommendation:

Approve the following:

1. The Scope of Work for the Solano Rail Facilities Update as shown in Attachment A;
2. Authorize the Executive Director to issue a RFP for the Solano Rail Facilities Plan Update;
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not-to-exceed \$41,500; and
4. Additional Task 3.2 and Task 4.2 in the Scope of Work as shown in Attachment A.

(6:45 – 6:55 p.m.)

Pg. 173

B. Priority Conservation Area (PCA) Assessment and Implementation Plan and Stakeholders Committee

Sara Woo

Recommendation:

Approve the following:

1. The Stakeholders Working Group Participants List for the Solano County PCA Assessment and Implementation Plan as shown in Attachment A;
2. Authorize the Executive Director to issue a Request for Proposals for the Solano County PCA Assessment and Implementation Plan; and
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not-to-exceed \$75,000.

(6:55 – 7:05 p.m.)

Pg. 185

11. ACTION NON-FINANCIAL ITEMS

A. Coordinated Short Range Transit Plan and Solano Intercity Performance Benchmarks

Nancy Whelan

Recommendation:

1. Approve the Solano Intercity Performance Benchmarks as shown in Attachment A; and
2. Adopt STA Resolution No. 2013-24 approving the Solano County Coordinated Short Range Transit Plan as shown in Attachment B.

(7:05 – 7:25 p.m.)

Pg. 197

B. Legislative Update

Jayne Bauer

Recommendation:

Take the following positions:

SB 556 (Corbett) – Oppose

AB 466 (Quirk-Silva) - Support

(7:25 – 7:30 p.m.)

Pg. 205

12. INFORMATIONAL ITEMS – NO DISCUSSION

- | | |
|--|------------------|
| A. STA’s Local Preference Policy FY 2012-13 Year-End Report
Pg. 243 | Judy Kowalsky |
| B. STA Alternative Fuel and Infrastructure Plan
Pg. 247 | Robert Guerrero |
| C. Summary of Funding Opportunities Summary
Pg. 249 | Sara Woo |
| D. STA Board and Advisory Committee Meeting Schedule
for Calendar Year 2013
Pg. 253 | Johanna Masiclat |

13. BOARD MEMBERS COMMENTS

14. ADJOURNMENT

The next regularly scheduled meeting of the STA Board at **6:00 p.m., Wednesday, October 9, 2013**, Suisun Council Chambers.

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MEMORANDUM

DATE: September 3, 2013
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – September 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.

Coordinated Short Range Transit Plan and Coordination Report*

STA and a consultant team have been working with Solano County's five transit operators required to conduct biennial Short Range Transit Plans (SRTPs) to develop the first Coordinated SRTP for all of Solano County. When completed, this will mark the completion of the first countywide Coordinated SRTP in the Bay Area. This plan includes an update of the local SRTPs for Dixon Redit-Ride, Fairfield and Suisun Transit (FAST), Rio Vista Delta Breeze, Solano County Transit (SolTrans), and Vacaville CityCoach. It also covers five specific areas of transit coordination required by the Metropolitan Transportation Commission (MTC). The second phase of the study is focused on evaluating the current intercity city transit service, marketed as SolanoExpress. These seven routes are operated by FAST and SolTrans with STA responsible for providing the funding and management oversight for Routes 30, 78 and 90 through funding agreements with the two operators. In order to help guide the assessment of the current SolanoExpress system and potential future service options, the consultant team has developed a set of performance benchmarks for discussion and consideration by the STA Board. Future service options will then be brought to the STA Board for discussion at a future Board meeting.

Presentation on Regional Freight Plan by MTC*

To coincide with Statewide Freight Plan begun by Caltrans, the Metropolitan Transportation Commission (MTC) and Caltrans District 4 are undertaking the development of a Regional Freight Plan to help guide the regional freight priorities for the nine county Bay Area and to feed into the statewide effort. A draft of the Bay Area plan is scheduled to be completed by December of 2013. Concurrently, the STA is planning to include an evaluation of Solano County's freight priorities as part of the update of the Solano County Comprehensive Transportation Plan (CTP) that is scheduled to be completed in Fiscal Year 2013-14. STA staff has also begun coordinating with staff from Alameda and Contra Costa counties to discuss the collective freight priorities of these three East Bay Counties (Alameda, Contra Costa and Solano). Carolyn Clevenger from MTC is scheduled to provide the STA Board with an informational presentation on the Regional Freight Plan that is underway and the status of the Statewide Freight Plan.

Update of Solano's Rail Facilities Plan*

It has been twelve years since Solano County evaluated and updated its priorities for Rail Facilities and Service. Staff is recommending the STA Board to approve a scope of work and authorize the Executive Director to issue a Request for Proposal for this plan update.

Mobility Management Program Update*

The new Countywide American with Disabilities Act (ADA) Eligibility process went into effect on July 1, 2013. During the first month, Care Evaluators, the firm selected by STA to conduct this Countywide ADA Eligibility Process, scheduled 127 in person appointments during the month of July.

This month, STA staff is seeking authorization to approve the scope of work and release a Request for Proposal (RFP) for a Mobility Management Website. This Website will serve as a key resource of information for the STA, the transit operators, Solano County Health and Social Services, and the public. The data to be assembled for the Mobility Management Website will also be an important pre-cursor to the establishment of a Countywide Mobility Management Call Center.

STA staff and its consultants have also been working with the Solano Transit Operators to develop a countywide travel training program, the next step in the implementation process outlined in the draft Mobility Management Plan developed by STA in partnership with the Senior and People with Disabilities Transportation Advisory Committee, the Paratransit Coordinating Council (PCC), and the Transit Operators. Currently, the City of Vacaville already has a local travel training program. STA will initiate the development of a countywide travel training program that will provide the local travel training programs for the cities of Dixon and Rio Vista and the County of Solano, and will develop the information, materials and initiate the development of travel training programs for Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans). STA will also develop the travel training program for SolanoExpress Intercity Service. This is slated to come to the STA Board for authorization in October.

Stakeholders Committee for Assessment of Solano County's Priority Conservation Areas (PCAs)*

At the request of STA and the Napa County Transportation Planning Agency (NCTPA), the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) established a PCA Pilot Program as part of the recently established One Bay Area Grant (OBAG) program. This pilot program has provided the four North Bay Counties (Marin, Napa, Solano and Sonoma) with the opportunity to plan, assess and implement priorities identified in their ABAG-approved PCAs. STA is undertaking this PCA assessment in partnership with the County of Solano. Staff is recommending the Board authorize the formation of a PCA Assessment Stakeholders Committee to help guide the development of the PCA Assessment.

SNCI Program Update

With the start of the new fiscal year, SNCI's vanpool coordinator Paulette Cooper apparently is not resting on her outstanding rookie season. After the first two months of the fiscal year, she has already formed 13 new vanpools which is close to achieving 50% of the SNCI's annual goal for new vanpool formations of 27.

Sorel Klein has wrapped up the second Napa Commute Challenge which is modeled on the successful Solano Commute Challenge. The Napa Challenge resulted in 24 employers participating with 127 of their employees being named Napa Commute Champions, an 80% increase over last year. The 7th annual Solano Employer Commute Challenge began in August with 36 employers and 400 of their employees have already registered to participate.

Safe Routes to School Program Launches Walking School Bus Program

One by one, STA's Walking School Bus Program is coordinating the formation of new Walking School Buses at various schools located throughout Solano County. By the end of August, STA's two Walking School Bus Coordinators, Karen Bloesch and Karla Valdez, had helped form 12 new Walking School Buses at seven Solano County schools, with many more being scheduled to be formed now that the new school year is starting up.

STA Staff Update

In August, STA successfully hired two part-time Customer Service Representatives for the Solano Napa Commuter Information (SNCI) Program, Debbie McQuilken and Marnie "Zoe" Zaldivar. Zoe is a resident of Fairfield and began working at STA on August 19th. Debbie is a resident of Benicia and began working at STA on September 3rd. Both part-time employees will be assisting the SNCI program staff Judy Leaks, Sorel Klein and Paulette Cooper in providing customer service via the SNCI call center, website and at community events.

At the beginning of September, STA was also successful in hiring a new Mobility Management Program Coordinator to fill the vacancy created when Sofia Recalde was promoted to Associate Planner in the Planning Department in July. Anthony Adams, a resident of Concord, will be joining STA on September 9th, reporting to Liz Niedziela. The STA two high school interns, Jasmeen Kaur and Angela Tsagarakis, have completed their summer internship. Jasmeen is heading to Sacramento State University and Angela will be heading to UCLA. Both were hardworking and full of enthusiasm and we wish them good luck in college.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated February 2013)

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A		J	
ABAG	Association of Bay Area Governments	JARC	Jobs Access Reverse Commute Program
ACTC	Alameda County Transportation Commission	JPA	Joint Powers Agreement
ADA	American Disabilities Act	L	
AVA	Abandoned Vehicle Abatement	LATIP	Local Area Transportation Improvement Program
APDE	Advanced Project Development Element (STIP)	LEV	Low Emission Vehicle
AQMD	Air Quality Management District	LIFT	Low Income Flexible Transportation Program
ARRA	American Recovery and Reinvestment Act	LOS	Level of Service
B		LS&R	Local Streets & Roads
BAAQMD	Bay Area Air Quality Management District	M	
BABC	Bay Area Bicycle Coalition	MAP-21	Moving Ahead for Progress in the 21 st Century
BAC	Bicycle Advisory Committee	MIS	Major Investment Study
BART	Bay Area Rapid Transit	MOU	Memorandum of Understanding
BATA	Bay Area Toll Authority	MPO	Metropolitan Planning Organization
BCDC	Bay Conservation & Development Commission	MTC	Metropolitan Transportation Commission
BT&H	Business, Transportation & Housing Agency	MTS	Metropolitan Transportation System
C		N	
CAF	Clean Air Funds	NCTPA	Napa County Transportation & Planning Agency
CALTRANS	California Department of Transportation	NEPA	National Environmental Policy Act
CARB	California Air Resources Board	NHS	National Highway System
CCCC (4'Cs)	City County Coordinating Council	NOP	Notice of Preparation
CCCTA (3CTA)	Central Contra Costa Transit Authority	O	
CCJPA	Capitol Corridor Joint Powers Authority	OBAG	One Bay Area Grant
CCTA	Contra Costa Transportation Authority	OTS	Office of Traffic Safety
CEQA	California Environmental Quality Act	P	
CHP	California Highway Patrol	PAC	Pedestrian Advisory Committee
CIP	Capital Improvement Program	PCC	Paratransit Coordinating Council
CMA	Congestion Management Agency	PCRCP	Planning & Congestion Relief Program
CMIA	Corridor Mobility Improvement Account	PCA	Priority Conservation Study
CMAQ	Congestion Mitigation & Air Quality Program	PDS	Project Development Support
CMP	Congestion Management Plan	PDA	Priority Development Area
CNG	Compressed Natural Gas	PDT	Project Delivery Team
CTC	California Transportation Commission	PDWG	Project Delivery Working Group
D		PMP	Pavement Management Program
DBE	Disadvantaged Business Enterprise	PMS	Pavement Management System
DOT	Department of Transportation	PNR	Park & Ride
E		PPM	Planning, Programming & Monitoring
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	PPP (P3)	Public Private Partnership
EIR	Environmental Impact Report	PS&E	Plans, Specifications & Estimate
EIS	Environmental Impact Statement	PSR	Project Study Report
EPA	Environmental Protection Agency	PTA	Public Transportation Account
EV	Electric Vehicle	PTAC	Partnership Technical Advisory Committee (MTC)
F		R	
FEIR	Final Environmental Impact Report	RABA	Revenue Alignment Budget Authority
FHWA	Federal Highway Administration	RBWG	Regional Bicycle Working Group
FPI	Freeway Performance Initiative	RFP	Request for Proposal
FTA	Federal Transit Administration	RFQ	Request for Qualification
G		RM 2	Regional Measure 2 (Bridge Toll)
GHG	Greenhouse Gas	RPC	Regional Pedestrian Committee
GIS	Geographic Information System	RRP	Regional Rideshare Program
H		RTEP	Regional Transit Expansion Policy
HIP	Housing Incentive Program	RTIF	Regional Transportation Impact Fee
HOT	High Occupancy Toll	RTP	Regional Transportation Plan
HOV	High Occupancy Vehicle	RTIP	Regional Transportation Improvement Program
I		RTPA	Regional Transportation Planning Agency
ISTEA	Intermodal Surface Transportation Efficiency Act		
ITIP	Interregional Transportation Improvement Program		
ITS	Intelligent Transportation System		

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
STA	Solano Transportation Authority
STIP	State Transportation Improvement Program
STP	Federal Surface Transportation Program

T

TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement
TEA-21	Transportation Efficiency Act for the 21 st Century
TFCA	Transportation Funds for Clean Air
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
July 10, 2013

1. CALL TO ORDER

Chair Hardy called the regular meeting to order at 6:05 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	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 Exec. Director/Dir. 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
	Danelle Carey	SR2S Assistant Program Manager
	Robert Guerrero	Project Manager
	Sofia Recalde	Associate Planner
	Sara Woo	Associate Planner
	Jessica McCabe	Project Assistant
	Jasmeen Kaur	STA Intern
	Angela Tsagarakis	STA Intern

ALSO PRESENT: (In alphabetical order by last name.)

Amanda Dum	City of Suisun City
Shawn Cunningham	City of Vacaville
Barry Eberling	The Daily Republic

Bill Emlen
George Hicks
Joe Leach
Mike Roberts
Matt Tuggle

Solano County
City of Fairfield
City of Dixon
City of Benicia
Solano County

2. 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.

3. APPROVAL OF AGENDA

On a motion by Board Member Patterson, and a second by Board Member Sanchez, the STA Board approved the agenda to include the following amendments to recommendations noted below in ***bold italics***:

- Item 7.S, OneBayArea Grant (OBAG) Programming for Safe Routes to School (SR2S) Projects
Recommendation:
Approve the programming of ~~\$1,200,000~~ ***\$200,000 in Safe Routes to School funds for Benicia's projects and Rio Vista's project*** of Congestion Mitigation and Air Quality (CMAQ) funds for Safe Routes to Schools (SR2S) projects as described in ***revised*** Attachment C.
- Item 9.A, I-80 Ramp Metering Study and Implementation Plan and Ramp Metering Memorandum of Understanding (MOU)
Recommendation:
Approve the following:
 1. I-80 Ramp Metering Study and Implementation Plan as shown in Attachment A;
 2. ***Direct staff to request Caltrans to complete the follow-up Freeway to Freeway analysis specified in the I-80 Ramp Metering Study and Implementation Plan and bring back to the SoHip and STA Board within 6 months;*** and
 3. Authorize the STA Executive Director to enter into a Memorandum of Understanding with Caltrans for the I-80 Ramp Metering Implementation.

4. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

5. EXECUTIVE DIRECTOR'S REPORT

- STA Visit to Washington DC Focused on Buy America and Follow-up to MAP 21
- I-80/680/SR 12 Interchange Project Focus of Nationwide Buy America Waiver Discussions
- STA Fiscal Year 2013-14 Budgets
- Nexus Study for Transportation Impact Fee
- Regional Measure 2 (RM 2) Implementation Plan
- I-80 Ramp Metering Study and Implementation Plan and Ramp Metering MOU
- Travel Training Second for Implementation of Mobility Management Program
- SNCI Program Hits Their New Vanpools Target for FY 2012-13
- STA Staff Update
- Two New Interns Join STA

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

MTC Report:

None presented.

Caltrans Report:

None presented.

STA Staff:

- A. Presentation: Fairfield/Vacaville Intermodal Train Station presented by George Hicks**
- B. Summary of Washington, D.C. Trip presented by Chair Hardy**
- C. Directors Report**
 - 1. Planning**
 - 2. Projects**
 - 3. Transit/Rideshare**

7. CONSENT CALENDAR

On a motion by Board Member Patterson, and a second by Board Member Price, the STA Board approved Consent Calendar Items A through S as amended shown below in ***bold italics***.

A. Minutes of the STA Board Meeting of June 12, 2013

Recommendation:

Approve STA Board Meeting Minutes of June 12, 2013.

B. Draft Minutes of the TAC Meeting of June 26, 2013

Recommendation:

Approve Draft TAC Meeting Minutes of June 26, 2013.

C. Fiscal Year (FY) 2013-14 Transportation Development Act (TDA)

Matrix - July 2013

Recommendation:

Approve the FY 2013-14 Solano TDA Matrix – July 2013 as shown in Attachment B for the Cities of Dixon and Rio Vista.

D. Fiscal Year (FY) 2013-14 State Transit Assistance Funds (STAF)

Funding Priorities

Recommendation:

Approve the FY 2013-14 STAF funding priorities as specified in Attachment C.

E. Mobility Management Travel Training Scope of Work

Recommendation:

Approve the following:

- 1. The Travel Training scope of work; and
- 2. Authorize the Executive Director to issue a request for proposal and enter into an agreement for Travel Training Consultant Services for an amount not to exceed \$130,000.

F. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2013-14 Work Program

Recommendation:

Approve the Solano Napa Commuter Information Work Program for FY 2013-14 as shown in Attachment A.

- G. Safe Routes to School (SR2S) Two-Year Work Plan for Fiscal Years (FY) 2013-14 and 2014-15**
Recommendation:
 Approve the Solano SR2S 2-year Work Plan for Fiscal Years 2013-14 and 2014-15 as shown in Attachment A.
- H. Fiscal Year (FY) 2013-14 Transportation Development Act (TDA) Article 3 Countywide Coordinated Claim**
Recommendation:
 Approve FY 2013-14 TDA Article 3 Resolution No. 2013-18 as specified in Attachment A.
- I. Solano Napa Commuter Information and Solano Safe Routes to School OneBayArea Grant Funding**
Recommendation:
 Approve the following:
1. Revised funding amount of \$533,000 of OBAG Congestion Mitigation and Air Quality (CMAQ) funds to the STA's Solano Napa Commuter Information Program;
 2. Program \$1,256,00 of OBAG Congestion Mitigation and Air Quality (CMAQ) funds to the STA's Safe Routes to School Program;
 3. STA Resolution No. 2013-19 for \$533,000 for the STA's Solano Napa Commuter Information Program; and
 4. STA Resolution No. 2013-20 for \$1,256,000 for the STA's Safe Routes to School Program.
- J. Paratransit Coordinating Council Membership Status and Appointment**
Recommendation:
 Appoint Anne Payne to the Paratransit Coordinating Council as a Social Service Provider for a three-year term.
- K. Alternative Fuel and Infrastructure Plan Consultant Contract Amendment**
Recommendation:
 Approve the following:
1. Authorize the STA Executive Director to execute a contract extension for ICF International to complete the Alternative Fuels and Infrastructure Plan; and
 2. Approve an additional \$15,000 in STAF funding contingent upon approval of STA Board Agenda Item 7.D.
- L. OneBayArea Grant (OBAG) Funding Agreements**
Recommendation:
 Authorize the Executive Director to enter into OBAG Funding Agreements with each city for the following approved OBAG capital projects:
1. City of Suisun City's Train Station Improvements;
 2. City of Vacaville's Allison Drive Sidewalk + Class I to Transit Center;
 3. City of Vacaville's Ulatis Creek Class I Bike Lane (McClellan to Depot);
 4. City of Vallejo's Downtown Streetscape (Maine Street);
 5. County of Solano's Vaca-Dixon Bicycle Path; and
 6. County of Solano's Suisun Valley Farm to Market Phase 1 Project

M. SolanoExpress Marketing Contract Amendment

Recommendation:

Authorize the Executive Director to:

1. Execute contract amendment with MIG for an amount not-to-exceed \$60,000 to cover additional services related to the SolanoExpress marketing and extend contract date to June 30, 2014; and
2. Allocated \$7,000 in STAF funds to SolTrans to cover the cost of fare and brochures marketing media for the SolanoExpress routes.

Pg. 107

N. I-80/I-680/State Route (SR) 12 Interchange – Initial Construction Package Contract Amendment for Right-of-Way Services

Recommendation:

Approve a budget increase for Right-of-Way acquisition services of \$105,000, for a total budget amount of \$785,000 and a contract amendment for Contra Costa County Real Property Division for the I-80/I-680/SR 12 Interchange - Initial Construction Package (ICP) for a total contract amount not-to-exceed \$785,000.

O. I-80/I-680/State Route (SR) 12 Interchange – Initial Construction Package PG&E Access Road Construction

Recommendation:

Approve STA Resolution No. 2013-21 that authorizes the Executive Director to advertise and award a contract to construct the PG&E Access Road for the WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements Project (Initial Construction Package) for a total amount not to exceed \$650,000.

P. I-80 Eastbound Cordelia Truck Scales Relocation Project - Contract Amendment for Engineering Services During Construction

Recommendation:

Approve a contract amendment for HDR in the not-to-exceed amount of \$300,000, to cover engineering services during construction of the I-80 Eastbound Cordelia Truck Scales Relocation Project.

Q. I-80 Eastbound Cordelia Truck Scales Relocation Project - Contract Amendment for Technology System Integration Services

Recommendation:

Approve a contract amendment for Intelligent Imaging Systems Inc. (IIS) in a not-to-exceed amount of \$360,200 to cover Technology System Integration design and equipment and two years of extended maintenance for the technology system for the I-80 Eastbound Cordelia Truck Scales Relocation project.

R. I-80/I-680/State Route (SR) 12 Interchange Phase 1 Project – Environmental Mitigation

Recommendation:

Authorize the Executive Director to enter into agreements to provide the environmental mitigation required by the I-80/I-680/SR 12 Interchange – Phase 1 project for a not-to-exceed amount of \$13.8 M.

S. OneBayArea Grant (OBAG) Programming for Safe Routes to School (SR2S) Projects

Recommendation:

Approve the programming of ~~\$1,200,000~~ **\$200,000 in Safe Routes to School funds for Benicia's projects and Rio Vista's project** of Congestion Mitigation and Air Quality (CMAQ) funds for Safe Routes to Schools (SR2S) projects as described in *revised* Attachment C.

8. ACTION – FINANCIAL ITEMS

A. STA’s Fiscal Year (FY) 2013-14 Budget Revision and FY 2014-15 Proposed Budget

Susan Furtado presented the FY 2013-14 budget revision and proposed budget for FY 2014-15. She noted that both budgets are balanced and cover the estimated costs for successful implementation of STA planning, projects, and programs. She also cited that the FY 2013-14 budget incorporates updates revenue information for a variety of projects and programs and includes construction funding for several priority projects which accounts for the budget increase from \$31.55 million to \$65.73 million (\$34.17 million change). She concluded by stating that the projected budget total for FY 2014-15 is \$20.49 million.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the following:

1. Adopt the STA’s FY 2013-14 Budget Revision as shown in Attachment A;
2. Adopt the STA’s FY 2014-15 Proposed Budget as shown in Attachment B; and
3. Approve a modification to the STA’s Staff Organizational Chart establishing the part-time Customer Service Representatives for the SNCI Program.

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

B. STA Regional Transportation Impact Fee (RTIF) Nexus Report

Robert Guerrero reported that at an earlier meeting, the RTIF Policy Committee recommended the approval of the Solano County Regional Transportation Impact Fee Nexus Report *based on the direction to work with the RTIF Working Groups to provide administrative recommendations back to the Committee with two principals; 1.) that funding can be moved from working groups; and 2.) have a reserve for potential projects to get shelf ready.*

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the Solano County Regional Transportation Impact Fee Nexus Report as included in Attachment B.

On a motion by Board Member Spring, and a second by Board Member Sanchez, the STA Board approved the recommendation with the understanding to include direction made by the RTIF Policy Board as indicated above in *bold italics*.

C. Solano County Regional Measure 2 (RM 2) Implementation Plan

Janet Adams presented the Solano County RM 2 Implementation Plan. She noted that earlier this year, the Metropolitan Transportation Commission (MTC) adopted a policy to require all RM 2 (bridge toll) project sponsors to develop a funding plan for remaining RM 2 funds by September 2013 and the initiation of construction by March of 2014. She added that STA staff has been working with Solano's remaining RM 2 project sponsors to develop a funding plan for the remaining \$47 million in unallocated RM 2 funds.

Public Comments:

None presented.

Board Comments:

Board Member Spering commended staff for being proactive and thanked the Cities of Fairfield and Vallejo for working with STA staff to move these projects forward.

Recommendation:

Approve the Regional Measure 2 Implementation Plan as shown on Attachment A.

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

9. ACTION – NON-FINANCIAL ITEMS

A. I-80 Ramp Metering Study and Implementation Plan and Ramp Metering Memorandum of Understanding (MOU)

Robert Guerrero reported that STA staff has been working with Caltrans, MTC and the local agencies located adjacent to the I-80 corridor to develop an I-80 Ramp Metering Study and Implementation Plan. He noted that this process has been managed through a Solano Highway Partnership (SoHip) Committee comprised of engineering staff from the local agencies, STA and Caltrans. He cited that the effort has now been completed and is ready for adoption by the STA Board. This Plan will provide the initial schedule and operational plan for the ramp meters to become operational along the I-80 Corridor in Solano County once they are installed. He concluded that STA has developed a ramp metering Memorandum of Understanding (MOU) that would maintain this partnership between Caltrans, STA and the local agencies (Dixon, Fairfield, Vacaville, Vallejo, and County of Solano).

Public Comments:

None presented.

Board Comments:

Chair Hardy commented about the need for jurisdictions to have control in the ramp metering turning on or off.

Board Member Sperring commented that the intent for the ramp metering plan is to mitigate the local concerns and issues to make sure that traffic does not get backed up on the local streets. He stated that the main problem Caltrans and MTC are facing is that when the money was invested, local jurisdictions agreed to go forward with the improvements. He added that he does not want the impression to seem like MTC and Caltrans does not care about the local jurisdictions and that it is just a different mechanism.

Board Member Patterson cited that she understands the reasoning behind the MOU. She interpreted the process as an impact assessment and when there is a potential impact, there is mitigation measure in which all criteria addresses that. However, she noted that what was compelling in the Plan was the traffic safety measure. She noted that a quarter of the accidents are expected to be reduced with the metering program if mitigation measures are adopted, monitored and followed through with a proposed mitigation.

Vice Chair Davis asked what the timeframe is on I-80 at the I-780 on ramps? Daryl Halls responded that installation on I-80 to I-780 is a freeway to freeway which requires more technical data from the consultant/Caltrans and it is recommended that it go back to the STA for review and approval process. Janet Adams also commented that in order to do the Vallejo segment, which includes these ramps, there will have to be improvements throughout this section of the corridor which would likely occur as part of the HOV Lanes/Express Lanes.

At this time, Board Member Price requested to amend the recommendation to read as follows:

“Direct staff to request Caltrans to complete the follow-up Freeway to Freeway analysis specified in the I-80 Ramp Metering Study and Implementation Plan and bring back to the SoHip and STA Board within 6 months.”

Recommendation:

Approve the following:

1. I-80 Ramp Metering Study and Implementation Plan as shown in Attachment A;
2. ***Direct staff to request Caltrans to complete the follow-up Freeway to Freeway analysis specified in the I-80 Ramp Metering Study and Implementation Plan and bring back to the SoHip and STA Board within 6 months; and***
3. Authorize the STA Executive Director to enter into a Memorandum of Understanding with Caltrans for the I-80 Ramp Metering Implementation.

On a motion by Board Member Batchelor, and a second by Board Member Richardson, the STA Board unanimously approved the recommendation as amended as shown above in ***bold italics***.

10. INFORMATIONAL – NO DISCUSSION

- A. Public-Private Partnership (P3) Update**
- B. Legislative Update**
- C. Fiscal Year (FY) 2012-13 Abandoned Vehicle Abatement (AVA) Program Third Quarter Report**
- D. Summary of Funding Opportunities Summary**
- E. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013**

11. BOARD MEMBER COMMENTS

None.

12. ADJOURNMENT

The meeting was adjourned at 7:10 p.m.

Attested by:



Johanna Masielat
Clerk of the Board

/September 1, 2013

Date

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TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
August 28, 2013

1. CALL TO ORDER

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

TAC Members Present:

Mike Roberts	City of Benicia
Joe Leach	City of Dixon
George Hicks	City of Fairfield
Dave Melilli	City of Rio Vista
Amanda Dum	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)*

Janet Adams	STA
Danelle Carey	STA
Robert Guerrero	STA
Daryl Halls	STA
Robert Macaulay	STA
Jessica McCabe	STA
Liz Niedziela	STA
Sofia Recalde	STA
Nancy Whelan	STA
Sara Woo	STA

Others Present: *(In Alphabetical Order by Last Name)*

Nick Burton	County of Solano
Keezha Sanga	City of Suisun City Intern

2. APPROVAL OF THE AGENDA

At the request of STA staff, four staff reports were amended for items 5.B, 5.C, 6.A, and 7.C. On a motion by George Hicks, and a second by Matt Tuggle, the STA TAC approved the agenda with the following modifications (shown below in *striketthrough bold italics*).

Agenda Item 5.B Mobility Management Plan Update

Recommendation:

Forward a recommendation to the STA Board to:

1. ~~Approve the revised Scope of Work for Countywide Travel Training as specified in Attachment B;~~
2. Approve the Scope of Work for the development of a Mobility Management Website as specified in Attachment C; and
3. Authorize the Executive Director to issue a Request for Proposal (RFP) and enter into an agreement for Mobility Management Website Development Services for an amount not-to-exceed \$35,000.

Agenda Item 5.C FY 2013-14 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds

Revised Attachment A (See Attached)

Agenda Item 6.A Rail Facilities Plan Update

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the Scope of Work for the Solano Rail Facilities Update as shown in Attachment A;
2. Issue a RFP for the Solano Rail Facilities Plan Update; and
3. *Authorize the Executive Director to* enter into an agreement with selected consultant for an amount not-to-exceed \$41,500.

Agenda Item 7.C Legislative Update

Copy of STA's Support Letter (See Attached)

Recommendation:

Forward a recommendation to the STA Board to take the following position:

1. *SB 556 – oppose unless amended to exempt public transportation providers; and*
2. *AB 466 (Quirk-Silva) - support*

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

Jayne Bauer announced nominations to the Annual Awards are due Friday, August 30, 2013.

5. CONSENT CALENDAR

On a motion by Joe Leach, and a second by David Kleinschmidt, the STA TAC approved Consent Calendar Items A through D as amended shown below in *striketthrough bold italics*.

A. Minutes of the TAC Meeting of June 26, 2013

Recommendation:

Approve TAC Meeting Minutes of June 26, 2013.

B. Mobility Management Plan Update

Recommendation:

Forward a recommendation to the STA Board to:

1. *Approve the revised Scope of Work for Countywide Travel Training as specified in Attachment B;*
2. Approve the Scope of Work for the development of a Mobility Management Website as specified in Attachment C; and
3. Authorize the Executive Director to issue a Request for Proposal (RFP) and enter into an agreement for Mobility Management Website Development Services for an amount not-to-exceed \$35,000.

C. Fiscal Year (FY) 2013-14 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds

Recommendation:

Forward a recommendation to the STA Board to approve the following projects and amounts for the FY 2013-14 Solano TFCA Program Manager Funds:

1. Solano Community College Student Bus Voucher Program (\$42,000);
2. Safe Routes to School (SR2S) High School Trip Reduction Pilot (\$24,981); and
3. Suisun City Electric Charging Station (\$2,000).

Pg.

D. OneBayArea Grant (OBAG) Funding - Final Programming

Recommendation:

Forward a recommendation to the STA Board to approve programming \$584,000 in Surface Transportation Program (STP) funds for the City of Dixon's Local Streets and Roads (LS&R) West A Street project.

Pg.

6. ACTION FINANCIAL ITEMS

A. Rail Facilities Plan Update

Sofia Recalde commented that staff is proposing to issue a Request for Proposal (RFP) for a qualified consultant to assist in updating the Solano Rail Facilities Plan. She reviewed the Scope of Work which includes 1.) Coordinating with STA and partnering agency staff to provide comments and recommendations to the Rail Facilities Plan Update, 2.) Review and update the 1995 Solano Rail Facilities Plan and 2001 Technical Memorandum, etc., and 3.) Assess the feasibility of introducing passenger rail on the existing Napa Valley Railroad (NVR) and extending service to Vallejo and Suisun City/Fairfield stations. She noted that staff recommends obtaining a consultant and initiating the project in November 2013. She specified that State Transit Assistance Funds are proposed to be used to fund the Rail Facilities Plan Update for an amount not to exceed \$50,000.

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the Scope of Work for the Solano Rail Facilities Update as shown in Attachment A;
2. Issue a RFP for the Solano Rail Facilities Plan Update; and
3. *Authorize the Executive Director to* enter into an agreement with selected consultant for an amount not-to-exceed \$41,500.

On a motion by David Melilli, and a second by Mike Roberts, the STA TAC approved the recommendation as amended shown above in *bold italics*.

7. ACTION NON FINANCIAL ITEMS

A. Coordinated Short Range Transit Plan (SRTP) Status Update and Coordination Report

Nancy Whelan provided a status report to the Coordinated SRTP and Coordination Report. She cited that the Draft SRTPs for each operator have been reviewed and all Final Draft SRTPs have been adopted by the City Councils of the Cities of Dixon, Fairfield, Rio Vista, and Vacaville by the Board of Directors of SolTrans.

In addition, Nancy Whelan also provided a status report on the Draft Coordination Report. She noted that based on the peer comparison and the discussion at the meetings that were held; the performance standards were re-named to performance benchmarks to better reflect the aspirational nature of the performance metrics and were adjusted to reflect peer performance for these metrics. She added that the performance benchmarks will be used to inform the development of the Transit Corridor Study and the Service Coordination Report will be included in the Coordinated SRTP to be considered for adoption by the STA Board on September 11, 2013.

Recommendation:

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

1. The Intercity Performance Benchmarks as shown in Attachment A; and
2. The Solano County Coordinated SRTP Coordination Report shown in Attachment B.

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

B. Priority Conservation Area (PCA) Assessment and Implementation Plan and Stakeholders Committee

Sara Woo noted that staff is proposing to issue a Request for Proposal (RFP) to qualified planning and engineering firms to assist in developing the Solano County PCA Assessment and Implementation Plan. She also noted that to develop the PCA Assessment and Implementation Plan, the initial purpose is to re-evaluate the PCAs that were designated in 2007 and look for other opportunity areas for PCA Designation. She added that the scope of the work is expected to be discussed further with a stakeholder working group. She indicated that staff recommends obtaining a consultant and kicking off the Study by December 2013 and that funding for consultant services will be provided entirely from the OneBayArea Grant (OBAG) PCA Planning Grant (\$75,000).

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the Stakeholders Working Group Participants List for the Solano County PCA Assessment and Implementation Plan as shown in Attachment A;
2. Issue a Request for Proposals for the Solano County PCA Assessment and Implementation Plan; and
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not-to-exceed \$75,000.

On a motion by David Melilli, and a second by Matt Tuggle, the STA TAC approved the recommendation.

C. Legislative Update

Jayne Bauer reviewed staff’s recommendation to take a position to oppose Senate Bill (SB) 556 – unless amended to exempt public transportation providers. She explained that SB 556 would require public agencies, including public transit systems, to “label” employees and vehicles which are independent contractors or operated by independent contractors with a “NOT A GOVERNMENT EMPLOYEE” or “THE OPERATOR OF THIS VEHICLE IS NOT A GOVERNMENT EMPLOYEE” disclosure.

In addition, Jayne Bauer reviewed STA’s Letter of Support regarding AB 466 (Quirk-Silva) – CMAQ Funding Formula which would require CalTrans to continue allocating federal Congestion Management and Air Quality Improvement Program (CMAQ) funding to California regions pursuant to a long standing formula. After she noted that passing this legislation will provide much needed financial predictability for local transportation agencies, the Consortium amended the recommendation to add their support to AB 466 (Quirk-Silva).

After further discussion, the STA TAC voted to modify the recommendation to read as follows:

Recommendation:

Forward a recommendation to the STA Board to take the following position:

1. SB 556 – oppose ~~unless amended to exempt public transportation providers~~
2. AB 466 (Quirk-Silva) - support

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

8. INFORMATIONAL - DISCUSSION

A. 2014 State Transportation Improvement Program (STIP) Guidelines and Programming Schedule

Jessica McCabe reviewed the updated “10-Year Investment Plan for Highway and Major Transit Capital Projects” to reflect the current status and priority of each of these projects. She noted that the draft list of prioritized projects is intended to be used as guide for programming actions by the STA Board, such as the 2014 STIP programming process.

B. STA Alternative Fuel and Infrastructure Plan

Robert Guerrero provided an update to the development of the STA Alternative Fuel and Infrastructure Plan. He highlighted some of the comments and responses received from the Plan’s Technical Working group. Some of the changes included updated transit bus cost, revised lifecycle cost references, and caveats related to cost assumptions and benefit charts. STA staff will meet with the Technical Working Group members to obtain their final input during the months of August and September.

NO DISCUSSION

- C. Funding Opportunities Summary
Pg.**
- D. STA Board Meeting Highlights of July 10, 2013
Pg.**
- E. Draft Meeting Minutes of STA Advisory Committees
Pg.**
- F. STA Board and Advisory Committee Meeting Schedule
for Calendar Year 2013
Pg.**

9. ADJOURNMENT

The meeting was adjourned at 2:30 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, September 25, 2013.**



DATE: August 27, 2013
TO: STA Board
FROM: Susan Furtado, Accounting and Administrative Services Manager
RE: Fiscal Year (FY) 2013-14 Indirect Cost Allocation Plan (ICAP) Rate
Application for Caltrans

Background:

In compliance with Caltrans Local Program Procedures (LPP) 04-10 and Office of Management and Budget (OMB) Circular A-87, the STA is required to submit an annual ICAP Rate Application to enable STA to charge an indirect cost allocation for federal and state funded projects. The ICAP Rate Application submitted and approved is based on the annual budget as a fixed rate with a carry-forward provision plan. A fixed rate with carry-forward provision is a rate subject to adjustment when actual expenditures for the fiscal year are audited. The difference between the estimated cost and the actual audited cost is carried forward as an adjustment to the second fiscal year following the adjusted year.

Discussion:

The FY 2011-12 ICAP rate is adjusted to reflect the actual and audited indirect cost expenditures using the audited financial statement and reports. The FY 2011-12 indirect cost expenditures is reduced by the amount of \$289,838 based on actual audited administration expenditures for the fiscal year. This adjustment is reflective of the ICAP Rate exclusions under the statutory and administrative limitations in accordance with OMB Circular A-87 and the Code of Federal Regulations (CFR) Title 2 Grants and Agreements Part 225 Appendix B. This adjustment is carried forward as a reduction to the FY 2013-14 ICAP Rate application.

The STA's FY 2013-14 ICAP Rate application result is at 46.18%. With the approval of this ICAP Rate, STA will be able to charge Indirect Cost to federal funds and other project fund that requires the use of the ICAP Rate, such as the Solano Napa Commuter Information (SNCI) Program, Safe Route to School (SR2S) Program, and the Jepson Parkway Project. The ICAP Rate for FY 2013-14 will allow STA to get a total indirect cost reimbursement in the amount of approximately \$157,797 to be reimbursed by the Congestion Mitigation and Air Quality Program (CMAQ) fund for the SNCI and the SR2S Program, and the State Transportation Improvement Program (STIP) fund for the Jepson Parkway Project.

Fiscal Impact:

The proposed ICAP Rate for FY 2013-14 of 46.18% will allow approximately \$157,797 of indirect cost to be reimbursed by the SNCI and the SR2S Programs, and the Jepson Parkway Project.

Recommendation:

Approve the following:

1. STA's ICAP Rate Application for FY 2013-14; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.

Attachment:

- A. Indirect Cost Allocation Plan for FY 2013-14 (To be provided to the STA Board Members under separate enclosure. A copy may be requested by contacting the STA at (707) 424-6075)

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DATE: August 29, 2013
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: STA Personnel and Human Resources Consulting Services – Joy Apilado
Contract Amendment

Background:

The STA has contracted for Personnel and Human Resources Services through a variety of means since 1996, the year the STA separated from the County of Solano and became a separately staffed agency. The STA contracted with the City of Vacaville for the Human Resources Services from 1996 to 2007. The lead staff for these services with the City of Vacaville was Joy Apilado.

In September of 2007, STA entered into an agreement with Joy Apilado as an individual consultant to provide Personnel and Human Resources Services specifically for the STA. The tasks performed included auditing and assessing STA's personnel records and files, developing and implementing procedures for recruitment, selection and training of employees, and assessing and updating STA's employee benefit plans.

Under the current contract, the consultant is budgeted for 250 hours per year at an annual cost of \$15,000 (\$60 per hour).

Discussion:

Ms. Apilado has continued to ably meet the terms of her contract. In 2011 and 2012, her specific focus was on transitioning the STA employee benefits from a 401a plan to Public Agency Retirement Services (PARS) resulting in a projected annual savings of \$50,000 per year. In 2011, she supported the transition team assisting with the formation of the Solano County Transit (SolTrans) Joint Powers Authority (JPA), the agency formed to provide transit services for the cities of Benicia and Vallejo. During the past year, she has performed an extensive review and update of the STA's Human Resources Policies and Procedures that will be provided to the STA Board for their review and consideration in October 2012. This past year, she has also coordinated five successful recruitment efforts to fill vacancies and hire new STA staff for all three departments. She has continued to provide HR expertise to the Executive Director and agencies management staff and employees.

In Fiscal Year (FY) 2012-13, the HR Consultant worked a total of 187 hours for the entire year on HR activities for a total cost of \$12,139. STA Staff anticipates STA requiring on average of 21 hours per month or the equivalent of 250 hours per year for the forthcoming fiscal year.

Staff recommends the STA Board authorize the Executive Director to enter into a contract amendment with Joy Apilado for Consulting Services related to Human Resource Services for a two year period, with an option for a two year extension, for an amount not-to-exceed \$15,000 per year.

Fiscal Impact:

The annual fiscal impact for this Human Resource Service consultant contract is \$15,000 with a specified hourly rate of \$60 and a total two contract amount of \$30,000. This would equate to an estimated 250 hours per year. This amount of funding has been budgeted as part of the STA's FY 2013-14 and 2014-15 operating budget.

Recommendation:

Authorize the Executive Director to amend the agreement with Joy Apilado for the provision of Human Resource Services for a two year period, with the option for a two year extension, for a not-to-exceed two year contract amount of \$30,000.



DATE: September 3, 2013
TO: STA Board
FROM: Sofia Recalde, Associate Planner
RE: Paratransit Coordination Council (PCC) Membership Status and Appointment

Background/Discussion:

The Solano Transportation Authority's (STA) Paratransit Coordination Council (PCC) By-Laws stipulates that there are eleven members on the PCC. Members of the PCC include up to three transit users, two members-at-large, two public agency representatives, and four social service providers. At the July 18th Meeting, there were three (3) vacancies on the PCC; two (2) for Transit User and one (1) for a Public Agency representative (Attachment A).

STA staff received a PCC interest form from Curtis Cole (Attachment B). Curtis is an employee of Solano County Health and Social Services and has been working with mental health clients for the past 8 years. He is looking forward to joining the PCC and representing the Solano County mental health community. Curtis has attended meetings and is eligible for appointment to the PCC. STA staff is recommending Mr. Curtis to be appointed to the PCC.

Recommendation:

Appoint Curtis Cole to the Paratransit Coordinating Council for a three (3) year term as a Public Agency representative.

Attachments:

- A. PCC Membership (July 2013)
- B. Curtis Cole's PCC Interest Form

Solano County
Paratransit Coordinating Council
Membership Status
July 2013

Member	Jurisdiction	Agency	Appointed	Term Expires
Alicia Roundtree	Social Service Provider	Independent Living Resource Center	October 2010	October 2013
Edith Thomas	Social Service Provider	Connections 4 Life	March 2012	March 2015
James Williams	Member at Large	Member at Large	December 2012	December 2015
Judy Nash	Public Agency - Education	Solano Community College	April 2013	April 2016
Kyrre Helmersen	Transit User	Independent Living Resource Center	April 2012	April 2015
Richard Burnett	MTC PAC Representative	SolTrans PAC Representative	December 2012	December 2015
Shannon Nelson	Member at Large	ADA Coordinator for Vacaville	September 2010	September 2013
Anne Payne	Social Service Provider	Area Agency on Aging	June 2013	June 2016
Vacant	Transit User			
Vacant	Transit User			
Vacant	Public Agency			

Paratransit Coordinating Council Interest



Contact Information

Name	CURTIS J. COLE, MHS I
Street Address	275 BECK AVENUE
City ST ZIP Code	FAIRFIELD CA, 94533
Home Phone	707-400-3409
Work Phone	707-784-8072
E-Mail Address	Cjcole@solanocounty.com

I would like to fill the following position:

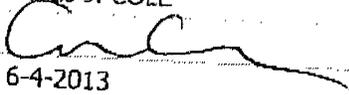
- Transit User (3)
- Public Agency (2)
- Member-at-Large (2)
- Social Service Provider (4)

Letter of Intent/Interest to serve on the STA's Paratransit Coordinating Council:
 Summarize the reason you would like to participate in the STA's Paratransit Coordinating Council.
 Include what experience (work or otherwise) qualifies you:

I have been chosen to represent Solano County H&SS Mental Health Division by my Manager. I have been working with Mental Health clients for the last eight years. I am excited to represent then needs of the consumers of SCMh.

Agreement and Signature

By submitting this application, I affirm that the facts set forth in it are true and complete. I understand that if I am accepted as a volunteer, any false statements, omissions, or other misrepresentations made by me on this application may result in my immediate dismissal.

Name (printed)	Curtis J. COLE
Signature	
Date	6-4-2013

Our Purpose

- 1) The PCC shall serve as an advocate for improved availability of transit services for the elderly, disabled, minorities, economically disadvantaged and other transit dependent persons.
- 2) The PCC shall advise the STA, the MTC, and other appropriate funding agencies in the expenditure of all available paratransit revenues.
- 3) The PCC shall serve as a forum to bring together the diverse perspectives of those individuals and groups seeking to provide the best possible transportation services for the above designated transit dependent individuals.

Thank you for your interest in sitting on the Paratransit Coordinating Council.



DATE: August 20, 2013
TO: STA Board
FROM: Sofia Recalde, Associate Planner
RE: Solano Pedestrian Advisory Committee (PAC) Member Appointment

Background:

The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) membership currently has vacant positions. The Committee is responsible for providing funding and policy recommendations to the STA Board on pedestrian related issues for monitoring, implementing, and updating the Countywide Pedestrian Transportation Plan.

Membership consists of representatives from a city, agency, and/or advocacy group, as well as a member-at-large (Attachment A). The representatives are nominated either by their respective organization, city council or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Appointments are for a 3-year term. These positions are voluntary. Non-elected citizens are encouraged to participate in these citizen advisory committees.

STA staff is actively seeking new members to fill current and future vacancies. A recruitment process is underway in coordination with the cities and county staff. STA staff is working to advertise vacant positions on the STA website, Facebook, and local newspapers.

Discussion:

In August 2013, the STA received a nomination from the City of Rio Vista for a representation appointment for the PAC. The City of Rio Vista nominated Kevin McNamara to participate as their representative on the PAC (Attachment B).

Fiscal Impact:

None.

Recommendation:

Appoint Kevin McNamara representing City of Rio Vista to the PAC for a three-year term.

Attachments:

- A. STA PAC Membership Roster
- B. City of Rio Vista Nomination

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CITY OF RIO VISTA

One Main Street, Rio Vista, California 94571
Phone (707) 374-6451 Fax (707) 374-6763

Original: JM Appt. Binc
xc: SR/SW

ATTACHMENT A



August 15, 2013

Johanna Masiclat, Clerk of the Board
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

**RE: Nomination for Appointment to the Solano Transportation Authority (STA)
Pedestrian Advisory Committee**

Dear Ms. Masiclat:

This letter is to confirm City of Rio Vista's nomination of Kevin McNamara as City of Rio Vista's representative to the STA Pedestrian Advisory Committee.

For questions regarding the City's nomination, please contact Marni Rittburg at 707-374-6410.

Sincerely,

Norman M. Richardson
Mayor

Cc: City Clerk



STA Pedestrian Advisory Committee (PAC)

Membership Terms 2013

The following are the Membership Terms of the PAC Members:

Jurisdiction	Member	Term Expires
Benicia	Pete Turner	December 31, 2015
Dixon	Bil Paul	December 31, 2013
Fairfield	Vacant	N/A
Rio Vista	Vacant	N/A
Suisun City	Mike Hudson	December 31, 2013
Vacaville	Shannon Lujan	December 31, 2015
Vallejo	Lynne Williams	December 31, 2013
Solano County	Vacant	N/A
Member-At-Large	Vacant	N/A
San Francisco Bay Trail	Maureen Gaffney	December 31, 2013
Bay Area Ridge Trail	Kathy Hoffman	December 31, 2015
Solano Land Trust	Vacant	N/A
Solano Community College	Vacant	N/A
Tri-City and County Cooperative Planning Group	Vacant	N/A



DATE: August 29, 2013
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Appointments to Comprehensive Transportation Plan (CTP) Committees

Background:

The CTP is the foundation planning document for STA, setting out goals and priorities for all funding decisions made by the Authority. The core of the CTP are the three Elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit.

STA has established three committees, one for each Element, to provide guidance during the Element's development. The Committees also meet on occasion for activities such as ranking grant applications. The committee members are STA Board members or alternates, and representatives from other STA advisory committees such as member jurisdiction staff from the Technical Advisory Committee (TAC) or a citizen from the Bicycle Advisory Committee (BAC).

Discussion:

STA staff has been working on details of the three CTP Elements. During this time, the Committees have not met. Some Committee positions have become vacant, and new members need to be appointed. The following individuals have been recommended for appointment to the indicated committees:

Alternative Modes Committee

1. Constance Boulware, City of Rio Vista
2. Hermie Sunga, City of Vallejo
3. Shannon Navarra-Lujan, Pedestrian Advisory Committee
4. Andre Ouse, Planning Directors

Arterials, Highways and Freeways Committee

1. Dane Besneatte, City of Dixon
2. Norman Richardson, City of Rio Vista
3. Hermie Sunga, City of Vallejo
4. Erin Hannigan, County of Solano

Transit Committee

1. Erin Hannigan, County of Solano

Attachment A shows the recommended membership of all three CTP committees.

Fiscal Impact:

None.

Recommendation:

Appoint the following individuals to the STA CTP Committees as indicated in Attachment A.

Attachments:

- A. List of Appointees to CTP Committees
- B. STA CTP Committees (complete membership).

LIST OF APPOINTEES TO CTP COMMITTEES

Alternative Modes Committee

1. Constance Boulware, City of Rio Vista
2. Hermie Sunga, City of Vallejo
3. Shannon Navarra-Lujan, Pedestrian Advisory Committee
4. Andre Ouse, Planning Directors

Arterials, Highways and Freeways Committee

1. Dane Besneatte, City of Dixon
2. Norman Richardson, City of Rio Vista
3. Hermie Sunga, City of Vallejo
4. Erin Hannigan, County of Solano

Transit Committee

1. Erin Hannigan, County of Solano

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2013 STA CTP COMMITTEES MEMBERSHIP

COMMITTEES (In Alphabetical Order)	Committee Members	Lead Staff	Development/ Production Team	Meeting Schedule	Brown Act	Category
1.) ALTERNATIVE MODES COMMITTEE Purpose: This policy committee makes recommendations to the STA Board for changes and updates to the Alternative Modes Element of the Comprehensive Transportation Plan . It also recommends funding for Transportation for Livable Communities Planning and Capital Grants as well as other alternative modes funds.	1. Jim Spering, Chair, County of Solano 2. Alan Schwartzman, City of Benicia 3. Jack Batchelor, City of Dixon 4. Rick Vaccaro, City of Fairfield 5. Constance Boulware, City of Rio Vista (Pending) 6. Dilenna Harris, City of Vacaville 7. Hermie Sunga, City of Vallejo (Pending) 8. Mike Hudson, City of Suisun City 9. Shannon Navarra-Lujan, PAC (Pending) 10. Michael Segala, BAC 11. Matt Tuggle, TAC 12. Andre Ouse, Planning Directors Rep. (Pending)	Bob Macaulay	RM/JM/NA	As needed.	Yes	Policy
2.) ARTERIALS, HIGHWAYS AND FREEWAYS COMMITTEE Purpose: This policy committee makes recommendations to the STA Board of Directors for changes and updates to the Arterials, Highways, and Freeways Element of the Comprehensive Transportation Plan as well as recommendations on corridor studies, such as the I-80/I-680/I-780 Major Investment & Corridor Study .	1. Elizabeth Patterson, City of Benicia 2. Dane Besneatte, City of Dixon (Pending) 3. Harry Price, City of Fairfield 4. Norman Richardson, City of Rio Vista (Pending) 5. Pete Sanchez, City of Suisun City 6. Steve Hardy, City of Vacaville 7. Hermie Sunga, City of Vallejo (Pending) 8. Erin Hannigan, County of Solano (Pending) 9. Matt Tuggle, TAC	Bob Macaulay	RM/JM/NA	As needed.	Yes	Policy
3.) TRANSIT COMMITTEE Purpose: This policy committee makes recommendations to the STA Board of Directors for changes and updates to the Transit Element of the Comprehensive Transportation Plan as well as recommendations on corridor studies, such as the I-80/I-680 Transit Corridor Study .	1. Jack Batchelor, Chair, City of Dixon 2. Elizabeth Patterson, City of Benicia 3. Harry Price, City of Fairfield 4. Steve Hardy, City of Vacaville 5. Osby Davis, City of Vallejo 6. Erin Hannigan, County of Solano (Pending)	Bob Macaulay/ Liz Niedziela	RM/LN/JM/SJ	As needed.	Yes	Policy

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DATE: August 14, 2013
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: Fiscal Year (FY) 2013-14 Transportation Fund for Clean Air (TFCA) 40%
Program Manager Funds

Background:

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

Funding for the TFCA program is provided by a \$4 vehicle registration fee, with 60% of the funds generated applied toward the TFCA Regional Program and the remainder toward the county 40% Program Manager Program. The BAAQMD, in coordination with the CMA's, establishes TFCA policies for both programs annually. The estimated amount available for FY 2013-14 is \$288,981.

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

Discussion:

On March 13, 2013, the STA Board approved \$220,000 for the Solano Napa Commuter Information (SNCI) Solano Commute Alternatives Outreach Program and Incentive Activities. The STA Board issued a call for projects for the remaining balance of \$68,981. Since then, STA staff has received three separate funding requests for the following projects:

1. Solano Community College Student Bus Voucher Program (\$42,000)
2. Safe Routes to School (SR2S) High School Trip Reduction Pilot (\$24,981)
3. Suisun City Electric Charging Station (\$2,000)

The Solano Community College Student Bus Voucher Program is a pilot project to incentivize transit usage to and from each of the three college campuses. The College staff indicated that the goal for this program is to track the success of the program to assist in establishing a permanent program funded with student fees.

The SR2S High School Trip Reduction program is also a pilot program that would provide incentives targeting teen high school drivers. The goal would be to incentivize transit services and walking and biking for these students.

Suisun City's Electric Charging Station is a valuable addition to Solano County's charging station network. The new charging station would be immediately adjacent to where the existing charger is located which is currently oversubscribed.

Further details on each of the three proposed projects are provided as Attachment A.

The BAAQMD staff reviewed all three projects and concluded that they all met the TFCA cost effectiveness eligibility requirements and qualify as clean air projects or programs. STA staff is recommending approval for all three requests.

The STA TAC met on August 28, 2013 and unanimously approved the recommendation to the STA Board.

Fiscal Impact:

None to the STA General Fund. Funding recommended for each project and program is provided by the BAAQMD TFCA 40% Program Manager Funds. A total of \$288,981 is available for FY 2013-14, with \$220,000 previously approved for SNCI's Solano Commute Alternatives Outreach Program and Incentive Activities. The recommended projects will use the remaining balance of TFCA funding.

Recommendation:

Approve the following projects and amounts for the FY 2013-14 Solano TFCA Program Manager Funds:

1. Solano Community College Student Bus Voucher Program (\$42,000);
2. Safe Routes to School (SR2S) High School Trip Reduction Pilot Program (\$24,981); and
3. Suisun City Electric Charging Station (\$2,000).

Attachment:

- A. Project Information Sheets for the Solano Community College Student Bus Voucher Program, SR2S High School Trip Reduction Pilot, and Suisun City Electric Charging Station.

**Transportation Fund for Clean Air (TFCA)
County Program Manager Funds
Project Information Form**

- A. Project Number: 14SOL02
- B. Project Title: Solano Community College Student Bus Voucher Program
Provide a concise, descriptive title for the project (e.g., "Elm Ave. Signal Interconnect" or "Purchase Ten Gasoline-Electric Hybrid Light-Duty Vehicles").
- C. TFCA County Program Manager Funds Allocated: \$ 40,000
- D. TFCA Regional Funds Awarded (if applicable): \$ 0
- E. Total TFCA Funds Allocated (sum of C and D): \$ 40,000
- F. Total Project Cost: \$ 40,000

G. Project Description:

Include information sufficient to evaluate the eligibility and cost-effectiveness of the project. Ex. of the information needed includes but is not limited to: what will be accomplished by whom, how many pieces of equipment are involved, how frequently it is used, the location, the length of roadway segments, the size of target population, etc. Background information should be brief. For shuttle/feeder bus projects, indicate the hours of operation, frequency of service, and rail station and employment areas served. Include a map of the project area.

Solano Community College (SCC) is seeking bus vouchers in the areas of Vallejo, Fairfield and Vacaville for 75 college students traveling to one or more of our three campus centers. This will reduce on average 150 one-way trips per day for 175 days per academic/calendar year. The average trip length for students, according to a 2012 Transportation Survey, is 16 miles one-way.

Many SCC students are dropped off by a family member or friend so that they can attend classes. One such student accounts for four one-way trips each day. We plan to target these students with this program, thus reducing on average 64 miles of travel per day.

We expect to reduce 420,000 miles of car travel in the first project year, for a total of 26,250 trips, with a total project cost effectiveness of \$69,906.

To participate in the program, students would pay a transportation fee to the College of \$7 (full-time student with 12 units or more) and \$5 (part-time student with 11 to six units). The College will use this fee to modify our existing student identification cards or pay for a staff person to manage the dispersal of bus vouchers, or both. No special equipment is needed.

Hours of operation will reflect those of the three local transit providers, SolTrans in Vallejo, FAST in Fairfield-Suisun, and City Coach in Vacaville, which all serve SCC centers. Classes at SCC start as early as 7 a.m. and end as late as 10 p.m. It is our hope that with increased bus ridership, bus service can in the future be extended later in the evening as Fairfield, Suisun and

Vacaville bus-riding students cannot take any evening courses at this time because their bus services end before 7 p.m.

We plan to distribute 15 monthly bus passes each in Vallejo and Vacaville (total of 30) and 45 monthly bus passes in Fairfield. These numbers are proportional to the number of students from these communities attending SCC. For this pilot project, we are buying local city passes to encourage students to attend the SCC campus or center in their home community.

H. Final Report Content and Cost Effectiveness Calculation Due:

Estimated Date January 31, 2016

I. Attach a completed Cost-effectiveness Worksheet and any other information used to evaluate the proposed project.

J. Comments (if any):

Add any relevant clarifying information in this section.

To register the school in which the program will be implemented would cost \$250.00 per year/per school.

This is a program that high school students can take ownership of and sustain in their school.

- H. Final Report Content: Final Report form and final Cost Effectiveness Worksheet
Form for Ridesharing, Shuttles, Transit Information, Rail/Bus Integration, Smart Growth, and Traffic Calming Projects. (Includes Transit Bus Signal Priority.)
- I. Attach a completed Cost-effectiveness Worksheet and any other information used to evaluate the proposed project. *attached*
- J. Comments (if any):

PROJECT INFORMATION

- A. Project Number: 14SOL04
- B. Project Title: Suisun City Capitol Corridor Park and Ride Charging Station
Provide a concise, descriptive title for the project (e.g., "Elm Ave. Signal Interconnect" or "Purchase Ten Gasoline-Electric Hybrid Light-Duty Vehicles").
- C. TFCA Program Manager Funds Allocated: \$ 2,000
- D. TFCA Regional Funds Awarded (if applicable):\$ _____
- E. Total TFCA Funds Allocated (sum of C and D):\$ 2,000
- F. Total Project Cost for Electric Charging Station: \$ 10,000

Matching funds provided by Suisun City Capitol Corridor Train Station Improvement Project:

Total project cost: \$600,000
OBAG CMAQ - \$315,000
OBAG STP - \$100,000
TDA Article 3 - \$ 35,000
STAF - \$150,000

G. Project Description:

The project located within Suisun City on Lotz Way inside the Park & Ride Parking Lot adjacent to the Suisun City Capitol Corridor Train Station. The proposed project includes the construction of a second level 2 charging station to meet the current demand.

The population served by this station is Solano County residents and those traveling along Highway 12 that are in need of a charging station. The Park & Ride Lot where the EV station is located is at least 80% full on weekdays. The existing EV charging station is used daily. Upgrading the EV station will allow the station to serve an even greater population.

- H. Final Report Content: Light Duty and Light Heavy - Duty Vehicles or Infrastructure Cost Effectiveness Worksheet and Final Report Form
- I. Attach a completed Cost-effectiveness Worksheet and any other information used to evaluate the proposed project.
- J. Comments (if any):

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DATE: September 3, 2013
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Planning for Priority Development Areas (PDAs) and PDA Growth and Investment Strategy Update Using OneBayArea Grant (OBAG) Funding

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)

At the March 13, 2013 Board meeting, the STA Board approved the funding strategy for the remaining \$6.196 M of OBAG funds (Attachment A). Of the \$6.196 M, the STA Board approved for programming \$486,000 to support PDA planning efforts in the cities of Benicia, Dixon and Rio Vista. In addition, \$25,000 was designated for developing and updating the OBAG-required PDA Investment and Growth Strategy, and \$75,000 was approved for STA to develop a Priority Conservation Area (PCA) Assessment Plan.

Discussion:

STA PDA Planning

STA used its recently-adopted Transportation for Sustainable Communities (TSC) Plan as the basis for the PDA Growth and Investment Strategy, which was submitted to MTC prior to the May 1, 2013 deadline. MTC and the Association of Bay Area Governments (ABAG) will provide comments on the PDA Growth and Investment Strategy in October, and STA has set aside \$25,000 for consultant support if additional data collection is needed to respond to any MTC or ABAG comments.

Based upon STA consultation with staff from all three cities, STA will issue a Request for Qualifications (RFQ) for consultant support, and will select a qualified consultant to prepare separate PDA planning documents for each of the cities. This will relieve the city staffs of the burden of dealing with federal regulations that come with the STP funds, and will allow for greater administrative efficiency since there will only be a single contract.

Programming Requirements for PDA Planning

As part of MTC's programming policy, and prior to the programming of STP or CMAQ funding, project sponsors are required to adopt a resolution of local support. Attachment B is the Resolution of Local Support for the STA's PDA Planning and PCA Assessment Plan, which commits the STA to funding the program and providing the required local match.

Fiscal Impact:

Surface Transportation Program (STP) Funds in the amount of \$486,000 will be programmed for the PDA Planning program. The funds will be allocated as follows:

- A. \$250,000 to City of Benicia for the Benicia Industrial Park Transportation Plan
- B. \$75,000 to the City of Dixon for a Downtown Specific Plan
- C. \$161,000 to the City of Rio Vista for a Downtown Specific Plan

The \$486,000 will be matched with local funds, either cash or staff time.

STP Funds in the amount of \$25,000 will be programmed for updating the Solano PDA Growth and Investment Strategy.

STP funds in the amount of \$75,000 will be used for the PCA Assessment Plan.

Recommendation:

Approve the STA Resolution No. 2013-23 for \$586,000 for the Planning Support for Priority Development Areas Program, PDA Growth and Investment Strategy Update, and PCA Assessment Plan.

Attachments:

- A. STA OneBayArea Grant (OBAG) Project Funding Strategy
- B. STA Resolution No. 2013-23 for \$586,000 for the Planning Support for Priority Development Areas Program, PDA Growth and Investment Strategy Update

STA OBAG Funding Recommendation

Funding Considered in OBAG Strategy		CMAQ	STP	STAF	TDA	TOTAL
FY 2012-13, 13-14, 14-15, 15-16		5,610	586	182	485	6,377
Sponsor	Tier 1 projects					
STA	SR2S Engineering Projects	1,200				1,200
STA	Transit Ambassador Program	250		32		282
Suisun	Suisun Train Station Improvements	315	100	150	35	600
Rio Vista	Waterfront Promenade				450	450
Vacaville	Allison Dr Sidewalk + Class I to Transit Center	450				450
Vacaville	Ulatis Creek Class I (McClellan to Depot)	500				500
Vallejo	Vallejo StreetScape (Maine St)	1,095				1,095
County	Vaca-Dixon Bicycle Path	1,800				1,800
Various	Planning Grants		486			486
	TOTAL	5,610	586	182	485	6,377

Sponsor	Tier 2 projects
Benicia	First Street Pedestrian Improvements
Benicia	Industrial Park Transit Hub
Fairfield	West Texas Gateway Access
Suisun	Lotz Way Improvements
Vacaville	Burton Drive and Helen Power Intersection
Vacaville	Vacaville Mason Street at Depot Street Road Diet
Vallejo	Vallejo StreetScape (Maine St, remaining scope)
TBD	Intercity Service for non-ambulatory riders and mobility programs

Sponsor	Tier 3 projects
Suisun	Railroad Avenue Extension
STA	Key Destination sidewalk/Street inventory

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**RESOLUTION OF LOCAL SUPPORT
MTC DISCRETIONARY FUNDING**

RESOLUTION NO. 2013-12

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING
THE FILING OF AN APPLICATION FOR FUNDING ASSIGNED TO MTC AND
COMMITTING ANY NECESSARY MATCHING FUNDS AND STATING THE ASSURANCE
TO COMPLETE THE PROJECT**

WHEREAS, SOLANO TRANSPORTATION AUTHORITY (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$586,000 in funding assigned to MTC for programming discretion, including but not limited to federal funding administered by the Federal Highway Administration (FHWA) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding and/or Transportation Alternatives (TA) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the STA PLANNING SUPPORT FOR PRIORITY DEVELOPMENT AREAS, SOLANO PDA GROWTH STRATEGY AND INVESTMENT PLAN AND PRIORITY CONSERVATION AREA ASSESSMENT PLAN (herein referred to as PROJECT) for the ONE BAY AREA GRANT (herein referred to as PROGRAM); and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP 21) authorize various federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

WHEREAS, state statutes, including California Streets and Highways Code 182.6 and 182.7 provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal funds for a project shall submit an application first with the appropriate MPO for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of federal funds; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

1. the commitment of any required matching funds; and
2. that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded

- with additional REGIONAL DISCRETIONARY FUNDING; and
3. that the project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
 4. the assurance of the sponsor to complete the project as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
 5. that the project will comply with all project-specific requirements as set forth in the PROGRAM; and
 6. that the project (transit only) will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under MAP-21 for continued funding; and be it further

RESOLVED that the APPLICANT by adopting this resolution does hereby state that:

1. APPLICANT will provide any required matching funds; and
2. APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
3. APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation projects, and has assigned, and will maintain a single point of contact for all FHWA-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans and FHWA on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA-funded transportation projects implemented by APPLICANT; and
4. PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and
5. APPLICANT and the PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and
6. APPLICANT (for a transit project only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866, revised; and therefore be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's federal TIP.

Steve Hardy, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11th day of September 2013 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the meeting held this day of September 11, 2013.

Daryl K. Halls, Executive Director
Solano Transportation Authority

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DATE: September 3, 2013
TO: STA Board
FROM: Sofia Recalde, Associate Planner
Jessica McCabe, Project Assistant
RE: STA Transit Ambassador Program OneBayArea Grant (OBAG) Funding

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)

The Transit Ambassador Program, an OBAG candidate project, was identified as a strategy to improve mobility in several community-based transportation plans (2008 – 2012), as well as the 2011 Solano Transportation Study for Seniors and People with Disabilities. In addition, it is supported and has been vetted by the:

- Solano Paratransit Coordinating Council
- Intercity Transit Consortium
- Solano County Senior Coalition
- Lifeline Advisory Committee
- Solano Seniors and People with Disabilities Transportation Advisory Committee

The Transit Ambassador Program emerged as a strong OBAG candidate when, as part of MTC's OBAG project selection process, STA staff attended each of the STA advisory committees to solicit project ideas for potential OBAG funding. The Transit Ambassador Program also ranked well against STA's project and funding criteria. The OBAG project rankings and funding recommendations were then reviewed by the STA Technical Advisory Committee and

recommended to the STA Board for approval. At the March 13, 2013 Board meeting, the STA Board approved the funding strategy for the remaining \$6.196 M of OBAG funds (Attachment A). Of the \$6.196 M, the STA Board approved for programming \$250K for the Transit Ambassador Program.

Discussion:

Transit Ambassador/Travel Training Program

The Travel Training Program will assist Solano County transit operators to develop and implement travel training programs that include the four training options referenced below, are regional in scope, and have the capacity to provide specialized travel training for individuals with physical disabilities as well as more intensive travel training for individuals with cognitive disabilities.

Travel training involves teaching people to independently use fixed-route public transportation, and is often focused on people with disabilities, seniors, and low-income individuals. Varieties of travel training include: group training, one-on-one individualized training; peer-to-peer training; media-based (brochures and video) training.

- *Group training:* Mobility orientation sessions where transit service is introduced and transit skills taught.
- *Individualized:* More intensive training, typically involves modeling instruction, gradually pulling back and concluding with the trainer shadowing the trainee during a transit trip.
- *Peer-to-Peer/Transit Ambassador/Bus Buddy program:* Volunteers are matched with trainees, and the pair usually (but not necessarily) has something in common (e.g., both are seniors).
- *Self-instruction:* An individual can use travel training guides and video instruction to learn how to use transit on their own time. These materials can also be used to answer any questions a passenger might have at any point in their transit education.

As part of MTC’s programming policy, and prior to the programming of STP or CMAQ funding, project sponsors are required to adopt a resolution of local support. Attachment B is the Resolution of Local Support for the Transit Ambassador Program, which commits the STA to funding the program and providing the required local match

Fiscal Impact:

Congestion Mitigation and Air Quality (CMAQ) Funds in the amount of \$250,000 will be programmed for the Transit Ambassador Program. The \$250,000 will be matched with \$32,263 in available State Transit Assistance Funds (STAF).

Recommendation:

Approve STA Resolution No. 2013-22 for \$250,000 for the Transit Ambassador Program.

Attachments:

- A. STA OneBayArea Grant (OBAG) Project Funding Strategy
- B. STA Resolution No. 2013-22 for \$250,000 for the Transit Ambassador Program

STA OBAG Funding Recommendation

Funding Considered in OBAG Strategy		CMAQ	STP	STAF	TDA	TOTAL
FY 2012-13, 13-14, 14-15, 15-16		5,610	586	182	485	6,377
Sponsor	Tier 1 projects					
STA	SR2S Engineering Projects	1,200				1,200
STA	Transit Ambassador Program	250		32		282
Suisun	Suisun Train Station Improvements	315	100	150	35	600
Rio Vista	Waterfront Promenade				450	450
Vacaville	Allison Dr Sidewalk + Class I to Transit Center	450				450
Vacaville	Ulatis Creek Class I (McClellan to Depot)	500				500
Vallejo	Vallejo StreetScape (Maine St)	1,095				1,095
County	Vaca-Dixon Bicycle Path	1,800				1,800
Various	Planning Grants		486			486
TOTAL		5,610	586	182	485	6,377

Sponsor	Tier 2 projects
Benicia	First Street Pedestrian Improvements
Benicia	Industrial Park Transit Hub
Fairfield	West Texas Gateway Access
Suisun	Lotz Way Improvements
Vacaville	Burton Drive and Helen Power Intersection
Vacaville	Vacaville Mason Street at Depot Street Road Diet
Vallejo	Vallejo StreetScape (Maine St, remaining scope)
TBD	Intercity Service for non-ambulatory riders and mobility programs

Sponsor	Tier 3 projects
Suisun	Railroad Avenue Extension
STA	Key Destination sidewalk/Street inventory

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**RESOLUTION OF LOCAL SUPPORT
MTC DISCRETIONARY FUNDING**

RESOLUTION NO. 2013-22

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING
THE FILING OF AN APPLICATION FOR FUNDING ASSIGNED TO MTC AND
COMMITTING ANY NECESSARY MATCHING FUNDS AND STATING THE ASSURANCE
TO COMPLETE THE PROJECT**

WHEREAS, SOLANO TRANSPORTATION AUTHORITY (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$250,000 in funding assigned to MTC for programming discretion, including but not limited to federal funding administered by the Federal Highway Administration (FHWA) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding and/or Transportation Alternatives (TA) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the TRANSIT AMBASSADOR PROGRAM (herein referred to as PROJECT) for the ONE BAY AREA GRANT (herein referred to as PROGRAM); and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP 21) authorize various federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

WHEREAS, state statutes, including California Streets and Highways Code 182.6 and 182.7 provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal funds for a project shall submit an application first with the appropriate MPO for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of federal funds; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

1. the commitment of any required matching funds; and
2. that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded

- with additional REGIONAL DISCRETIONARY FUNDING; and
3. that the project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
 4. the assurance of the sponsor to complete the project as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
 5. that the project will comply with all project-specific requirements as set forth in the PROGRAM; and
 6. that the project (transit only) will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under MAP-21 for continued funding; and be it further

RESOLVED that the APPLICANT by adopting this resolution does hereby state that:

1. APPLICANT will provide any required matching funds; and
2. APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
3. APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation projects, and has assigned, and will maintain a single point of contact for all FHWA-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans and FHWA on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA-funded transportation projects implemented by APPLICANT; and
4. PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and
5. APPLICANT and the PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and
6. APPLICANT (for a transit project only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866, revised; and therefore be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's federal TIP.

Steve Hardy, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11th day of September 2013 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the meeting held this day of September 11, 2013.

Daryl K. Halls, Executive Director
Solano Transportation Authority

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DATE: August 21, 2013
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Coordinated Short Range Transit Plan (SRTP)/Transit Corridor –
Contract Amendment - Arup

Background:

In 2010, the Metropolitan Transportation Commission (MTC) began the Transit Sustainability Project (TSP), a regional effort to address transit capital and operating shortfalls and to improve transit performance for the customer. In May 2012, MTC adopted Resolution 4060 which contains several policies, strategies and recommendations resulting from the TSP findings. One of the Resolution 4060 recommendations was to conduct multi-agency Short Range Transit Plans (SRTP) at the county or sub-regional level to promote interagency service and capital planning.

STA in coordination with MTC and the five (5) transit operators in Solano County proceeded with the endeavor in the development of not only the first Countywide Coordinated SRTP for Solano County but also the first Coordinated SRTP for the region. The Coordinated SRTP for Solano County and the I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study are being undertaken concurrently by the consulting team led by Arup which started the project in September 2012.

The Coordinated SRTP have been completed and will be presented to the STA Board for approval in Agenda Item 11.A and the Transit Corridor Study is still in progress. The five (5) transit operators have received their respective Council or JPA Board approval for their SRTPs.

Discussion:

One of the goals for STA, the transit operators and the Arup team was to produce a document that not only meets the coordination requirements of MTC, but also produces valuable functional document for the transit operators and respectively agencies. In this process, there were some unforeseen cost that was associated with the development of these planning documents. Listed below are some of the major key contributors to the additional cost:

- Additional reviews of the service and system evaluation were performed for each operator due to requests to use different data sources.
- Multiple updates to the operators fleet roster resulting in changes to the Overview as well as the Capital Improvement Plan.
- Multiple review, edits and presentation to the Consortium on the Coordinated Analysis and the Transit Corridor Study.

Fiscal Impact:

The cost of this contract amendment is \$62,500. This is proposed to be funded by a STAF funds already dedicated for these purposes.

Recommendation:

Authorize the Executive Director to execute a contract amendment with Arup for an amount not-to-exceed \$62,500 to cover the additional cost associated with the Coordinated SRTP and the Transit Corridor Study.

Attachment:

- A. Arup Memorandum: Summary of Scope of Work for Contract Amendment

To	Nancy Whelan, STA	Date June 17, 2013
Copies	19T	Reference number 19T
From	Corey Wong, Arup Anthony Bruzzone, Arup	File reference 19T
Subject	STA Coordination SRTP and Corridor Study – Request for Budget Amendment	

1 Background

This memorandum summarizes Arup's request for additional budget to cover out-of-scope tasks for the Coordinated SRTP and the Transit Corridor Plan. Details of out-of-scope activities (as well as anticipated activities) are presented, as well as the proposed hours and budget for these activities. This memo acknowledges the budget reallocations approved in the March 29, 2013 memorandum, which reallocated a total of \$33,638 from three specific tasks to several SRTP and Corridor Study tasks:

• Task A8: Other Requirements	\$ 4,232
• Task A11: Rio Vista Delta Breeze Consolidation with SolTrans:	\$ 3,609
• Task A12: SolTrans Eligibility Analysis:	\$11,248
• Task B6: Planned Solano Intercity Services and Capital	\$12,255
• Task B11: Draft Corridor Study	<u>\$ 2,294</u>
Subtotal	\$33,638

The March 29 reallocation funds were spent as follows:

• Task A5: Service/System Evaluation:	\$ 6,588
• Task A6: Operating Plan & Budget:	\$12,501
• Task B3: Existing Corridor Service & Performance:	\$ 3,058
• Task B4: Progress in Implementing 2004 Study	\$ 2,740
• Task B5: Review of Studies	\$ 765
• Task B7: Travel Demand:	\$ 6,617
• Task B8: Transit Corridor Needs & Strategy	\$ 869
• Task B10: Public Outreach	<u>\$ 500</u>
Subtotal	\$33,638

We hoped that these internal reallocations would have kept the internal scope in balance with the budget. Unfortunately, we have concluded that the scope has continued to expand through additional and unanticipated meetings, and additional review cycles.

In total, we have attended/participated in 32 out-of-scope meetings, with 10 anticipated meetings to finish the study. We have also completed 8 out-of-scope revision cycles for various documents. The total additional budget requested is: \$62,500. Details are described below.

2 SRTP

As of this date (June 17, 2013), we are nearly complete with the draft SRTPs for each operator as well as the Coordination Analysis. We are requesting additional hours and budget for the following tasks:

2.1 Task A5 Service and System Evaluation

Multiple reviews of the service and system evaluation memo were performed for each operator due to requests to use different data sources as follows (two of which were out-of-scope):

- Our original scope assumed that the TSP data would be used from the start.
- Instead, we were first requested to complete drafts of the evaluation with available statistics from recent reports and initial data provided by operators. These drafts were then reviewed by the operators who provided additional data.
- Then once the TSP data was available, additional revisions were completed to align performance statistics with those of the TSP.
- Additional iterations of performance statistics was needed for FAST and Rio Vista.
- This resulted in 3 actual revision cycles, instead of the one revision cycle that was in the scope.

Lastly, costs were incurred due to the delay in receiving the TSPs, identifying data discrepancies with the data received from the operators and the TSPs, conducting additional meetings and communications to discuss the methodologies used for the TSPs, and determining how to use the data in a way that met both objectives of being consistent with the TSPs while meeting the needs of the operators. During this time, we also continued to hold weekly check-in meetings with STA and provided minutes for those meetings, while only bi-weekly or monthly meetings were called for in the scope.

In total, we attended a total of 13 meetings associated with this task, compared to the budgeted six meetings (one with each operator). A total of \$6,588 was reallocated from other tasks (as described above) to fund this out of scope work.

Activity	Number of Revision Cycles and Meetings			
	Budgeted	Actual	Details	
Reviews	1 Revision Cycle (combined STA and Operator Review)	3 Cycles	Within Original Scope	Revision Cycle 1: 2013-02-05 Performance Review (except SolTrans) (to STA) 2013-02-26 SolTrans Performance Review (to STA)
			Included in Reallocation	Review Cycle 2: 2013-03-05 TSP Data Discrepancies Memos (to STA) 2013-03-18 Rio Vista Performance Reviews (to RVDB) 2013-03-20 VCC Performance Review (to VCC) 2013-03-25 Dixon Performance Review (to Dixon) 2013-03-28 SolTrans Performance Review (to SolTrans) 2013-04-01 FAST Performance Review (to FAST)
			Add Services Request	Review Cycle 3: 2013-04-05 Revisions to Rio Vista Performance Review 2013-04-25 Final Performance Reviews (to STA)
Meetings	6 Meetings (One with Each Operator)	13 Meetings	Within Original Scope	Meeting 1: 2012-09-20 (Solano County) Meeting 2: 2012-09-20 (SolTrans) Meeting 3: 2012-09-25 (Dixon) Meeting 4: 2012-09-25 (FAST) Meeting 5: 2012-09-25 (Vacaville) Meeting 6: 2012-10-10 (Rio Vista)
			Included in Reallocation	Meeting 7: 2012-10-10 (Solano County) Meeting 8: 2013-03-12 (Derek Wong regarding TSP and data discrepancies) Meeting 9: 2013-03-25 (RVDB) Meeting 10: 2013-03-26 (VCC) Meeting 11: 2013-03-26 (Dixon)
			Add Services Request	Meeting 12: 2013-03-29 (SolTrans) Meeting 13: 2013-04-07 (FAST)

Budget Amendment	
Additional Hours	Request for Task A5
32	\$6,000

Please note that we are not seeking compensation for 48 hours of Arup staff time that was undertaken outside of work hours, which was done as our contribution to staying within the budget.

2.2 Task A6 Operating Plan and Budget

The original budget assumed that the TSP numbers would be used to complete all of the operating plan and budget analysis. However, several iterations of the Operating Plan were completed as follows:

- Our initial analysis used these TSP numbers (Iteration 1).

- Later, STA and the operators recommended that we change many of these inputs (on several separate occasions) to differ from the TSP numbers to TDA and STAF numbers to reflect the latest MTC fund estimate (Iteration 2).
- Additional effort was required to modify tables and reports, and then check consistency among the five operators.
- Significant time was also expended to meet with the operators.

Budget Amendment	
Additional Hours beyond the Reallocation	Request for Task A6
36	\$5,000

2.3 A7 Capital Improvements Plan

The original budget assumed that this task would be completed based on the initial fleet rosters and information on capital projects provided by the operators. However, after preparing draft Capital Improvement Plans based on the fleet rosters provided by the operators, FAST and SolTrans made multiple updates to their fleet rosters, resulting in changes to the Overview as well as the Capital Improvement Plan (and fleet replacement).

Budget Amendment	
Additional Hours	Request for Task A7
16	\$2,000

2.4 A9 Coordination Analysis

The original budget and scope assumed that the Coordination Analysis would not require review by the operators. However, due to interest from the operators, STA determined that review of the Coordination Analysis by the operators would be beneficial and Arup concurs. MTC has also reviewed this document and provided comments.

This review process increased the number of hours to complete this task due to the number of revisions required, and the need to address extensive operator comments as well as attend and present at various STA meetings. Additional conversations between STA and Arup will likely be required to determine how to best respond to operator suggestions on the Coordination analysis.

As of June 18, 2013, the Arup team has:

- Completed three revision cycles and attended one coordination meeting – none of which were budgeted in the scope.

We also anticipate the following activities to finalize this task:

- Two (2) additional meetings (including the June 25, 2013 Consortium Meeting and to present the Coordination Analysis to the STA).

Number of Revision Cycles and Meetings			
Activity	Budgeted	Actual	Details
Review	0 Revision Cycles	3 Revision Cycles	2013-03-19 Schedule & Fare Coordination 2013-04-26 STA Draft Memo 2013-04-30 STA Draft Memo V2 2013-05-09 STA Final 2013-05-10 Revised Operator Final 2013-05-20 Operator Final 2013-06-19 Coordination Memo (response to comments)
Meetings	0 Meetings	3 Meetings	2012-11-28 Transit Consortium Meeting 2013-03-26 Transit Consortium Meeting 2013-05-27 STA Consortium

Budget Amendment		
Additional Hours	Request for Task A9	Anticipated Remaining Activities
58	\$9,500	Two (2) meetings

2.5 A13 Draft SRTP

Multiple reviews of the final SRTPs have been completed for each operator. Despite the request for comments on “new” SRTP chapters that had not yet been reviewed, every operator made additional edits and comments on sections that had previously been reviewed (i.e., the Overview, GOMS, Vehicle Fleets, Performance Review, etc.), which Arup has previously responded to. Additional meetings outside of the scope have been conducted with SolTrans and the STA Board.

Additional costs were incurred due to the delay in receiving the SRTP comments, including additional team meetings and coordination calls.

As of June 18, 2013, the Arup team has:

- Completed two revision cycles, one of which was out-of-scope; and
- Attended four SRTP meetings, none of which were budgeted in the scope.

We also anticipate the following activities to finalize this task:

- Six (6) additional meetings including:
 - The June 27, 2013 SolTrans meeting to present their Draft SRTP; and
 - Five meetings to: (i) present the Draft SRTP to FAST; (ii) present the Final SRTP to FAST; (iii) present the Final SRTP to SolTrans; and (iii) present the Coordinated SRTP to STA (two meetings – one to present the Draft and one to present the Final SRTP).

Number of Revision Cycles and Meetings			
Activity	Budgeted	Actual	Details
Reviews	1 Revision Cycle (STA and Operator Review)	2 Revision Cycles	2013-04-26 STA Review/Operator Review 2013-05-10 Final SRTPs to STA 2013-06-04 Revised Final SRTPs to STA (all SRTPs except for FAST submitted; waiting on FAST comments)
Meetings	0 Meetings	4 Meetings	2013-05-02 STA meeting with Daryl Halls 2013-05-21 2 nd Meeting with FAST 2013-05-30 MTC 2013-06-04 SolTrans Call

Budget Amendment		
Additional Hours	Request for Task A13	Anticipated Remaining Activities
128	\$18,500	Six (6) meetings (including SolTrans Board meeting on 6/27/2013)

Note: Additional meetings beyond those six (6) indicated above would cost \$1,000 per meeting (including preparation, travel, and participation time). Additional meetings would be negotiated with STA on an as-needed basis.

The total request for Task A SRTP is \$41,500.

3 Transit Corridor Study

We are in the midst of producing the Draft Transit Corridor study. We are requesting additional hours and budget for the following tasks:

3.1 Task B8 Transit Corridor Needs and Strategy Prioritization

At the request of STA, Arup developed the intercity bus requirements for an immediate submittal. While this work would have eventually been performed for the Final Report, it would have been done in a more simplified format with less justification. Specifically, Arup provided the following detailed work that was beyond the scope of work for Task B8:

- Supported expedited intercity bus replacement;
- Researched relationships of extended life of bus versus replacement;
- Provided dependent review of peak and spare bus needs; and
- Provided detail above and beyond the SRTP requirements and justification to MTC.

Seven meetings were attended – all of which are considered out-of-scope.

Number of Revision Cycles and Meetings				
Activity	Budgeted	Actual		Details
Meetings	0 Meetings	7 Meetings	Included in Reallocation	Meeting 1: 2012-10-10 STA Board
			Add Services Request	Meeting 2: 2012-11-28 STA GM & Staff Meeting 3: 2013-01-16 STA GM & Staff Meeting 4: 2013-01-24 STA GM & Staff Meeting 5: 2013-02-01 STA GM & Staff Meeting 6: 2013-02-06 STA GM & Staff Meeting 7: 2013-02-19 STA GM & Staff

Budget Amendment	
Additional Hours	Request for Task B8
64	\$12,500

3.2 Task B11 Draft Transit Corridor Study

We propose an additional \$9,000 to bring the Corridor Study to completion, while accounting for the delay. The original Transit Corridor scope required submittal of one draft and one final with incorporated comments. STA has suggested, and we agree, that a more in depth review process with the transit operators will enhance the final product. Specifically we are planning two additional presentations to the Consortium in addition to the two presentations previously given and three meetings. Additionally, this extended review process requires additional meetings with STA to prepare for the meetings.

Number of Revision Cycles and Meetings			
Activity	Budgeted	Actual	Details
Meetings	2 meetings	5 Meetings	2013-03-26 STA GM & Staff 2013-04-19 STA GM & Staff 2013-05-02 STA GM & Staff 2013-05-07 Solano County 2013-06-03 STA Board Meeting

Budget Amendment		
Additional Hours	Additional Request for Task B11	Anticipated Remaining Activities
44	\$9,000	Two (2) meetings

Note: Additional meetings beyond those two (2) indicated above would cost \$1,000 per meeting (including preparation, travel, and participation time). Additional meetings would be negotiated with STA on an as-needed basis.

The total request for Task B Transit Corridor Plan is \$21,500.

4 Summary

The total request for additional funds for out-of-scope work is \$62,500, with about \$41,500 for the SRTP and \$21,000 for the Transit Corridor Study.

Task	Meetings			Revision Cycles		
	Budgeted	Actual	Additional Anticipated	Budgeted	Actual	Additional Anticipated
Task A5 Service & System Evaluation	6	13	0	1	3	0
Task A6 Operating Plan and Budget	0	0	0	1	2	0
Task A7 Capital Improvement Plan	0	0	0	1	2	0
Task A9 Coordination Analysis	0	3	2	0	3	0
Task A13 Draft SRTP	0	4	6	1	2	0
SRTP Total	6	20	8	4	12	0
Task B8 Transit Corridor Needs	0	8	0	1	1	0
Task B11 Draft Transit Corridor Study	2	5	2	1	1	0
Corridor Study Total	2	13	2	2	2	0
Total for Both SRTP & Corridor Study	8	33	10	6	14	0

Thank you for your consideration of this budget revision.

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DATE: August 21, 2013
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Transit Planning Project Management - Contract Amendment –
Nancy Whelan Consulting (NWC)

Background:

To help Solano Transportation Authority manage a range of transit studies and analysis, staff received Board approval in October 2011 to contract with qualified consultant Project Managers (PM) to work jointly with the STA staff and the Solano transit operators to develop plans, programs, and/or studies. The STA contracted with three Consultants to oversee and manage the following projects and provide assistance to STA staff:

- Community Based Transportation Plan – East Fairfield
- STA Staff Assistance for Transit Finance and Management
- Mobility Management Program
- Solano County Coordinated Short Range Transit Plan (SRTP)
- I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study

Community Based Transportation Plan – East Fairfield and the Transit Finance and Management for the Transit Sustainability Plan have been completed. The remaining projects listed above are currently underway.

As a part of the STA Project Management Services and Finance Services, Nancy Whelan Consulting (NWC) was selected as one of the firms qualified to perform Project Management Services and Finance Services for the STA. These services included:

- Project Management of the Coordinated Short Range Transit Plan (SRTP) and I-80/I-680/I-780 and SR 12 Transit Corridor Study (in progress)
- Review of certain deliverables from the Transit Sustainability Program Financial Condition Assessment and related tasks (completed)
- Update of the Intercity Funding Agreement for Fiscal Year (FY) 2012-13 (completed).

In addition, NWC assisted STA with the SolanoExpress Intercity Bus Replacement and Transit Finance and Management Projects. NWC has also contracted with STA to assist Cities of Dixon and Rio Vista to provide transit financial services.

Discussion:

STA Staff Assistance for Transit Finance and Management services are needed for Fiscal Year (FY) 2013-14 to update the Intercity Funding Agreement and projects related to coordination implementation. An additional \$70,000 is necessary to provide these additional services for this year. There is sufficient funding in the budget to cover the cost and the total amendment for \$70,000 which will be funded by Transportation Development Act (TDA) already dedicated Transit Consultant in the FY 2013-14 budget.

Fiscal Impact:

The cost of this contract amendment is \$70,000. This will be funded by TDA funds already dedicated for these purposes.

Recommendation:

Authorize the Executive Director to execute a contract amendment with Nancy Whelan Consulting for an amount not-to-exceed \$70,000 to cover FY 2013-14 services related to Transit Finance and Management and Coordination Implementation.

NWC Additional Tasks for STA On-Call Planning

August 28, 2013

1. Intercity Funding Agreement
 - a. Review quarterly reports
 - b. Prepare reconciliation based on audited actuals in CAMs
 - c. Review budgets and CAMs for FY 14-15
 - d. Prepare FY 14-15 Intercity Funding tables and input to TDA matrix
 - e. Prepare staff report to Intercity Funding Working Group, Consortium, and TAC (as necessary)
2. Local Fund Source Projections and Analysis (e.g., STAF history)
3. Analysis of Transit District Formation Options and Requirements
4. Continuation of Corridor Study Support
5. Review of Intercity Fare and Service Change Proposals, including options for College pass
6. Other transit financial planning tasks, as required.

Estimated budget: \$70,000 for 350-400 professional service hours

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DATE: August 31, 2013
TO: STA Board
FROM: Jessica McCabe, Project Assistant
RE: OneBayArea Grant (OBAG) Programming for Safe Routes to School (SR2S) Projects

Background:

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

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

Between July 2012 and December 2012, the STA Board 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)

At the March 13, 2013 Board meeting, the STA Board approved the funding strategy for the remaining \$6.196 M of OBAG funds (Attachment A). Of the \$6.196 M, the STA Board approved for programming, it included \$486,000 of STP for planning. At the May 8, 2013 Board meeting, the STA Board approved for programming the remaining \$5.710 M in OBAG funds for the following projects and programs:

1. STA's Safe Routes to School (SR2S) Capital Projects
2. STA Transit Ambassador Program
3. City of Suisun City's Train Station Improvements
4. City of Vacaville's Allison Drive Sidewalk + Class I to Transit Center

5. City of Vacaville's Ulatis Creek Class I Bike Lane (McClellan to Depot)
6. City of Vallejo's Downtown Streetscape (Maine Street)
7. Solano County's Vaca-Dixon Bicycle Path

These federal funds would be made available to project sponsors by November 2013, should project sponsors program their projects by August 1st and MTC's 2013 Transportation Improvement Program (TIP) development process remains on schedule.

Discussion:

Safe Routes to Schools (SR2S) Project Programming

In April and May, STA staff met with each jurisdiction's SR2S Community Task Force to discuss programming requirements for SR2S capital projects. Project sponsors were asked to prioritize projects identified in the 2013 SR2S Plan update. Once prioritized, project sponsors would program projects based on available OBAG funding for SR2S projects (Attachment B).

Project sponsors were encouraged to meet programming requirements by mid-July, in order to make the August 1st TIP amendment deadline; however project sponsors were given the option of submitting projects in October 1st, which is the scheduled date for the next amendment opportunity. In summary, each SR2S Task Force was given the following instructions to program their projects:

- Confirm projects with each SR2S Community Task Force and the STA
- Submit project list to city council and get a Resolution of Local Support
 - Projects can be grouped into one resolution, since they are smaller projects
- Draft SR2S project listing in MTC's Funds Management System (FMS)
- Submit required OBAG documents to Jessica McCabe jmccabe@sta-nci.com, by July 15th to get into the August TIP or September 15th to get into the October TIP.

MTC Programming Requirements

While the STA Board approved programming \$1,200,000 for STA SR2S capital projects in May, MTC requires that Board programming action specify the project details (i.e., project sponsor, project name, scope, and funding), in order to be programmed into the TIP. To comply with this requirement, STA staff requested that project sponsors provide project details for projects prioritized from the Countywide SR2S Plan Update. STA staff is recommending approval of the projects detailed in Attachment C, which will be programmed into the TIP by October 1st. Subsequent programming action will need to be taken in October for any remaining SR2S projects that will be programmed into the TIP on December 1st.

Fiscal Impact:

No direct impact to the STA's General Fund.

Recommendation:

Approve the programming of \$744,702 of Congestion Mitigation and Air Quality (CMAQ) funds for Safe Routes to Schools (SR2S) projects as described in Attachment C.

Attachments:

- A. STA OneBayArea Grant (OBAG) Project Funding Strategy, 2-15-13
- B. Available OBAG funding for Safe Routes to School (SR2S) Capital Projects, 3-6-2013
- C. Recommended Solano County Safe Routes to School (SR2S) Projects, 8-2013

STA OBAG Funding Recommendation

2/15/2013

Funding Considered in OBAG Strategy		CMAQ	STP	STAF	TDA	TOTAL
FY 2012-13, 13-14, 14-15, 15-16		5,610	586	182	485	6,377
Sponsor	Tier 1 projects					
STA	SR2S Engineering Projects	1,200				1,200
STA	Transit Ambassador Program	250		32		282
Suisun	Suisun Train Station Improvements	315	100	150	35	600
Rio Vista	Waterfront Promenade				450	450
Vacaville	Allison Dr Sidewalk + Class I to Transit Center	450				450
Vacaville	Ulatis Creek Class I (McClellan to Depot)	500				500
Vallejo	Vallejo StreetScape (Maine St)	1,095				1,095
County	Vaca-Dixon Bicycle Path	1,800				1,800
Various	Planning Grants		486			486
TOTAL		5,610	586	182	485	6,377

Sponsor	Tier 2 projects
Benicia	First Street Pedestrian Improvements
Benicia	Industrial Park Transit Hub
Fairfield	West Texas Gateway Access
Suisun	Lotz Way Improvements
Vacaville	Burton Drive and Helen Power Intersection
Vacaville	Vacaville Mason Street at Depot Street Road Diet
Vallejo	Vallejo StreetScape (Maine St, remaining scope)
TBD	Intercity Service for non-ambulatory riders and mobility programs

Sponsor	Tier 3 projects
Suisun	Railroad Avenue Extension
STA	Key Destination sidewalk/Street inventory

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STA SR2S OBAG Formula Distribution Recommendation

3/6/2013

Local Task Force Shares	FY 2011-12		STA recommended shares*
	Student Enrollment	Share	
Benicia USD	4,923	7.60%	\$ 100,000
Dixon USD	3,879	5.99%	\$ 100,000
FSUSD	21,577	33.33%	\$ 349,065
Travis USD	5,391	8.33%	\$ 100,000
Vacaville USD	12,561	19.40%	\$ 203,207
Vallejo USD	15,313	23.65%	\$ 247,728
RD USD Rio Vista only	1,094	1.69%	\$ 100,000
	64,738	100.00%	\$ 1,200,000

* Remaining funds distributed to larger districts after calculating \$100,000 minimums for smaller districts.

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Solano County Safe Routes to School (SR2S) Projects submitted by each jurisdiction
 9-3-2013

Jurisdiction	SR2S Capital Project	Amount	SR2S Funding
City of Dixon	Construct sidewalk bulb-out on North Lincoln Street at CA Jacobs. Construct sidewalk bulb-out on Pheasant Run Drive at Tremont Elementary School. Installation of high visibility crosswalks at various schools. Install bike racks and overhead covering at CA Jacobs. Install gate in fence along pedestrian path near Silveyville Elementary School. Restripe bike lane on Rehrmann Drive from Evqans Road to North Lincoln Street. Plant trees and gate improvements along Rehrmann Drive at Tremont Elementary School. Miscellaneous striping improvements at Tremont Elementary and CA Jacobs.	\$100,000	\$100,000
City of Suisun City	Stripe high-visibility crosswalks by Crescent Elementary and Crystal Middle School. Design a Class I pedestrian/bicycle facility along the west side of Marina Boulevard between State Route 12 and Lotz Way, and along Lotz Way between Marina Boulevard and the Suisun multi-modal transit station on Main Street. Design and construct a path along the south side of Driftwood Drive from Whispering Bay Circle to Marina Boulevard. Install rectangular rapid flashing beacons on Harrier Drive at the main entrance to Dan O. Root Elementary School.	\$131,512	\$131,512

City of Vacaville	<p>VUSD Vacaville High School Sidewalk & Safety Improvements Phase 1 ; Provide additional walking route improvements on East Monte Vista Avenue from West to Dobbins Street. Consider consolidating curb cuts (with VUSD Staff approval) on the north side of the street, and providing curb extensions at intersections. Close sidewalk gaps on West Street south of Main Street. VUSD Callison Elementary School On-site Improvements; On-Site loading zone marking, on-site signing & making to improve on-site circulation. VUSD Safe Route to School Improvements ; Providing Radar Speed Signs, Flashing Pedestrian Beacons, Signing and Pavement Marking at prioritized locations to enhance safety along routes to school. TUSD Safe Route to School Improvements ;Radar Speed Signs, Flashing Pedestrian Beacons, Signing and Pavement Marking at prioritized locations to enhance safety along routes to school.</p>	\$265,462	\$265,462
City of Vallejo	<p>Intersection, striping, and signage improvements in the vicinity of Wardlaw Elementary and Cooper Elementary School. High visibility crosswalks and pedestrian signs will be the first priority projects, with additional lane reconfiguration with any remaining funds.</p>	\$247,728	\$247,728



DATE: September 3, 2013
TO: STA Board
FROM: Robert Macaulay, Director of Planning
Sofia Recalde, Associate Planner
RE: Priority Development Area (PDA) Planning

Background:

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

At the March 13, 2013 Board meeting, the STA Board approved the funding strategy for the remaining \$6.196 M of OBAG funds (Attachment A). Of the \$6.196 M, the STA Board approved for programming \$486,000 of discretionary STP to support PDA planning efforts in the cities of Benicia, Dixon and Rio Vista. An additional \$1.066 million in dedicated PDA Planning Funds was approved for work by the cities of Fairfield and Suisun City.

Discussion:

STA staff has been working with staff from all 5 participating cities on the details of planning funding agreements. It is expected that these agreements will be ready for execution in the next two months. The Fairfield and Suisun City PDA Planning Funds will be administered by those two cities, with STA taking a supporting role.

For the discretionary STP funds, STA will issue a Request for Qualifications (RFQ) for consultant support, and will select a qualified consultant to prepare separate PDA planning documents for each of the cities. This approach has been requested by the staff members of Benicia, Dixon, and Rio Vista to relieve the city staffs of the burden of dealing with federal regulations that come with the federal funds, and will allow for greater administrative efficiency since there will only be a single contract.

Fiscal Impact:

The planning funds are already allocated to these purposes in the STA budget. The amounts allocated are:

1. Dedicated PDA Planning Funds:
 - A. \$163,000 to City of Suisun City for the Downtown Waterfront Specific Plan
 - B. \$850,000 to City of Fairfield for the Downtown and West Texas Street PDA

2. Discretionary STP Planning Fund
 - A. \$250,000 to City of Benicia for the Benicia Industrial Park Transportation Plan
 - B. \$75,000 to the City of Dixon for a Downtown Specific Plan
 - C. \$161,000 to the City of Rio Vista for a Downtown Specific Plan

Recommendation:

Authorize the Executive Director to execute agreements with the cities of Benicia, Dixon, Fairfield, Rio Vista and Suisun City for the expenditure of PDA planning funds in the following amounts:

1. \$163,000 to City of Suisun City for the Downtown Waterfront Specific Plan;
2. \$850,000 to City of Fairfield for the Downtown and West Texas Street PDA;
3. \$250,000 to City of Benicia for the Benicia Industrial Park Transportation Plan;
4. \$75,000 to the City of Dixon for a Downtown Specific Plan; and
5. \$161,000 to the City of Rio Vista for a Downtown Specific Plan



DATE: August 30, 2013
TO: STA Board
FROM: Robert Guerrero, Project Manager
RE: STA Regional Transportation Impact Fee (RTIF) – Contract Amendment –
Economic Planning Systems (EPS)

Background:

Since 2008, the STA and its member agencies have studied the potential for a Regional Transportation Impact Fee (RTIF) to assist in addressing a regional transportation funding shortfall projected to occur in the next 30 years. In 2009, Economic Planning Systems (EPS) and Fehr and Peers were selected to conduct a RTIF Nexus Report required by AB 1600 to address how a potential fee program would relate fees collected to funding improvement projects. On July 11, 2013, the STA Board approved the RTIF Nexus Report which included eligible projects that spanned multiple municipalities in Solano County. The Report concluded a maximum fee of \$7,952 per dwelling unit can reasonably be charged for the transportation projects based on future growth projections.

With the Nexus Report completed, the STA's next step is to coordinate with the County of Solano to include the RTIF as part of their Public Facilities Fee (PFF) update. In addition, STA staff will need to coordinate with each of its member agencies to establish individual working groups to construct each construction package approved for the RTIF. Attachment A provides the list of RTIF Construction Packages and a map illustrating the general area for each working group responsible for delivering each project.

Discussion:

STA staff is recommending amending EPS' and Fehr and Peers' to continue assisting in the early steps of implementing the administration of the RTIF. While the AB 1600 Nexus Report is largely complete, STA staff recognizes a variety of early issues related to the on-going implementation and administration of the program that consultants' assistance will be needed. These include the establishment of the RTIF Working Groups and their responsibilities and geographic boundaries, the distribution and tracking of RTIF revenue, and the prioritization of the construction packages by working group.

STA staff recommends that the agreement with EPS be amended to include the following additional tasks detailed in Attachment B:

1. Finalization of the Nexus Analysis and Report (including project cost and coordination with Solano County's PFF)
2. Implementation Related Analysis and Support (including establishing Working Groups and forecasting/tracking RTIF Revenues)
3. Stakeholder Meetings

The budget for the three additional tasks is estimated to be \$28,500.

Fiscal Impact:

STA staff recommends \$28,500 from State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) funds in order to accomplish the three additional tasks detailed in Attachment B. These funds have already been allocated to the STA and are available in the FY 2013-14 budget for this purpose.

Recommendation:

Authorize the STA Executive Director to amend EPS and Fehr and Peers agreement to include the additional scope of work outlined in Attachment B for an amount not to exceed \$28,500.

Attachments:

- A. RTIF Construction Implementation Packages
- B. Recommended Work Program for RTIF Implementation

Regional Traffic Impact Fee Implementation Packages

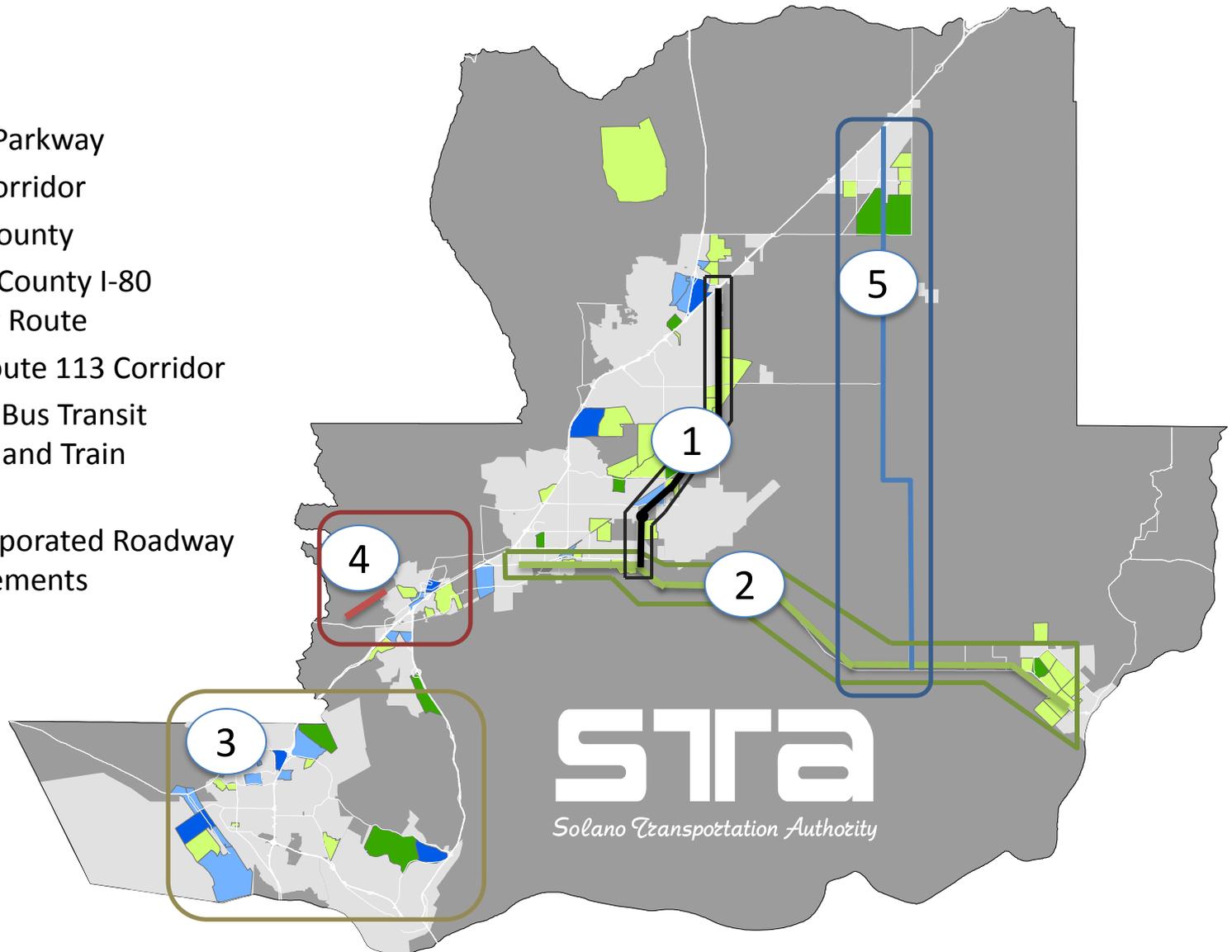
Agencies	Project
<i>Package 1, Jepson Parkway Corridor</i>	
City of Fairfield City of Vacaville Solano County	Remaining Segments of Jepson Parkway Unincorporated segment of Peabody Road
<i>Package 2, State Route 12 Corridor</i>	
City of Suisun City City of Fairfield City of Rio Vista County of Solano	State Route 12 & Pennsylvania Ave Interchange State Route 12, Church Road Intersection
<i>Package 3, South County</i>	
City of Vallejo City of Benicia Solano County	SR37/Redwood St/Fairgrounds Dr I-680 Industrial Park Access Improvements Columbus Parkway Improvements Near I-780
<i>Package 4, Central County I-80 Reliever Route</i>	
City of Fairfield County of Solano	North Connector West
<i>Package 5, State Route 113 Corridor</i>	
City of Dixon Solano County	2009 State Route 113 Major Investment Study Priorities: TSM, TDM and ITS (e.g. incentives for carpooling, transit services, Park and Ride facilities, advance swerve warning signs, speed feedback signs and fog detection or closed circuit TV)
<i>Package 6, Express Bus Transit Centers and Train Stations</i>	
Soltrans or City of Benicia City of Dixon City of Fairfield City of Fairfield City of Suisun City City of Vacaville Soltrans or City of Vallejo Solano County	Benicia Industrial Park Multi-modal Transit Center Dixon Multimodal Transportation Center Fairfield Transportation Center Fairfield/Vacaville Train Station Suisun City Train Station improvements Vacaville Transportation Center Vallejo Station or Curtola Park & Ride, next phase 360 Project Area Transit Center
<i>Package 7, Unincorporated County Roadway Improvements</i>	
Solano County	Unincorporated County roadway improvements that address new growth impacts

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Seven RTIF Implementation Packages and Projects

7 Packages:

1. Jepson Parkway
2. SR 12 Corridor
3. South County
4. Central County I-80 Reliever Route
5. State Route 113 Corridor
6. Express Bus Transit Centers and Train Stations
7. Unincorporated Roadway Improvements



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Recommended Work Program for RTIF Implementation Program

Overview

This Work Program describes the specific tasks that Economic & Planning Systems (EPS) and Fehr & Peers (F&P) propose to undertake to assist the Solano Transportation Authority (STA) in implementing its Regional Transportation Impact Fee Program (RTIF). A budget estimate for completing this work is provided after the proposed Scope of Work.

While the required AB 1600 nexus analysis for the RTIF is largely complete, a variety of issues related to the on-going implementation and administration of the Program over time have yet to be resolved. These include, but are not limited to, the prioritization of eligible projects, the distribution of program revenues, and the establishment of individual Working Group responsibilities and geographic boundaries. In this context, the EPS/F&P Team proposes to collaborate with STA staff to establish an effective and consensus-driven RTIF implementation program. The EPS/F&P Team will provide a variety of technical analysis and support designed to help illustrate the implications of various implementation options in terms of administrative complexity, equity, effectiveness in project delivery, and other STA policy objectives.

Scope of Work

The EPS/F&P team will collaborate with the STA to complete the following tasks necessary to establish an RTIF Implementation Program.

Task 1: Finalization of Nexus Analysis and Report

While the AB 1600 nexus analysis for the RTIF is largely complete, a number of refinements will still need to be completed before a Final Report is ready for approval by the STA Policy Committee and County Board of Supervisors. These include, among other things, ensuring consistency with the County's Public Facility Fee (PFF), responses to questions from various stakeholder groups and public at large (including public records requests), and incorporation of any implementation related language, as necessary. The EPS/F&P Team will complete these necessary tasks in coordination with STA and County staff.

Task 2: Implementation Related Analysis and Support

EPS will provide technical analysis and professional support on a range of inter-related RTIF implementation and administrative issues, including but not limited to, the following:

- **Establishment and Function of RTIF Working Groups:** It is anticipated that a number of individual RTIF Working Groups will need to be established to make decisions about the distributions of RTIF funds and other matters. EPS will assist the STA in establishing a protocol for selecting Working Group members, defining their responsibilities and relationships, and delineating their respective jurisdictional and geographic boundaries.
- **Forecasting and Tracking RTIF Revenues:** The EPS/F&P Team will provide technical analysis designed to forecast RTIF revenue collection over time under a variety of scenarios related to growth, Working Group boundaries, facility funding, and other factors. In addition, EPS will assist in establishing a record keeping protocol to track RTIF funds over time.

- **Prioritization and Allocation of RTIF Revenues:** While the bulk of RTIF revenue will be retained by the jurisdiction where it is collected, a protocol for allocating these proceeds to specific RTIF eligible projects has yet to be established. This may present a number of issues, especially since Working Group members and boundaries may span multiple jurisdictions. EPS will provide guidance to the STA designed to address these issues, including a process for resolving conflicts and/or suggestions on potential prioritization criteria (e.g. funding leverage, project readiness).

Task 3: Stakeholder Meetings

EPS and/or F&P will prepare for and participate in up to five (5) meetings with RTIF stakeholders, as designated by the STA, to discuss implementation issues. These meetings are likely to include RTIF Technical Working Groups (TWGs), Stakeholder Committee (SC), and Policy Committee (PC), among others. EPS and F&P will prepare presentation related materials for these meetings and follow up as necessary. Participation in additional meetings or presentation requested by the STA will be billed on a time and materials basis.

Budget Estimate and Schedule

The EPS/F&P not-to-exceed budget estimate for completing the Scope of Work described above is summarized in **Table 1**. As shown, we estimate **Tasks 1 through 3** can be completed for a not-to-exceed budget of **\$28,500**. The cost allocation between EPS and F&P represents a preliminary estimate at this time; the actual division of work will be determined based on project requirements, schedule, and other factors.

Note that the budget estimate provided above assumes five (5) face-to-face meetings and or presentations. It also assumes that the work will be completed in roughly six (6) months from authorization to proceed. To the extent the schedule is protracted significantly beyond this time frame, the EPS/F&P team may request additional budget, as necessary.

Table 1
EPS Proposed Budget
RTIF Phase II Analysis; EPS #19016

Task/ Description	EPS Staff			F&P Staff			Direct Expenses	Total Costs ¹
	Moody Principal	Banda Project Manager	Prod. Staff	Morgan	Engineer	Graphics		
Task 1: Finalization of Nexus Report	14	0	1	12	14	4	\$120	\$9,065
Task 2: Implementation Related Analysis	21	3	0	19	6	1	\$0	\$11,655
Task 3: Stakeholder Meetings¹	16	0	2	12	0	2	\$230	\$7,780
TOTAL HOURS	51	3	3	43		7	0	
Billing Rates	\$250	\$170	\$75	\$265	\$125	\$110		
TOTAL PROJECT COSTS	\$12,750	\$510	\$225	\$13,485	\$14,665	\$350	\$28,500	

[1] Budget includes costs associated with up to 5 meeting/presentations.

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DATE: August 30, 2013
 TO: STA Board
 FROM: Robert Guerrero, Project Manager
 RE: Solano County's MAPS Pilot Program - Contract Amendment

Background:

The STA Board approved a scope of work for a pilot demonstration for the MAPS project on December 8, 2010 (Attachment A). The intention was to demonstrate project management file sharing interactively online for a large city and a small city, cities of Vallejo and Dixon respectively. The original Executive Summary of the MAPS program includes further details regarding the program's purpose which is included in Attachment B. The approved budget for the project was \$45,000 in Surface Transportation Program (STP) federal planning funds and \$5,000 in Project Programming and Monitoring (PPM) for a total of \$50,000.

Discussion:

The STA contracted with the County of Solano GIS Department of Information Technology to accomplish this task. Several upfront data gathering and software programming tasks have been accomplished to begin laying out the foundation for the pilot project. Unfortunately, unforeseen barriers regarding file sharing barriers created by limitations from the chosen software prevented the project from being completed as intended. The project was halted for several months; however, the County and the STA recently met to discuss the project and concluded that both agencies were interested to pick up where we left off. STA staff is seeking STA Board approval of an extension to the County's and STA's current agreement in order to complete the project.

The newly proposed schedule for the project completion is outlined below:

Steps	Description	Duration	Est. Date Complete
Internal Testing	Internal testing of the program with STA Personal	2-3 days	Sept. 26th
Pilot Project End User Testing	Work with Key City Personal from City of Vallejo and City of Dixon	2-3 Weeks	Oct. 18th
Add/Remove features and customization	Edit changes from input of the pilot program	2-3 Weeks	Oct. 18th

Steps	Description	Duration	Est. Date Complete
STA Project Delivery Working Group (PDWG) Demo	Present online demonstration of the program functionality	1 day	Oct. 22
Address input from PDWG	Edit changes to final version of the Pilot Program	2-3 weeks	Nov. 15
STA TAC approval of MAPS Pilot Program	Present findings and completion of the MAPS Pilot Program	1 day	Nov. 27
STA Board approval of MAPS Pilot Program	Present findings and completion of the MAPS Pilot Program	1 day	Dec. 11

Fiscal Impact:

\$45,000 in Surface Transportation Program (STP) federal planning funds and \$5,000 in Project Programming and Monitoring (PPM) local match funds were previously approved by the STA Board on December 8, 2010. STA staff does not recommend any changes to the original budget as part of this contract amendment.

Recommendation:

Authorize the Executive Director to amend the STA's and County's MAPS Pilot Program's current contract agreement to be extended to December 30, 2014.

Attachments:

- A. MAPS Scope of Work
- B. STA MAPS Project Executive Summary

Proposal for

Solano County Intra Regional Transportation Reporting and Tracking System

This project is to create a web mapping application that facilitates capital improvement tracking for Solano Transportation Authority (STA) Transportation Improvement Program System (TIPS). The mapping application will allow for project viewing and status tracking, as well as a mean to update project parameters.

I.	SUMMARY	3
II.	INTRODUCTION	4
III.	NEEDS/PROBLEMS.....	4
IV.	GOALS/OBJECTIVES	4
V.	PROCEDURES/SCOPE OF WORK	6
VI.	TIMETABLE & BUDGET.....	8
VII.	KEY PERSONNEL	9
VIII.	EVALUATION	9
IX.	NEXT STEPS	9
X.	APPENDIX.....	10

I. Summary

As a pilot project, the Solano County Intra Regional Transportation tracking website will leverage existing GIS technology and web based project management software to create and support a collaborative and interactive tracking tool for managing capital improvement projects for the Solano Transportation Authority, City of Vallejo and the City of Dixon. From feature creation and editing to reporting, this application will provide a set of tools that take advantage of existing technology and allows for a more robust, dynamic exchange of vital information. The website will be accessible and accurate. It is accessible because it is available to intranet users through standard web browsers and accurate because all of the data, spatial data included, is stored in central location. No matter where the application is accessed, it is always hitting the same information.

The users of this web site will be able to research, track and share project information with other members with other members of the Solano Transportation Authority as well as with the state and federal government.

Members should benefit from having

- Better communication between the state, federal and other local agencies.
- On line document repository and document management system.
- On line access to mandatory input and reporting forms
- Searchable forms and database for Project information.
- Website assisted tracking and submittal of forms to local, state, and federal agencies.
- A mapping component allowing visualization of the project environment and progress

This project should take a total of 680 man-hours to complete and will result in the following deliverables:

- A secure extranet GIS website with editing capabilities showing all active projects within Solano County.
- Integrate a Microsoft SharePoint webpage, that will allow corroboration and data sharing as well as create appointments and announcements for upcoming activities. SharePoint will also allow key individuals to edit their agency's project information exclusively.
- A public website for interested citizens to view upcoming projects within the county.

II. Introduction

Capital Improvement Projects (CIP) require sizable investments of time and money from a variety of government funding sources. The lifespan of these projects may cover several months to several years and costs may exceed several millions of dollars. Projects are often encumbered by the political process, size, cost, and location or environmental concerns. Location relative to other projects and surrounding infrastructure elements may determine when and where to proceed. This proposal incorporates the design of a secured web base extranet application for creating and tracking CIP budget, schedule, and spatial information. Using an enterprise ArcGIS Server application with Microsoft SharePoint within a collaborative web environment, users can both view and edit new project tasks, dollars, and geographic features directly into a secure database and on maps.

III. Needs/Problems

There are a variety of special districts and public works departments that have projects either currently under construction or scheduled for construction over the next few years. These projects are often times overlapping in scope and locations. Most of these agencies manage several large and small Capital Improvement Projects (CIP) at any time of the year. Managing and reporting on these projects lead to a complex mixture of spreadsheets and paper records that are stored and sometimes unavailable to other agencies that may need that information. This proposal will offer a solution for a user-friendly and time saving means to deal with daily routines, reporting and tracking progress

IV. Goals/Objectives

The Goal is to create an efficient CIP web-based project management and reporting tool for all public works projects within Solano County. A set of customized applications and a shared collaborative secured website built to meet the needs and procedures for reporting and documenting active projects for both the State (CalTRANS), Metropolitan Transportation Commission (MTC) and the Solano Transportation Authority (STA). As a management tool, it will save valuable time for administrators, managers, and engineers.

The system is customized to incorporate all the essential management functions in reporting and tracking together with operational functions such as schedule, daily report, request for information, change order, progress photo documentation, meeting schedules, minutes of meetings, etc. This site will also include a GIS interface that will enable users to retrieve information by clicking on the site map or layout drawings.

- A web-based one-stop information center lets all contributing agencies to have information whenever they need it.
- The one-stop information center is web based and therefore accessible anywhere. You can access project information and collaborate with the project team at any location with an Internet connection.
- Up-to-date Executive Summary displays big-picture information for quick review and alert on imminent or persistent issues.
- Using ArcGIS geographic information system links to geographic locations to project data, allowing easy data retrieval by pointing to map elements.
- The storing of documents, data, and imagery offers great power and ease of use in managing large amount of digital photos and related documents.

In addition to these goals and objectives, the proposed project will focus on the following seven key areas, as discussed by the Solano Project Delivery Working Group in October 2010.

1. Shared Document Library
 - a. Shared project document storage online
 - b. Useful for sending information between agencies quickly (but more secure and accessible than an FTP site)
 - c. Easily prepare document copies for audits
2. Simple Project Update Form for smaller cities
 - a. Keep partner agencies current on projects through a simple online form.
 - b. Form to be developed around prior project update form concepts (e.g., STA Project Delivery Form, FMS forms, STIP PPR forms, etc.).
3. More Robust Project Management Support for larger cities
 - a. Develop unique agency-specific project tracking and document support for larger cities
 - b. Pursue data capture from existing sources (e.g., existing project manager spreadsheets, MS Project files, etc.) to minimize new data entry requirements (e.g., avoid additional project delivery data entry).
4. CIP Reporting Summaries
 - a. Create CIP reports based on data collected for specific project delivery review processes (e.g., D-Team meetings, CIP review meetings, project conflict meetings, STA Project Delivery Update reports to Solano PDWG, TAC and STA Board).
 - b. Create deadline reports
5. Project Mapping
 - a. Create basic project mapping for CIP reports and STA project maps
 - b. Publicly accessible project information maps are a lower priority

6. Data Security
 - a. Ensure data security by working with local agency IT departments
 - b. Ensure project information security
7. Collaboration with MTC and Caltrans
 - a. Ensure that the document sharing and project delivery data helps MTC and Caltrans.
 - b. Once the pilot project reaches a functioning draft stage, share the progress with Caltrans and MTC for further modification.

V. Procedures/Scope of Work

This project will be defined as being composed of a five phased approach with deliverables associated with each phase. The first phase will establish the basic framework and architecture of the web site. Phase two will establish the database requirements, reporting forms, and user interface. Phase three will create a project tracking web mapping application. Phase four will produce a web based project management tracking, and reporting component. The last phase will create a public accessible web mapping application. This work is to be completed within 6 months of its start date.

Phase One:

Develop a local agency extranet infrastructure and environment with participating agencies. The architecture will support logins, network security, document management, calendars, collaborative reporting and reporting forms, discussion groups event triggers similar to those found in Microsoft SharePoint.

Deliverable:

A secured and comprehensive collaborative Extranet site.

Phase Two:

Because capture of the information required for the Caltrans Local Assistance Procedures Manual (LAPM) forms as online input does not offer a viable solution, we will design a scalable web based repository in which the project managers can control and store all project documentation, including status reports. Generic report forms will assist project managers with completing Caltrans forms and remain flexible as Caltrans updates and changes forms and procedures.

Summary reports for local agency use

Deliverable:

A user friendly dashboard for creating, maintaining, and creating reports.

Phase Three:

STA TIPS Mapping Application:

The TIPS tracking application will be an ArcGIS Server based web mapping application built using the Geocortex Essential middleware application for web mapping functionality creation. The application will facilitate selecting projects, viewing projects location and current status. The application will produce project reporting format for tracking and highlighting multiple projects from a mapping window.

Deliverable:

A secure extranet GIS website with editing capabilities showing all active projects within Solano County also showing current project status and costs.

Phase Four:

Project Management Webpage:

The project management component will allow for project sponsors and project managers to access information about each project, within the context of on-line project tracking.

Deliverable:

Integrate a Microsoft SharePoint webpage, that will allow corroboration and data sharing as well as create appointments and announcements for upcoming activities. SharePoint will also allow key individuals to edit their agency's project information exclusively.

Phase Five:

Public Accessible Mapping Application:

The publicly accessible mapping application will present approved information regarding capital projects via an ArcGIS Server based web mapping application built using the Geocortex Essentials middleware application.

Deliverable:

A public website for interested citizens to view upcoming projects within the county.

VI. Timetable & Budget

	Description of Work	Duration/man-hrs	Project Costs	Solano County Costs
Phase One	Creation of Secured Extranet Site and Database	120	\$7,920.00	\$1,080.00
Phase Two	Creation of custom project management web tools for each agency.	300	\$19,800.00	\$2,700.00
Phase Three	CIP Mapping Application	150	\$9,900.00	\$1,350.00
Phase Four	Project Management Webpage Setup	50	\$3,300.00	\$ 450.00
Phase Five	Public Accessible Mapping Application	40	\$2,640.00	\$ 360.00
Totals		660	\$43,560.00	\$5,940.00

Operations and maintenance costs for this tool are estimated to be between \$15,000 and \$20,000 annually. These costs have not been budgeted and will be determined at the conclusion of the pilot project.

VII. Key Personnel

The key project team will be identified during project initiation. A high level organization structure is represented below.

VIII. Evaluation

A project specification will be created and presented to STA for review and approval, consistent with the STA's advisory committee review process. Once the project is deemed acceptable, a request for signature will be requested before beginning work. Any changes requested in the future will be followed by a change order that will outline the necessary changes to the project. Before the site is operational, we will enter a test phase, after which, STA will give approval for its posting to the website. Logins will be assigned and any further requests for changes will be collected on the website for future evaluation and possible inclusion for the next release cycle.

IX. Next Steps

- Review and acceptance of the proposal
- Kick off meeting to review goals
- Finalize project work plan
- Start work

X. Appendix

List of Tasks for completing pilot. Tasks will be reviewed and approved by piloting agencies and STA advisory committees as necessary.

Create Secure ExtraNet Site

Setup external website

- Acquire server
- Install software/components
- Test software
- Create test website
- Validate test website

Setup database

- Acquire test/QA/production DBs
- Create DBs
- Tables
- Create Tables
- Populate Tables
- Views
- Stored Procedures
- Security
- Users
- Roles

Development

- Choose development environment/tools

Coding

- Create Form 1
- Create Form 2
- Create Form 3
- Create Form 4
- Create Form 5
- Create and implement DB interface to forms
- Unit Test forms

Bug fixes

Testing

- Bug fixes
- Regression test
- Data validation

Production install

- Database
- Web
- Sign-off

Solano Transportation Authority Management Assistance for Projects in Solano (MAPS Project)

**Executive Summary
April 28, 2011**

**Prepared by:
Department of Information Technology
GIS Division**

Executive Summary:

Background:

With a staff of three, the STA Project Delivery Department currently assists the seven cities and the County in the delivery and monitoring of over \$400 million in active federal, state, regional, and locally funded transportation projects countywide. They also coordinates and works with the Solano Project Delivery Working Group (Solano PDWG), composed of local project managers from across the county who have met monthly for the past 3 years to discuss project delivery issues and resolve them in a cooperative manner.

Over the last two years, the Solano PDWG has requested project delivery assistance beyond what is currently offered by the STA, the Metropolitan Transportation Commission (MTC), and the Caltrans Department of Local Assistance. This need was particularly acute during the last 2011 Transportation Improvement Program (TIP) development process to help understand project status and funding, throughout the expedited and hurried nature of spending American Recovery & Reinvestment Act (ARRA) funds, and during recent Federal Highway Administration (FHWA) audits of federally funded projects.

During the Spring of 2011, STA reviewed all of various means in which local agencies were tracking federal aided projects. They reviewed the delivery, management and tracking methods used as well as how the projects were reported back to CalTRANS and the FHA . As a result of this review, it was discovered that local agencies are suffering from a large number of staff turnovers and budget cuts which in turn have created obstacles to proper administration and tracking of the funding documentation crucial to continued funding. From a meeting with MTC and CalTRANS, it was recommended to streamline the circulation of project documents, status information, and funding information between all of the previously mentioned agencies. It was proposed that our local agencies and STA should create an online communication and project management tool to facilitate this process. From this recommendation, STA has been granted funding to form the Management Assistance for Projects in Solano County (MAPS) project management and tracking website.

Management Assistance for Projects in Solano County Concept & Elements

The project concept is to create an efficient Capital Improvement Program (CIP) web based project management and reporting tool for all public works projects within Solano County. As a project management tool, this program will save valuable time for administrators, managers, and engineers as they submit reports and file requests internally (e.g., council reports, grant applications) and with STA, MTC, and Caltrans.

The Website will allow contributors a secure location to:

- Access project information whenever they need it.
- Have accessibility to all files anytime, anywhere facilitating project delivery collaboration with multiple agencies.

- Store Up-to-date Executive Summary displays, big-picture information for quick review and alert on imminent or persistent issues.
- Using Maps and geographic information system links to geographic locations to project data, allowing easy data retrieval by pointing to map elements.
- Manage online storage of documents, data, and images offers great power and ease of use in managing large amounts of digital photos and scanned project documents

Return on Investment

An interagency extranet site can greatly reduce the amount of money spent on document retrieval, review, and maintenance of data as well as reduce the time process grant applications and funding reports. An example of this time savings occurs if 2 project involving 5 people each, there are $10 \cdot 9/2 = 45$ communication paths (algorithm provided by the number of nodes (n)(people involved) times the number of network paths (necessary phone calls and/or visits) $(n-1)/2$ or $(n) \cdot (n-1)/2$) will happen for each project. It is evident that as the number of people needing the same information the number of data transactions rises as well. Having a central communication site or kiosk will reduce the redundancy and risk of communication errors. And when they do occur, especially with larger project teams involved, the site will allow for editing and version control, emails, and broadcast messages to all concerned.

Because the MAPS extranet basic function is to serve as a project "switchboard." All communication flows through the switchboard. This has two great benefits:

- It allows you to establish an audit trail for all project communication. This provides a permanent record to which you can refer later.
- It reduces the number of communication paths to only one more than the number of nodes. Therefore, every communication path between two project team members consists of two links, from person A to the switchboard, and from the switchboard to person B.

Other obvious benefits of employing an extranet in project based work include:

- Tracking documents: With a Web-based "vault," and suitable check-in/check-out procedures, you will be able to know the status and location of every document in the project.
- Collaborative Design: Storing all project information in a globally-accessible extranet means that geographically-dispersed groups can still collaborate. For a group of people to become a team, they must share a common model." The extranet provides the necessary framework.
- Faster, fewer mistakes: A positive documentary foundation coupled with a clear and recorded communication scheme in a secure and everywhere-accessible framework is sure to result in earlier completion than would otherwise be possible. And since most project mistakes are at the result of failed communication, not errors in analysis or judgment, the switchboard nature of an extranet reduces such errors.
- Achieving projects on time and within budget: On large projects, these goals can be ulcer-generators. But a properly implemented extranet can provide the much-sought-after control, and consequently reduce the stress on all the project managers.

Time Table and Budget

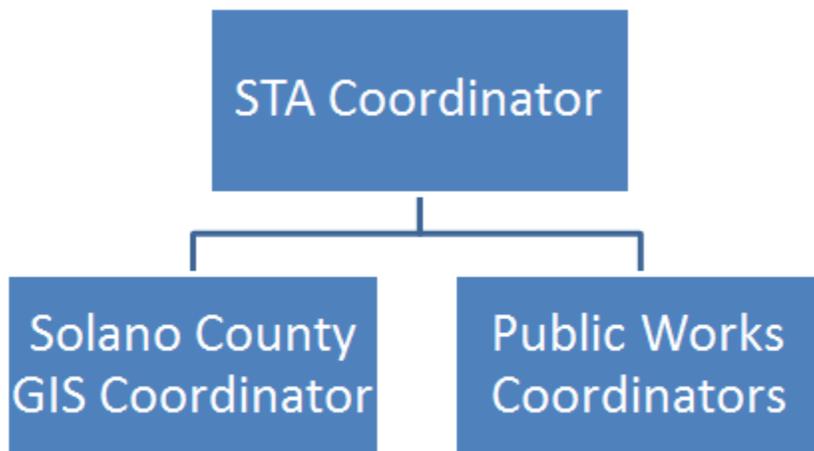
	Description of Work	Duration/man-hrs	Project Costs	Solano County Costs
Phase One	Creation of Secured Extranet Site and Database	120	\$7,920.00	\$1,080.00
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Phase Four	Project Management Webpage Setup	50	\$3,300.00	\$ 450.00
Phase Five	Public Accessible Mapping Application	40	\$2,640.00	\$ 360.00
Totals		660	\$43,560.00	\$5,940.00

Fiscal Impact

Operations and maintenance funding has yet to be budgeted. The estimated yearly maintenance of this tool is \$15,000 to \$20,000. Should this pilot be successful, STA staff will develop cost-sharing options for participating agencies.

Key Personnel

The key project team will be identified during project initiation. A high level organization structure is represented below



STA will coordinate and oversee all work performed by Solano County GIS Staff for the benefit of the PDWG working group.

Findings and Recommendations

The STA Board approved the findings for developing of this project for a collaborative website that will meet the needs and approval of the PDWG members. STA granted this approval with the recommendation PDWG staff create a pilot project using a city with complex project tracking needs as well a city with moderate project management.

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DATE: August 28, 2013
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80 Eastbound Cordelia Truck Scales Project – Allocation Transfer

Background:

STA is taking the lead with Final Design [Plans, Specifications and Estimate (PS&E)] and Right-of-Way (R/W) engineering for the I-80 Eastbound (EB) Cordelia Truck Scales Relocation project. In spring 2008, STA retained HDR Engineering, Inc. (HDR) to provide Final Design and R/W engineering services, including coordinating utility relocations and demolition of two residences. In February 2010, STA retained Intelligent Imaging Systems Inc. (IIS) to provide the Technology System Integration design and equipment for the new I-80 EB Cordelia Truck Scales Facility.

Discussion:

Under contract to STA, Intelligent Imaging Systems Inc. (IIS) provided the Technology System Integration design and is currently installing the technology system for the new I-80 EB Cordelia Truck Scales Facility. Last month, the STA Board approved a contract amendment for IIS in a not-to-exceed amount of \$360,200 to cover additional design services and two years of extended maintenance for the technology system.

In order to secure bridge toll funding from the Metropolitan Transportation Commission (MTC), \$360,200 needs to be transferred from the Design Phase to the Construction Phase for the I-80 EB Truck Scales Relocation Project. As part of the standard process in making a funding request or transfer to MTC, STA is required to approve the attached resolution, the Initial Project Report (IPR) for Regional Measure 2 (RM 2) Project 7 and cash flow plan (attachments to resolution) (Attachment A).

Fiscal Impact:

The Technology System Integration services would be funded with Regional Measure 2 or AB1171 funds. This transfer request is necessary to put the already allocated funds into the correct phase of the project for this work.

Recommendation:

Approve the attached STA Resolution No. 2013-25 request that Metropolitan Transportation Commission (MTC) transfer \$360,200 in Regional Measure 2 or AB1171 funds from the Design Phase to the Construction Phase for the I-80 EB Truck Scales Relocation Project.

Attachment:

- A. STA Resolution No. 2013-25

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2013-25**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING A REQUEST TO THE METROPOLITAN TRANSPORTATION
COMMISSION TO TRANSFER FUNDING FROM THE DESIGN PHASE TO THE
CONSTRUCITON PHASE FOR THE I-80 EB TRUCK SCALES RELOCATION
PROJECT**

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

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

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

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

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

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM2 and AB1171 bridge toll funding; and

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

WHEREAS, Solano Transportation Authority is the sponsor of the I-80/I-680/SR12 Interchange Project – Initial Construction Package (PROJECT), which is eligible for RM2 and AB 1171 funding; and

WHEREAS, the AB1171 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate funds; and

NOW, THEREFORE, BE IT:

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

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

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

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

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

RESOLVED, Solano Transportation Authority is an eligible sponsor of projects in the RM2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914 (c); and be it further

RESOLVED, the PROJECT is eligible for receipt of AB1171 funds consistent with California Streets and Highway Code section 31010 (b); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for RM2 and AB1171 funds for PROJECT in accordance with California Streets and Highways Code sections 30913 and 30914(c) as applicable; and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for RM2 and AB1171 funds; and be it further

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

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

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

RESOLVED, that assets purchased with RM2 and AB1171 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM2 and AB1171 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the PROJECT is funded with AB1171 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC to transfer \$360,200 in Regional Measure 2 or AB1171 funds from the Design Phase to the Construction Phase for the I-80 EB Truck Scales Relocation Project; and be it further

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

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

Steve Hardy, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of September 11, 2013.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11th day of September, 2013 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

Regional Measure 2 Initial Project Report (IPR) August 2013

Project Title:

Solano County Corridor Improvements near Interstate
80/Interstate 680 Interchange

RM2 Project No.

7

Allocation History:

	MTC Approval Date	Amount	Phase
#6	October 2008	\$5,200,000	PA/ED for I-80 EB Cordelia Truck Scales Relocation
#8	April 2009	\$15,200,000	Design and ROW Acquisition for the I-80 Eastbound Truck Scales Project (\$16.7 million for Design and \$3.0 million for ROW Acquisition) - (Allocation was modified between Design and ROW per Allocation #16, so this allocation is reduced by \$4.5M to ensure no double counting)
#16	March 2011	\$ 4,500,000	Design and ROW Acquisition for the <u>I-80 Eastbound Truck Scales Project</u> – Transfer of allocation between Design and ROW Acquisition [Previously it was \$16.7 million for Design and \$3.0 million for ROW Acquisition (See Allocation #8 above); now it will be \$12.2 million for Design and \$7.5 million for ROW Acquisition]
#17	April 2011	\$26,400,000	Construction for the I-80 Eastbound Truck Scales Project
#17A		<\$3,817,000>	Rescission - Reduction in Allocation #17
#24	May 2013	<\$4,100,000>	Transfer of Funding Allocation of \$4.1 M (\$2.1M from PS&E and \$2.0M from R/W) to R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package

Total: \$43,383,000

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
August 2013	\$360,200	Transfer from PS&E Phase to Construction Phase

I. OVERALL PROJECT INFORMATION

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

Solano Transportation Authority is the project sponsor and implementing agency.

Project Purpose

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

Project Description (please provide details, expand box as necessary)

The I-80/I-680/State Route (SR) 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex, which is located in Solano County. One of the projects included within the overall I-80/I-680/SR12 Interchange is the relocation of the I-80 EB Truck Scales, approximately ½ mile to the east of the existing facility.

Project Graphics to be sent electronically with This Application

Impediments to Project Completion

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

The STA has expended TCRP funds and RM2/AB1171 funds for the preparation of five environmental documents for the I-80/I-680/SR 12 Interchange (I/C) improvements, one of which is for the I-80 Eastbound Truck Scales Relocation Project.

Operability

Caltrans will be responsible for owning and operating the I-80 EB Truck Scale improvements.

II. PROJECT PHASE DESCRIPTION and STATUS

Environmental –

Does NEPA Apply: Yes No

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

Design –

Final Design for the I-80 EB Truck Scales was completed in May 2011.

Right-of-Way Activities / Acquisition –

Right-of-way phase for the I-80 EB Truck Scales is being closed out. A R/W Cert #2 was completed in May 2011.

Construction / Vehicle Acquisition -

Construction of the I-80 EB Truck Scales started in Spring 2012 and is expected to be completed by the November 2013.

III. PROJECT BUDGET

Project Budget (Escalated to year of expenditure)

Phase: I-80 Eastbound Truck Scales Relocation	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$ 6,200
Design - Plans, Specifications and Estimates (PS&E)	8,870
Right-of-Way Activities /Acquisition (R/W)	5,500
Construction / Rolling Stock Acquisition (CON)	59,875
Total Project Budget (in thousands)	\$82,275

IV. OVERALL PROJECT SCHEDULE

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

V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

FY 2013-14: **Construction Phase for the I-80 EB Truck Scales Relocation Project**

Amount being requested (in escalated dollars)	\$ 360,200
Project Phase being requested	Construction
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	September 2013
Month/year being requested for MTC Commission approval of allocation	September 2013

Status of Previous Allocations (if any)

Work is progressing well with the previous allocations.

Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	I-80 EB Truck Scales	Draft ED	01/09 (A)
2	I-80 EB Truck Scales	Final ED	10/09 (A)
3	I-80 EB Truck Scales	Final Design	05/11 (A)
4	I-80 EB Truck Scales	Construction	11/13

(A) = Actual Date

Impediments to Allocation Implementation

No impediments. Caltrans is moving forward with the completion of construction.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Expenditures for funds being allocated

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

Next Anticipated RM-2 Funding Allocation Request

None at this point.

VII. GOVERNING BOARD ACTION

Check the box that applies:

X Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

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

Information on Person Preparing IPR

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

Applicant Agency's Accounting Contact

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

Revised IPR 09.28.07.doc

Instruction Sheet

Cover Page

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

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

I. Overall Project Information

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

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

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

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

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

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

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

II. Project Phase and Status

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

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

III. Total Project Budget Information

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

IV. Project Schedule

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

V. Allocation Request Information

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

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

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

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

VI. RM-2 FUNDING INFORMATION

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

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

VII. GOVERNING BOARD ACTION

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

VIII. CONTACT / PREPARATION INFORMATION

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

RM2 - Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange														Project ID: 7	
Agency: Solano Transportation Agency														Plan Date: 28-Aug-13	
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
COMMITTED FUNDING PLAN															
TCRP - I-80/I-680/SR12 Interchange - Overall	ENV	8,400													8,400
STIP - I-80/I-680/SR12 Interchange - Overall	ENV	400													400
TCRP - N. Conn	ENV		3,000												3,000
Local - N. Conn	PS&E			2,300											2,300
Local - N. Conn	R/W			1,000											1,000
Local - N. Conn	CON					18,900									18,900
RM2 - N. Conn	ENV			2,500											2,500
RM2 - N. Conn	PS&E					1,000									1,000
RM2 - N. Conn	R/W					7,000									7,000
RM2 - N. Conn	CON					2,300	15,200				(4,000)				13,500
RM2 - HOV Lanes	ENV			3,475	1,000										4,475
RM2 - HOV Lanes	PS&E				4,525							(600)			3,925
RM2 - HOV Lanes	CON				2,000		(78)								1,922
CMIA - HOV Lanes	CON					24,324		8,226							32,550
Federal - HOV Lanes	CON					15,377									15,377
RM2 - I-80/I-680/SR12 Interchange - Overall	ENV					8,300		5,200							13,500
AB1171 - Interchange (ICP, CP2, CP3)	ENV								7,000	7,000	1,500				15,500
AB1171 - Interchange (ICP, CP2, CP3)	PS&E										78				78
AB1171 - Interchange (ICP, CP2, CP3)	PS&E										822	5,513			6,335
RM2 - Interchange (ICP)	R/W							2,900				(591)			2,309
RM2 - Interchange (ICP)	R/W											12,791			12,791
AB1171 - Interchange (ICP)	R/W								14,280			11,854			26,134
AB1171 - Interchange (ICP)	CON											29,448			29,448
STIP (ICP)	CON											11,412			11,412
CMIA (ICP)	CON											24,000			24,000
Br Tolls/Fed/STIP/Local (CP 2)	R/W											6,696			6,696
Br Tolls/Fed/STIP/Local (CP 2,3)	R/W												46,785		46,785
Br Tolls/Fed/STIP/Local (CP 2, 3)	CON											37,354		87,390	124,744
TCRP - EB Truck Scales	ENV				600										600
RM2 - I-80 EB Truck Scales	ENV					5,200		1,000							6,200
RM2 - I-80 EB Truck Scales	PS&E							16,700	(4,500)	(870)	(2,100)	(360)			8,870
RM2 - I-80 EB Truck Scales	R/W							7,500			(2,000)				5,500
RM2 - I-80 EB Truck Scales	CON									870		360			1,230
AB1171 - I-80 EB Truck Scales	CON									22,583					22,583
TCIF/SHOPP	CON									37,292					37,292
RM2 - FF-Vac Express Lanes	ENV							1,100	15,300			(1,200)			15,200
RM2 - Vallejo Express Lanes	ENV														
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
Federal, State - Interchange (CP 1)	CON														
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
Local, Federal or STIP	ENV													14,168	14,168
Local, Federal or STIP	PS&E													122,085	122,085
Local, Federal or STIP	R/W													79,485	79,485
Local, Federal or STIP	CON													1,416,806	1,416,806
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
		8,800	3,000	9,275	7,525	83,001	15,122	42,626	17,800	81,155	(5,700)	136,677	46,785	1,719,934	2,166,000

Comments:

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

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

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DATE: August 27, 2013
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/State Route (SR) R12 Interchange Project – Allocation Request

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, 7 separate projects have either been implemented or are currently being implemented, which include the following:

- North Connector Project (completed)
- I-80 High Occupancy Vehicle Lanes Project (completed)
- I-80 Eastbound Cordelia Truck Scales Relocation (under construction)
- I-80 Express Lanes Project (Environmental Studies Underway)
- I-80/I-680/SR12 Interchange – Phase 1 (FEIS/EIR completed December 2012)
 - I-80/I-680/SR 12 Interchange – Initial Construction Package (**subject of this staff report**)
 - I-80/I-680/SR 12 Interchange – Construction Package 2 (preliminary design underway)
 - I-80/I-680/SR 12 Interchange – Construction Package 3 (preliminary design underway)

Discussion:

As mentioned above, the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange – Phase 1 project was approved in December 2012. The I-80/I-680/SR12 Interchange – Phase 1 project is currently planned to be implemented through 7 individual construction packages. The first construction package planned to go to construction is the Westbound (WB) I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements (Initial Construction Package), which is expected to start construction in early 2014. The California Transportation Commission (CTC) has approved using the \$24 M in Trade Corridor Improvement Funds (TCIF) for the Initial Construction Package (ICP) for the I-80/I-680/SR 12 Interchange.

In order to maintain the schedule for the first construction package, STA staff is now recommending the Board approve an allocation request of Bridge Toll Funds from Metropolitan Transportation Commission (MTC) of \$2,469,088 for right-of-way phase for the ICP (to cover utility relocations, right of way acquisition, and environmental mitigation).

The Bridge Toll Fund allocation request of \$2,469,088 will be funded as follows: 1) new allocation of \$77,992; 2) transfer of \$591,096 from Gordon Waterline allocation; 3) transfer of \$600,000 from I-80 HOV Lanes PS&E allocation; and 4) transfer of \$1,200,000 from I-80 Express Lanes environmental studies allocation. As part of the standard process, STA is required to approve the attached resolution, the Initial Project Report (IPR) for RM2 Project 7 and cash flow plan (attachments to resolution) (Attachment A).

Fiscal Impact:

The utility relocations, right of way acquisition, and environmental mitigation (right-of-way phase) for the I-80/I-680/SR12 Interchange - ICP project would be funded with Regional Measure 2 or AB1171 funds.

Recommendation:

Approve the attached STA Resolution No. 2013-26 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$2,469,088 in Regional Measure 2 or AB1171 funds for the I-80/I-680/SR12 Interchange Project - ICP for right-of-way phase.

Attachment:

- A. STA Resolution No. 2013-26

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2013-26**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING AB1171 FUNDING ALLOCATION AND TRANSFERS FROM THE
METROPOLITAN TRANSPORTATION COMMISSION FOR THE I-80/I-680/SR12
INTERCHANGE PROJECT –INITIAL CONSTRUCTION PACKAGE (ICP)**

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

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

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

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

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

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM2 and AB1171 bridge toll funding; and

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

WHEREAS, Solano Transportation Authority is the sponsor of the I-80/I-680/SR12 Interchange Project – Initial Construction Package (PROJECT), which is eligible for RM2 and AB 1171 funding; and

WHEREAS, the AB1171 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate funds; and

NOW, THEREFORE, BE IT:

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

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

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

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

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

RESOLVED, Solano Transportation Authority is an eligible sponsor of projects in the RM2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914 (c); and be it further

RESOLVED, the PROJECT is eligible for receipt of AB1171 funds consistent with California Streets and Highway Code section 31010 (b); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for RM2 and AB1171 funds for PROJECT in accordance with California Streets and Highways Code sections 30913 and 30914(c) as applicable; and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for RM2 and AB1171 funds; and be it further

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

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

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

RESOLVED, that assets purchased with RM2 and AB1171 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM2 and AB1171 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the PROJECT is funded with AB1171 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for AB1171 funds in the

amount of \$2,469,088.00 for right-of-way phase (to cover utility relocations, right of way acquisition, and environmental mitigation) for the I-80/I-680/SR12 Interchange Project – Initial Construction Package (ICP), purposes and amounts included in the project application attached to this resolution, with funding being provided as follows: 1) new allocation of \$77,992; 2) transfer of \$591,096 from Gordon Waterline allocation; 3) transfer of \$600,000 from I-80 HOV Lanes PS&E allocation; and 4) transfer of \$1,200,000 from I-80 Express Lanes PA/ED allocation; and be it further

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

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

Steve Hardy, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of September 11, 2013.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11th day of September, 2013 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

Regional Measure 2

Initial Project Report (IPR)

August 2013

Project Title:

Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange

RM2 Project No.

7

Allocation History:

	MTC Approval Date	Amount	Phase
#4	October 2007	\$8,300,000	PA/ED for I-80/I-680/SR12 Interchange (Original allocation was \$13.2M and \$5.2M was transferred to I-80 EB Truck Scales per Allocation #6)
#11	September 2009	\$5,200,000	PA/ED for I-80/I-680/SR12 Interchange
#12	February 2010	\$2,900,000	Utility Relocation for I-80/I-680/SR12 Interchange
#15	December 2010	\$ 7,000,000	PA/ED for the I-80/I-680/SR12 Interchange
#18	July 2011	\$7,000,000	PA/ED for the I-80/I-680/SR12 Interchange
#19	February 2012	\$14,280,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#20	June 2012	\$1,500,000	PA/ED for the I-80/I-680/SR12 Interchange
#21	October 2012	\$5,980,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#22	December 2012	\$5,796,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#23	March 2013	\$882,008	Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#24	May 2013	\$10,400,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#25	June 2013	\$1,597,000	Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange –Construction Package 2
#26	June 2013	\$3,916,000	Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange –Construction Package 3
#27	August 2013	\$29,448,000	Construction Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package (ICP)

Total: \$74,769,000

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
August 2013	\$2,469,096	Right of Way Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package (ICP) – new allocation of \$77,992; transfer of \$591,096 from Gordon Waterline allocation; transfer of \$600,000 from I-80 HOV Lanes PS&E allocation; transfer of \$1,200,000 from I-80 Express Lanes PA/ED allocation.

I. OVERALL PROJECT INFORMATION

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

Solano Transportation Authority is the project sponsor and implementing agency.

Project Purpose

The I-80/I-680/SR-12 Interchange experiences traffic congestion due to San Francisco Bay Area commuter traffic, regional traffic using the interstate system, and recreational traffic traveling between the San Francisco Bay Area and Lake Tahoe. The objectives of the proposed project are to alleviate congestion, improve safety, and provide for existing and proposed traffic demand by upgrading the capacity of the freeway and completing a local roadway system that will provide local travelers alternatives to using the freeways for local trips.

Project Description (please provide details, expand box as necessary)

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

Project Graphics to be sent electronically with This Application

Impediments to Project Completion

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

The STA is currently delivering the I-80/I-680/SR12 I/C improvements, with the expectation that the I/C improvements will need to be constructed with multiple construction packages.

Operability

Caltrans will be responsible for owning and operating the mainline I/C and I-80 WB Truck Scale improvements.

II. PROJECT PHASE DESCRIPTION and STATUS

Environmental –

Does NEPA Apply: Yes No

I-80/I-680/SR12 Interchange Project -The environmental document (EIR/EIS) for the I-80/I-680/SR12 I/C Project was approved in December 2012. The document covers the entire project and as such, a Notice of Determination (NOD) has been approved for the entire project. However, a Record of Decision (ROD) has been issued for the fundable first phase.

Design –

Final Design for the first construction package (Initial Construction Package (ICP) was completed in May 2013. Detailed preliminary engineering for I-80/I-680/SR12 Interchange project started in late 2008 and is ongoing for Construction Packages 2 and 3. The Initial Construction Package (ICP) will proceed into the Construction Phase in fall 2013.

Right-of-Way Activities / Acquisition –

Right-of-way acquisition for ICP started in spring 2012 and is currently underway. Utility relocations are underway. Right-of-way acquisition for Construction Package 2 and 3 has not started.

Construction / Vehicle Acquisition -

It is currently envisioned that the fundable phase of the I-80/I-680/SR12 Interchange will be implemented with 7 construction packages. The first construction package (Initial Construction Package (ICP)) is expected to start construction in late 2013. Construction for Construction Packages 2 and 3 have not been scheduled at this time.

III. PROJECT BUDGET

Project Budget (Escalated to year of expenditure)

	Total Amount - Escalated (Thousands)
Phase: I-80/I-680/SR12 I/C Improvements – CP 1, 2, 3	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$29,000
Design - Plans, Specifications and Estimates (PS&E)	6,413
Right-of-Way Activities /Acquisition (R/W)	92,837
Construction / Rolling Stock Acquisition (CON)	189,604
Total Project Budget (in thousands)	\$317,854

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Package, aka, ICP or CP1	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$27,400
Design - Plans, Specifications and Estimates (PS&E)	900
Right-of-Way Activities /Acquisition (R/W)	41,234
Construction / Rolling Stock Acquisition (CON)	64,860
Total Project Budget (in thousands)	\$134,394

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 2 (CP2)	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$,696
Design - Plans, Specifications and Estimates (PS&E)	1,597
Right-of-Way Activities /Acquisition (R/W)	6,696
Construction / Rolling Stock Acquisition (CON)	37,354
Total Project Budget (in thousands)	\$49,343

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 3 (CP3)	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$6,704
Design - Plans, Specifications and Estimates (PS&E)	3,916
Right-of-Way Activities /Acquisition (R/W)	46,785
Construction / Rolling Stock Acquisition (CON)	87,390
Total Project Budget (in thousands)	\$144,795

IV. OVERALL PROJECT SCHEDULE

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Package, aka, ICP or CP1 Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02 (A)	12/12 (A)
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02 (A)	12/12 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	08/12 (A)	05/13 (A)
Right-of-Way Activities /Acquisition (R/W)	04/12 (A)	04/14
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – ICP	10/13	12/15

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 2 (CP2) Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02 (A)	12/12 (A)
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02 (A)	06/13 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	07/13	07/14
Right-of-Way Activities /Acquisition (R/W)	01/14	06/15
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP2	10/15	10/17

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 3 (CP3) Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02 (A)	12/12 (A)
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02 (A)	06/13 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	07/13	05/15
Right-of-Way Activities /Acquisition (R/W)	01/15	06/16
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP3	10/16	10/18

V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

FY 2013-14: R/W Phase for the I-80/I-680/SR12 Interchange Project – Initial Construction Package (ICP)

Amount being requested (in escalated dollars)	\$ 2,469,096
Project Phase being requested	R/W
Are there other fund sources involved in this phase?	X Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	September 2013
Month/year being requested for MTC Commission approval of allocation	September 2013

Status of Previous Allocations (if any)

Work is progressing well with the previous allocations.

Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	I-80/I-680/SR12 I/C – ICP or CP1	Draft ED	08/10 (A)
2	I-80/I-680/SR12 I/C – ICP or CP1	Final ED	12/12 (A)
3	I-80/I-680/SR12 I/C – ICP or CP1	Final Design	05/13 (A)
4	I-80/I-680/SR12 I/C – ICP or CP1	Right of Way Acquisition	04/14
5	I-80/I-680/SR12 I/C – CP2	Draft ED	08/10 (A)
6	I-80/I-680/SR12 I/C – CP2	Final ED	12/12 (A)
7	I-80/I-680/SR12 I/C – CP2	Final Design	07/14
8	I-80/I-680/SR12 I/C – CP2	Right of Way Acquisition	06/15
9	I-80/I-680/SR12 I/C – CP3	Draft ED	08/10 (A)
10	I-80/I-680/SR12 I/C – CP3	Final ED	12/12 (A)
11	I-80/I-680/SR12 I/C – CP3	Final Design	05/15
12	I-80/I-680/SR12 I/C – CP3	Right of Way Acquisition	05/16

(A) = Actual Date

Impediments to Allocation Implementation

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

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Expenditures for funds being allocated

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

Next Anticipated RM-2 Funding Allocation Request

N/A

VII. GOVERNING BOARD ACTION

Check the box that applies:

X Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

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

Information on Person Preparing IPR

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

Applicant Agency's Accounting Contact

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

Revised IPR 09.28.07.doc

Instruction Sheet

Cover Page

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

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

I. Overall Project Information

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

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

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

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

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

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

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

II. Project Phase and Status

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

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

III. Total Project Budget Information

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

IV. Project Schedule

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

V. Allocation Request Information

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

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

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

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

VI. RM-2 FUNDING INFORMATION

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

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

VII. GOVERNING BOARD ACTION

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

VIII. CONTACT / PREPARATION INFORMATION

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

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TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange		Project ID: 7													
Agency: Solano Transportation Agency		Plan Date: 27-Aug-13													
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
COMMITTED FUNDING PLAN															
TCRP - I-80/I-680/SR12 Interchange - Overall	ENV	8,400													8,400
STIP - I-80/I-680/SR12 Interchange - Overall	ENV	400													400
TCRP - N. Conn	ENV		3,000												3,000
Local - N. Conn	PS&E			2,300											2,300
Local - N. Conn	R/W			1,000											1,000
Local - N. Conn	CON					18,900									18,900
RM2 - N. Conn	ENV			2,500											2,500
RM2 - N. Conn	PS&E					1,000									1,000
RM2 - N. Conn	R/W					7,000									7,000
RM2 - N. Conn	CON					2,300	15,200				(4,000)				13,500
RM2 - HOV Lanes	ENV			3,475	1,000										4,475
RM2 - HOV Lanes	PS&E				4,525							(600)			3,925
RM2 - HOV Lanes	CON				2,000		(78)								1,922
CMIA - HOV Lanes	CON						24,324	8,226							32,550
Federal - HOV Lanes	CON						15,377								15,377
RM2 - I-80/I-680/SR12 Interchange - Overall	ENV					8,300		5,200							13,500
AB1171 - Interchange (ICP, CP2, CP3)	ENV								7,000	7,000	1,500				15,500
AB1171 - Interchange (ICP, CP2, CP3)	PS&E										78				78
AB1171 - Interchange (ICP, CP2, CP3)	PS&E										822	5,513			6,335
RM2 - Interchange (ICP)	R/W						2,900				(591)				2,309
RM2 - Interchange (ICP)	R/W											12,791			12,791
AB1171 - Interchange (ICP)	R/W								14,280			11,854			26,134
AB1171 - Interchange (ICP)	CON											29,448			29,448
STIP (ICP)	CON											11,412			11,412
CMIA (ICP)	CON											24,000			24,000
Br Tolls/Fed/STIP/Local (CP 2)	R/W											6,696			6,696
Br Tolls/Fed/STIP/Local (CP 2,3)	R/W												46,785		46,785
Br Tolls/Fed/STIP/Local (CP 2, 3)	CON											37,354	87,390		124,744
TCRP - EB Truck Scales	ENV					600									600
RM2 - I-80 EB Truck Scales	ENV					5,200		1,000							6,200
RM2 - I-80 EB Truck Scales	PS&E							16,700	(4,500)	(870)	(2,100)				9,230
RM2 - I-80 EB Truck Scales	R/W							7,500			(2,000)				5,500
RM2 - I-80 EB Truck Scales	CON									870					870
AB1171 - I-80 EB Truck Scales	CON									22,583					22,583
TCIF/SHOPP	CON									37,292					37,292
RM2 - FF-Vac Express Lanes	ENV						1,100	15,300				(1,200)			15,200
RM2 - Vallejo Express Lanes	ENV														100,000
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
Federal, State - Interchange (CP 1)	CON														
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
Local, Federal or STIP	ENV													14,168	14,168
Local, Federal or STIP	PS&E													122,085	122,085
Local, Federal or STIP	R/W													79,485	79,485
Local, Federal or STIP	CON													1,416,806	1,416,806
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
		8,800	3,000	9,275	7,525	83,001	15,122	42,626	17,800	81,155	(5,700)	136,677	46,785	1,719,934	2,166,000

Comments:

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

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

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DATE: September 3, 2013
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Redwood Parkway – Fairgrounds Drive Improvement Project –
Contract Amendment HQE, Inc.

Background:

Since 2007, STA in partnership with the City of Vallejo and Solano County, have been working on studying improvements to the I-80/Redwood Parkway Interchange, Fairgrounds Drive improvements and the State Route 37/Fairgrounds Drive Interchange.

In March 2009, the Project Study Report (PSR) for this project was signed by Caltrans. The PSR recommended improvements to the Redwood Parkway/I-80 Interchange, widening of Fairgrounds Drive and improvements to Fairgrounds Drive/State Route (SR) 37 as an independent component project.

Subsequently, STA entered into a Funding Agreement with Solano County and the City of Vallejo for the environmental documentation for this Project. Per the Funding Agreement, the STA is the lead agency for the California Environmental Quality Act (CEQA) and Caltrans is the lead agency for the National Environmental Protection Act (NEPA). STA has contracted with HQE Inc. to complete the environmental documentation work and project technical report documents.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) transportation bill into law on August 10, 2005 included a \$2.8 million federal earmark entitled “I-80 HOV Lanes/Interchange Construction in Vallejo.” The remaining amount of this earmark will be the primary source of funding for the environmental document, along with a required 20% local match funds. The PSR utilized \$960,000 of the earmark, which left \$1,560,000 of the earmark for the next phase of work, once the obligation authority amount is considered. Currently the Funding Agreement between the STA, Solano County and the City of Vallejo utilized \$1.2872 M of the remaining SAFETEA-LU earmark with a total of \$321,801 of local matching funds contributed by the three agencies.

Discussion:

The Final Draft of the Environment I Impact Report/Environmental Assessment (EIR/EA) was submitted to Caltrans for approval in February 2013. Since this time, HQE has been working with Caltrans to approve the document. Caltrans continues to undergo staff changes which has lead to several multiple reviews and comments. Due to the extensive time and amount of redundant reviews and comments from Caltrans, it has lead to additional work by HQE Inc. on behalf of the project. In addition, the document is still not approved as STA, Caltrans and the Metropolitan Transportation Commission (MTC) are working together to insure the project is

included in the regional air quality conformity analysis of the Regional Transportation Plan (RTP). STA staff is recommending approval of a contract amendment with HQE Inc. to cover the costs associated with completing the document for an amount not-to-exceed \$30,000. It is proposed that the additional costs be covered by State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) funds already allocated to the STA.

Fiscal Impact:

The additional \$30,000 from STIP PPM would be reflected in the project budget as part of the mid-year budget update. These STIP PPM are available as part of the STA's FY 2013-14 budget.

Recommendation:

Authorize the Executive Director to amend the contract with HQE, Inc. for an amount not-to-exceed \$30,000 for the environmental document and project approval for the Redwood Parkway – Fairgrounds Drive Improvement Project.

DATE: August 28, 2013
TO: STA Board
FROM: Sofia Recalde, Associate Planner
RE: Mobility Management Plan Update

Background:

Since July 2012, STA has been working with consultants, the Solano Transit Operators, and the Senior and People with Disabilities Advisory Committee to develop a Mobility Management Plan for Solano County. The development of a Mobility Management Plan was identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities as a priority strategy to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. The Solano Mobility Management Plan is gathering information about existing services and programs, exploring potential partnerships, and analyzing how to address mobility needs in Solano County in a cost effective manner.

The Solano Mobility Management Plan proposes to focus on four key elements that were also identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities:

1. Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program
2. Travel Training
3. Older Driver Safety Information
4. One Stop Transportation Call Center

Discussion:

Countywide In-Person ADA Eligibility Program Update

The new Countywide In-Person ADA Eligibility program started July 1, 2013. The following is a summary of the first month of activity.

Appointment Volume: The Call Center started accepting phone calls to schedule appointments on June 15. Between June 15 and July 31, the Call Center scheduled 241 appointments, 127 of which were scheduled for the month of July. On average the Call Center scheduled 7 appointments per day with a minimum of 3 appointments and a maximum of 17 appointments in one day.

New versus re-certification: Of the 127 appointments scheduled, 107 (81%) applicants appeared for their in-person assessment. Sixty-six percent were new applicants and 34% were applicants seeking recertification. This 19% cancellation and no-show rate is consistent with national standards for in-person ADA certification assessments.

Eligibility determinations: Nearly 80% of applicants were given unrestricted eligibility. The remaining applicants were given restricted eligibility, and 2 applicants were denied ADA paratransit eligibility.

Type of Disability: Many of the applicants who completed the in-person assessment presented with more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability (59%) followed by a cognitive disability (19%) and visual disability (17%). This pattern was true in every service area, except Vacaville, where a visual disability was the second most commonly reported disability. An auditory disability was the least commonly reported disability.

Time to scheduled assessment: On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment is approximately 2-3 weeks. Some clients have received appointments within 7 days of their phone call and most receive an appointment within 3 weeks of their phone call. However a few clients have waited 3-4 weeks for a scheduled appointment. As a result, CARE has added more assessment dates to the FAST and SolTrans service area in order to reduce the waiting time. The goal is for clients to receive an appointment within 2-3 weeks of their phone call.

Time to receipt of eligibility determination letter: On average, the time between the applicant's assessment and the receipt of the eligibility determination letter was 16 days. The ADA requirement is 21 days.

Impact on paratransit: As part of the new countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant's Personal Care Attendant (PCA) upon request. Nearly half of the applicants provided their own transportation to the assessment site in July.

Attachment A shows a graphical representation of the first month's activity, including countywide and individual operator comparisons.

Mobility Management Website

During the development of the Mobility Management Plan, there has been a strong interest expressed by the stakeholders to be able to access and share information about a wide range of transportation services delivered by not only transit operators, but also from non-profits, social services, private entities, and others. A Mobility Management website had been identified as the forum to share this type of information. Given the high interest in having this information available as soon as possible as well as the current availability of grant funding to pursue this project, the STA has developed a scope of work (Attachment B) as the first step to develop a Mobility Management website.

A preliminary draft scope of work for the Mobility Management website was distributed to the transit operators for review and comment. A meeting was held mid-August to discuss the scope and related issues. The comments received have been incorporated into the revised scope of work attached. In addition, a further revision has been made which was to add a task that the selected consultant would present the website to the Paratransit Coordinating Committee (PCC) and Senior and People with Disabilities committee(s). At this time, the scope of work is being presented to the STA Board for approval.

At their August 28th meeting, the STA TAC approved the recommendation.

The Website Request for Proposal (RFP) will need to be reviewed by Caltrans. Upon approval of the scope by the STA Board and the RFP by Caltrans, the RFP will be released by STA. With an early Fall RFP release and a consultant secured, an initial Mobility Management website is targeted for creation by the end of 2013.

Fiscal Impact:

STAF, JARC and New Freedom funds will cover the costs associated with the development and maintenance of a Mobility Management Website. The estimated cost is \$35,000, which includes STA staff time.

Recommendation:

Approve the following:

1. The Scope of Work for the development of a Mobility Management Website as specified in Attachment B; and
2. Authorize the Executive Director to issue a Request for Proposal (RFP) and enter into an agreement for Mobility Management Website Development Services for an amount not-to-exceed \$35,000.

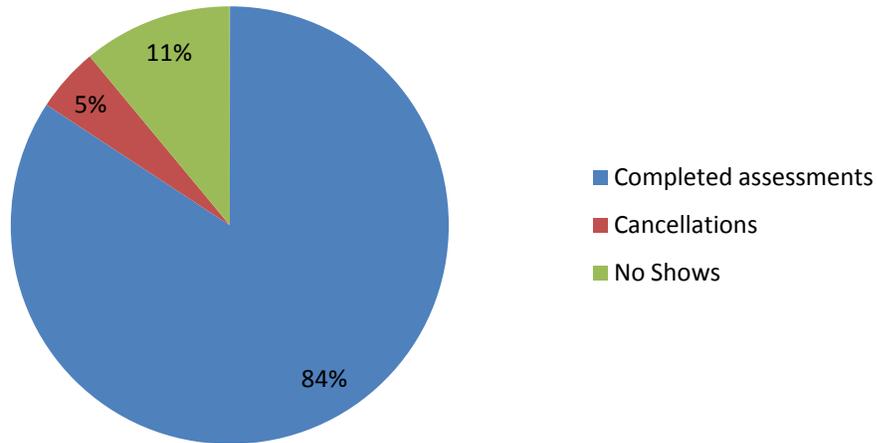
Attachments:

- A. Countywide In-Person ADA Eligibility: First month progress report
- B. Scope of Work for Mobility Management Website

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**Countywide In-Person ADA Eligibility Program
First Month Progress Report**

Countywide Applicant Volume and Productivity



Applicant Volume and Productivity by Location

	Countywide	Dixon Read- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Completed	107	1	39	1	32	34
Cancelations	6	0	1	0	3	2
No-Shows	14	0	8	0	6	0
<i>Incompletion Rate</i>	16%	0%	19%	0%	22%	6%

Of the 127 scheduled appointments, 107 (84%) of the applicants appeared for their in-person assessment. Fourteen (11%) applicants were no shows, and six (5%) were cancellations.

Eligibility Results by Service Area

	Countywide	Dixon Read- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	85	1	31 (79%)	1	25 (78%)	27 (79%)
Conditional	2	0	0	0	0	2
Trip-by-trip	8	0	1	0	3	4
Temporary	10	0	6	0	3	1
Denied	2	0	1	0	1	0

Of the 107 assessments that took place in the month of July, 85 (79%) were given unrestricted eligibility, 2 (2%) were denied, 8 (7%) were given tri-by-trip eligibility, 2 (2%) were given unconditional eligibility, and 10 (9%) were given temporary eligibility.

Countywide Eligibility Results by Application Type

NEW	
Unrestricted	57 (80%)
Conditional	1 (1%)
Trip-by-trip	7 (10%)
Temporary	6 (8%)
Denied	0
TOTAL	71

RECERTIFICATION	
Unrestricted	28 (78%)
Conditional	1 (3%)
Trip-by-trip	1 (3%)
Temporary	4 (11%)
Denied	2 (6%)
TOTAL	36

Transportation to and from In-Person Assessment

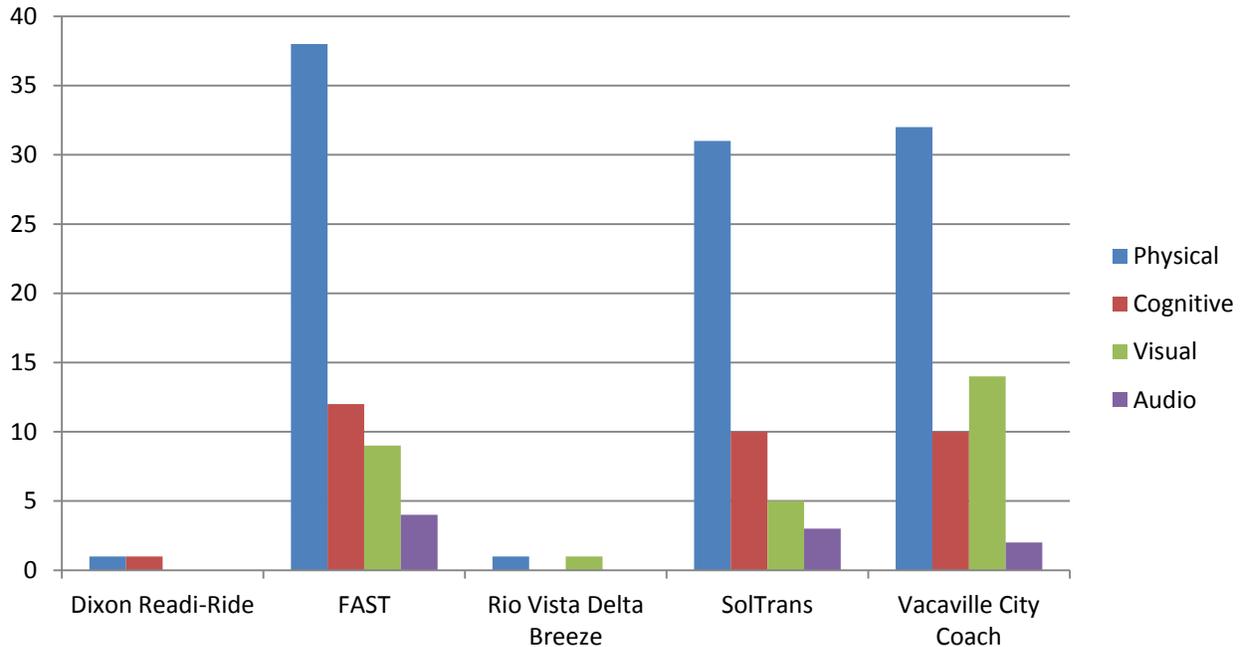
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	53 (49%)	0 (0%)	19 (49%)	1 (100%)	17 (53%)	16 (47%)
Complementary Paratransit	54	1	20	0	15	18

Forty-seven percent of Vacaville applicants, 49% of FAST applicants, 53% of SolTrans residents, 0% of Dixon residents, and 100% of Rio Vista residents provided their own transportation to the assessment.

Disability Type Countywide and by Service Area

	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans N=32	Vacaville City Coach
Physical	103	1	38	1	31	32
Cognitive	33	1	12	0	10	10
Visual	29	0	9	1	5	14
Audio	9	0	4	0	3	2

Disability Type by Service Area



Many of the applicants who completed the in-person assessment presented with more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability (59%) followed by a cognitive disability (19%) and visual disability (17%). This pattern was true in every service area except Vacaville where a visual disability was the second most commonly reported disability. An auditory disability was the least commonly reported disability.

Mobility Management Website
Draft Scope of Work

Task 1: Budget and Schedule

Develop detailed project budget and schedule.

- Task 1.1 Kick off meeting with STA and selected consultant to review and finalize scope of work, negotiate final task budget and confirm schedule with milestones to complete website.
- Task 1.2 Receive and review initial inventory of transportation services to be included on Mobility Management (MM) website

Deliverable: 1) Finalized budget and detailed project schedule

Task 2: Meet with the STA Staff and Partner Agencies

- Task 2.1 Meet with the STA to review timeline for product review process and meeting schedules including any recommendations for phasing of website implementation.
- Task 2.2 Based on review of transportation services inventory, identify gaps needed to be filled for inclusion on Mobility Management (MM) website
- Task 2.3 As needed, meet with key partner agencies such as transit operators, County Health and Social Services, and/or other public or non-profit agencies with transportation services to be highlighted on website to discuss key content issues.

Deliverables: 1) Memorandum summarizing meeting outcomes
2) List of transportation services information gaps needed to populate website

Task 3: Preliminary website identity and set-up

- Task 3.1 Present MM website identity options
- Task 3.2 Research possible website addresses available
- Task 3.2 Present possible website addresses for consideration
- Task 3.3 Confirm identity and secure website address

Deliverable: Create program identity and secure website address

Task 4: Review 2-4 Mobility Management Websites

- Task 4.1 Review 2-4 websites designed to deliver content similar to the proposed Solano Mobility Management website.
- Task 4.2 Interview agency staff hosting website and any customer evaluations
- Task 4.3 Identify and summarize strengths and weaknesses of the websites

Deliverable: Memorandum with recommendations on priority features to include in Mobility Management website

Task 5: Attend Committee Meetings

- Task 5.1 Attend 1-3 committee and/or Board meetings
- Task 5.2 Present website in its developmental and/or final format

Deliverable: Meeting attendance and presentation(s)

Task 6: Prepare initial structure of website

Website design is to be user-friendly, ADA accessible and easy to navigate. Website should also be browser friendly and not unfriendly to mobile devices. Content updates and news should be easy to make by website administrator(s). The website will have various levels of search capability to accommodate the public and administrators. Include Spanish equivalent of website or include capability to translate website into at least Spanish, Tagalog, and possibly other languages. Include features for customer evaluation and input on website and transportation services highlighted on website. Include ability to track website usage for evaluation and marketing purposes.

- Task 6.1 Prepare and present to STA initial structure of website incorporating recommendations from Task 4.0 and key features identified above

Task 6.2 Present to STA method to update, add and delete website content

Deliverable: Initial draft of website

Task 7: Finalize structure and content of website

Task 7.1 Based on comments on Task 6, finalize website structure and content

Task 7.2 Soft launch website and collect comments on functionality

Task 7.3 Modify website as needed based on soft launch feedback

Deliverables: 1) Final website for soft launch to STA and website partners
2) Revise website as needed based on initial feedback

Task 8: Launch MM website to public

Task 8.1 Bring website live to public

Task 8.2 Create link for website to STA and partner agencies

Task 8.3 Troubleshoot any technical problems that arise with new website

Deliverables: 1) Final website for launch to STA and public

Task 9: Training

Task 9.1 Train STA administrators on full customer service usage of website and how to update content

Task 9.2 Train STA administrators on how to monitor website usage, run statistical reports, post new updates, and any other administrative features

Deliverables: 1) STA staff trained.

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DATE: August 28, 2013
TO: STA Board
FROM: Sofia Recalde, Associate Planner
RE: Rail Facilities Plan Update

Background:

In 1995, the STA retained a consultant to develop a plan for additional rail stations along the section of the Capitol Corridor that runs through Solano County. The 1995 Plan recommended several development and financial strategies for potential station sites in Benicia, Dixon, and Fairfield/Vacaville. In July 1995, the STA Board approved a recommendation for the City of Dixon to apply for Transit Capital Improvements (TCI) funding to acquire right of way for a downtown rail station in Dixon. The Final Rail Facilities Plan was approved by the STA Board in September 1995.

In 2001, STA hired a consultant to develop a technical memorandum to evaluate the Corridor Joint Powers Authority (CCJPA) and local criteria for the proposed stations. The memorandum concluded that the Benicia and Fairfield/Vacaville stations have the strongest ridership potential and that all three proposed stations (Benicia, Dixon, Fairfield/Vacaville) meet local criteria for development.

As of August 2013, the Fairfield/Suisun Amtrak station is the sole Capitol Corridor stop in Solano County. The Fairfield/Vacaville station has a passenger rail service commitment from the CCJPA and Union Pacific Railroad (UPRR). In support of intercity passenger rail service between Solano County's cities and regional destinations, the STA believes there may be both a demand and opportunity for additional stops in Solano County. The 1995 Plan and 2001 technical memorandum proposed two other opportunities for passenger rail stops in Solano County, in the cities of Benicia and Dixon. Subsequently, the Capitol Corridor has modified and updated their future service plans that include that include the provision of transit service at the Fairfield/Vacaville station and may or may not include additional stops. In partnership with the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo, the County of Solano, Amtrak Capitol Corridor, and the Metropolitan Transportation Commission (MTC), the STA proposes to update the 1995 Solano Rail Facilities Plan to consider these opportunities.

In addition, the STA is interested in looking at the feasibility of introducing passenger rail on the existing Napa Valley Railroad (NVR) system and extending the line down to Vallejo, and/or intercity passenger rail connection from the Napa/Vallejo area to the Suisun City/Fairfield station.

The objective of the Solano Rail Facilities Plan Update is to update the 1995 Plan and analyze the potential for additional passenger rail services in Solano County. The STA is seeking a consultant to take the lead in updating the existing Plan and making recommendations on prioritized projects or programs to implement the updated Plan.

Discussion:

STA staff proposes to issue a Request for Proposals (RFP) based on of the attached Scope of Work (Attachment A) for a qualified consultant to assist in updating the Solano Rail Facilities Plan. The Scope of Work includes the following:

1. Coordinate with STA and partnering agency staff to provide comments and recommendations to the Rail Facilities Plan Update.
2. Review and update the 1995 Solano Rail Facilities Plan and 2001 technical memorandum, including an analysis of existing conditions, proposed station locations, ridership forecasting, railroad operations, sea-level rise, bus connectivity to existing and proposed stations, financing and implementation.
3. Assess the feasibility of introducing passenger rail on the existing NVRR and extending service down to Vallejo and/or an intercity passenger rail connection to the Suisun City /Fairfield station, including an analysis of existing conditions, proposed station locations, ridership forecasting, railroad operations, sea-level rise, bus connectivity to existing and proposed stations, financing and implementation.

STA staff recommends obtaining a consultant and initiating the project in November 2013. State Transit Assistance Funds will be used to fund the Rail Facilities Plan Update for an amount not to exceed \$50,000.

After the TAC approved the scope of work at their August 28, 2013 meeting, STA staff is recommending additional scope to prioritize safety and throughput to support existing passenger service. This will ensure the continued success of the Amtrak Capitol Corridor service in Solano County. The additional task is reflected in the recommendation below and under Task 3.2 and Task 4.2 in Attachment A.

Fiscal Impact:

In June 2013, the STA approved \$50,000 in State Transit Assistance Funds (STAF) for the Rail Facilities Plan Update to cover consultant and STA staff time.

Recommendation:

Approve the following:

1. The Scope of Work for the Solano Rail Facilities Update as shown in Attachment A;
2. Authorize the Executive Director to issue a RFP for the Solano Rail Facilities Plan Update;
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not-to-exceed \$41,500; and
4. Additional Task 3.2 and Task 4.2 in the Scope of Work as shown in Attachment A.

Attachment:

- A. Scope of Work for the Solano Rail Facilities Plan Update



REQUEST FOR PROPOSALS (RFQ #2013-__)

For the
Solano Rail Facilities Plan Update

Release Date: September 12, 2013

RESPONSES DUE:

3:00 PM, October 25, 2013

Two (2) complete hard copies and one digital copy (CD or flash drive) of each response must be received before 3:00 p.m. on October 25, 2012

Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

Table of Contents

Introduction.....	1
Background.....	1
Final Product.....	1
Local Preference Policy	Error! Bookmark not defined.
Scope Of Service Tasks.....	1
RFQ Submittal Requirements	5
Selection Of Consultant.....	7
Selection Process And Project Schedule	7

INTRODUCTION

The Solano Transportation Authority (STA) is a Joint Powers Authority (JPA) comprised of members including the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo, and the County of Solano. The STA serves as the Congestion Management Agency (CMA) for Solano County and is responsible for countywide transportation planning and programming of State and Federal funding for transportation projects within the county. In addition, the STA and the Intercity Transit Consortium coordinate various local and regional and fixed route services, ADA paratransit services, Passenger Rail, and Ferry Service through the Water Emergency Transportation Authority (WETA) between Vallejo and neighboring San Francisco Bay Area counties.

Intercity passenger rail transportation and its supporting infrastructure is an important component to the overall public transportation system. Two STA Board members sit on the governing board for the Capitol Corridor Joint Powers Authority (CCJPA).

BACKGROUND

Solano County currently supports one Amtrak Capitol Corridor stop in the City of Suisun City (known as the Suisun City/Fairfield station). A second Fairfield/Vacaville station has a passenger rail service commitment from the CCJPA and the Union Pacific Railroad (UPRR). There are two other opportunities for rail passenger stops in Solano County, in the cities of Benicia and Dixon. In support of intercity passenger rail service between Solano County's cities and regional destinations, the STA believes there may be both a demand and opportunity for additional stops in Solano County. In partnership with the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo, the County of Solano, Amtrak Capitol Corridor, and the Metropolitan Transportation Commission (MTC), the STA proposes to update the 1995 Solano Rail Facilities Plan to consider these opportunities.

In addition, the STA is interested in looking at the feasibility of introducing passenger rail on the existing Napa Valley Railroad (NVR) system and extending the line down to Vallejo, and/or intercity passenger rail connection from the Napa/Vallejo area to the Suisun City/Fairfield station.

The objective of the Solano Rail Facilities Plan Update is to update the existing study and analyze the potential for additional passenger rail services in Solano County. STA is seeking a consultant to take the lead in updating the existing Plan and making recommendations on prioritized projects or programs to implement the updated Plan.

FINAL PRODUCT

The final product will be an update to the 1995 Solano Rail Facilities Plan with implementation guidance for the STA. The Plan shall be provided in an electronic format that can be edited by STA staff with all data sources and supporting materials, used with references and key sheet. All electronic files are to be delivered to STA upon completion of the project.

SCOPE OF SERVICE TASKS

The STA intends to retain a qualified and committed professional planning firm to work closely with STA to prepare the Solano Rail Facilities Plan Update via the following major tasks:

1. Budget and Schedule
2. Coordinate with STA and partnering agency staff
3. Review and update the 1995 Solano Rail Facilities Plan
4. Assess the feasibility of introducing passenger rail on the existing NVRP and extending service down to Vallejo and/or an intercity passenger rail connection to the Suisun City /Fairfield station.
5. Final Document: Solano Rail Facilities Plan Update

The following details each task with task deliverable information:

Task 1. Budget and Schedule

Develop detailed project budget and schedule.

- Task 1.1 Kick off meeting with STA and selected consultant to negotiate final task budget and determine final schedule with milestones to complete the Solano Rail Facilities Plan Update.

Deliverable
1) Finalized budget and detailed project schedule

Task 2. Coordinate and Meet with STA and Partnering Agency Staff

Coordinate with STA and Partnering Agency staff to provide comments and recommendations for the Solano Rail Facilities Plan Update.

- Task 2.1 Contact STA and partnering agency staff by email or telephone; in-person meetings can be arranged as needed through guidance by STA staff. STA staff will provide contact information.

Deliverable
1) Meeting schedule and meeting results

Task 3. Capitol Corridor - Review and Update the 1995 Solano Rail Facilities Plan

- Task 3.1 **Review existing conditions, plans, studies, and land use policies:** Review the 1995 Solano Rail Facilities Plan and other relevant sources provided by STA staff. Evaluate existing conditions and land use policies and identify any existing or potential conflicts that could affect the planning and construction of new intercity passenger rail facilities.
- Task 3.2 **Safety and Throughput:** Evaluate at-grade crossings for opportunities for track and/or platform improvements.
- Task 3.3 **Station Locations:** Evaluate the following elements of each proposed station site for the following: rail and traffic operations; interface with transit operations; site characteristics such as street access, current and planned land uses for adjacent areas, parking; pedestrian and bicycle accessibility, and other

relevant considerations; potential environmental constraints; and cost estimates.

- Task 3.4 **Ridership forecasting analysis:** Evaluate the potential patronage of additional station stops in Solano County.
- Task 3.5 **Railroad operations analysis:** Work with Capitol Corridor to assess the effect of additional rail station stop(s) in Solano County and any associated track, station or communications improvements on existing and projected passenger and freight service on the Capitol Corridor line.
- Task 3.6 **Sea-level rise:** Assess the effect of sea-level rise and associated events on existing rail infrastructure and alignments, as well as future rail infrastructure projects.
- Task 3.7 **Bus connectivity:** Review ridership activity on existing bus routes that provide service to the Suisun City/Fairfield Amtrak station, examine opportunities for improvement in order to maximize rail ridership potential, and identify plans to provide bus service to future rail stations in Solano County.
- Task 3.8 **Financing and implementation:** Identify the costs of the proposed rail facilities. Examine how the proposed station construction and operation might be funded under current federal, state and local programs and practices or other funding opportunities. Propose several financing scenarios that include operation and maintenance costs.
- Task 3.9 **Recommendations:** Based on information gathered from the above tasks, recommend prioritized projects to implement the updated Plan.

Deliverable
1) Update to the 1995 Solano Rail Facilities Plan

Task 4. Napa Solano Rail Connections - Assess the feasibility of introducing passenger rail on the existing NVRP and extending service down to Vallejo, and/or an intercity passenger rail connection to the Suisun City/Fairfield station

- Task 4.1 **Review existing conditions, plans, studies, and land use policies:** Work with STA to evaluate existing conditions and land use policies and identify any existing or potential conflicts that could affect the planning and development of intercity passenger rail service from Napa to Vallejo and/or service from Napa/Vallejo to the Suisun City/Fairfield station.
- Task 4.2 **Safety and Throughput:** Evaluate at-grade crossings for opportunities for track and/or platform improvements.

- Task 4.3 **Station Locations:** Work with STA to identify proposed station stops and evaluate the proposed station sites for the following: rail and traffic operations; interface with transit operations; site characteristics such as street access, current and planned land uses for adjacent areas, parking; pedestrian and bicycle accessibility, and other relevant considerations; and cost estimates.
- Task 4.4 **Ridership forecasting analysis:** Evaluate the potential patronage of the NVRP passenger service from Napa to Vallejo and of passenger rail service from the Napa/Vallejo area to the Suisun City/Fairfield station.
- Task 4.5 **Railroad operations analysis:** Work with NVRP and to evaluate the impact of extending the existing rail system from Napa to Vallejo and any associated track, station or communications improvements on projected passenger and freight service along the NVRP corridor.
- Task 4.6 **Sea-level rise:** Analyze the effect of sea-level rise and associated events on existing rail infrastructure and alignments, as well as future rail infrastructure projects.
- Task 4.7 **Bus connectivity:** Examine opportunities for bus connectivity to existing and proposed rail stations in Solano County in order to maximize rail ridership potential.
- Task 4.8 **Financing and implementation:** Identify how the costs of proposed rail service might be funded. Examine current federal, state and local programs and practices or other funding opportunities. Propose several financing scenarios that include operation and maintenance costs.
- Task 4.9 **Recommendations:** Based on information gathered from the above tasks, recommend strategies to develop intercity passenger rail service along NVRP with connections to the Capitol Corridor.

Deliverable
1) Study of the extension of the NVRP from Napa to Vallejo and passenger rail service connection from Napa/Vallejo to Suisun City/Fairfield.

Task 5. Final Document: Solano Rail Facilities Plan Update

- Task 5.1 Complete a draft plan update based on information obtained in previous tasks.

- Task 5.2 Work with STA and partner agency staff to circulate draft to advisory committees (e.g. Intercity Transit Consortium and Technical Advisory Committee) for comments.
- Task 5.3 Complete the final Plan update.
- Task 5.4 Deliver three (3) print copies of the final document, as well as an electronic PDF and all supporting raw files (e.g., images, files, text) used to create the final document.
- Task 5.5 Provide Solano Transportation Transit Authority with all relevant electronic files for future plan updates and duplication.

Deliverable
<ul style="list-style-type: none"> 1) Draft Solano Rail Facilities Study, comprised of the following elements, for review and comment: <ul style="list-style-type: none"> a. Executive Summary b. Background and Existing Conditions c. Feasibility and Rail Opportunities in Solano County d. Recommendations e. Financing f. Implementation/Phasing g. Operational Considerations h. Conclusion 2) Solano Rail Facilities Plan Update and electronic files

Proposed Project Timeline

Task	Timeframe
Task 1. Budget and Schedule	Week of November 18, 2013
Task 2. Coordinate with STA and partnering agency staff	Week of November 18, 2013
Task 3. 1995 Solano Rail Facilities Plan Update	November 18, 2013 - February 10, 2014
Task 4. Napa/Vallejo Rail Study	November 18, 2013 – February 10, 2014
Task 5. Final Document: Solano Rail Facilities Plan Update	April 22, 2014

RFQ SUBMITTAL REQUIREMENTS

Please prepare your qualifications in accordance with the following requirements.

1. **Qualifications:** The qualifications (excluding resumes and the transmittal letter) shall not exceed a total of 10 single-sided, 8.5" x 11" pages. A **copy of the RFQ** and resumes shall be included in an appendix.

2. *Transmittal Letter:* The qualifications shall be transmitted with a cover letter describing the firm's/team's interest and commitment to the proposed project. The letter shall state that the qualifications shall be valid for a 90-day period and should include the name, title, address and telephone number of the individual to whom correspondence and other contacts should be directed during the consultant selection process. The person authorized by the firm/team to negotiate a contract with STA shall sign the cover letter.

Address the cover letter as follows:

Sofia Recalde, Associate Planner
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, California 94585

3. *Project Understanding:* This section shall clearly convey that the consultant understands the nature of the work, and issues related to providing an electronic update to the Solano Rail Facilities Plan Update.
4. *Approach and Management Plan:* This section shall provide the firm's/team's proposed approach and management plan for providing the services. Include an organization chart showing the proposed relationships among consultant staff, STA staff and any other parties that may have a significant role in the delivery of this project.
5. *Qualifications and Experience:* The qualifications submittal shall provide the qualifications and experience of the consultant team that will be available for the Solano Rail Facilities Plan Update. It is expected that team members would include planning expertise in transportation facilities mapping. Please emphasize the specific qualifications and experience from projects similar to this project for the Key Team Members. Key Team Members are expected to be committed for the duration of the project. Replacement of Key Team Members will not be permitted without prior consultation with and approval of the STA.
6. *Staffing Plan:* The qualifications shall provide a staffing plan (by quarter) and an estimate of the **total hours** (detailed by position) required for preparation of the concept plan. Discuss the workload, both current and anticipated, for all Key Team Members, and their capacity to perform the requested services for the Solano Rail Facilities Plan Update according to your proposed schedule. Discuss the firm/team's approach for completing the requested services for this project within budget.
7. *Work Plan and Schedule:* This section shall include a description and schedule of how each task deliverable of the project will be completed. The Work Plan should be in sufficient detail to demonstrate a clear understanding of the project. The schedule should show the expected sequence of tasks and include durations for the performance of each task, milestones, submittal dates and review periods for each submittal. Discuss the firm/team's approach for completing the requested services for this project on schedule. **The project is expected to commence no later than November 18, 2013, all draft documents completed by February 10, 2014 and final documents submitted by April 22, 2014.**

8. *Cost Control:* Provide information on how the firm/team will control project costs to ensure all work is completed within the negotiated budget for the project. Include the name and title of the individual responsible for cost control.
9. *Additional Relevant Information:* Provide additional relevant information that may be helpful in the selection process (not to exceed the equivalent of 2 single-sided pages).
10. *References:* For each Key Team Member, provide at least three references (names and current phone numbers) from recent work (previous three years). Include a brief description of each project associated with the reference, and the role of the respective team member.
11. *Submittal of Qualifications:* Two (2) hard copies and one digital copy (CD or flash drive) of your qualifications are due at the STA office **no later than 3:00 p.m. on Tuesday, October 25, 2013**. Envelopes or packages containing the qualifications should be clearly marked, **“Solano Rail Facilities Plan Update.”**
12. *Cost Proposal:* A cost proposal should be submitted in a **separate sealed envelope titled “Solano Rail Facilities Update.”** The cost submittal should indicate the number of anticipated hours by the Project Manager and Key Team Members. The estimated level of hours for other staff can be summarized in general categories. The maximum consulting services budget has been set at \$41,500 for this project. No change orders that require cost increases will be allowed. The project is funded by State Transit Assistance Funds (STAF).

SELECTION OF CONSULTANT & CRITERIA

The overall process will be to evaluate the technical components of all the qualifications completely and independently from the cost component. The qualifications will be evaluated and scored on a 100-point total basis using the following criteria:

1. Qualifications and specific experience of Key Team Members.
2. Project understanding and approach.
3. Experience with similar types of projects.
4. Satisfaction of previous clients.
5. Schedule and capacity to provide qualified personnel.

If needed, two or more of the firms/teams may be invited to an interview on or about **November 4, 2013**. The Project Manager and Key Team Members should attend the interview. The evaluation interview panel may include representatives from STA, and other agencies, but the specific composition of the panel will not be revealed prior to the interviews. Costs for travel expenses and qualifications preparation shall be borne by the consultants.

STA staff will provide the appropriate notice and schedule for the interviews. STA staff will select the most qualified consultant or consultant team based primarily on experience, ability to contain costs and conducting very similar projects. Recent experience in Solano County is desirable.

Once the top firm/team has been selected, STA staff will negotiate a services contract with the selected firm/team.

Note: The master copy of each response to this RFQ shall be retained for official files and will become a public record after the award of a contract unless the qualifications or specific parts of the qualifications can be shown to be exempt by law (Government Code section 6250 et seq.). Each Responding Firm may clearly label part of a submittal as "CONFIDENTIAL" if the Responding Firm agrees to indemnify and defend the STA for honoring such a designation. The failure to so label any information that is released by the STA shall constitute a complete waiver of all claims for damages caused by any release of the information. If a public records request for labeled information is received by the STA, the STA will notify the Responding Firm of the request and delay access to the material until seven working days after notification to the Responding Firm. Within that time delay, it will be the duty of the Responding Firm to act in protection of its labeled information. Failure to so act shall constitute a complete waiver.

DRAFT

SELECTION SCHEDULE

October 25, 2013	Qualifications are due no later than 3:00 PM at the offices of the Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA 94585. <i>Late submittals will not be accepted.</i>
November 4, 2013	Tentative panel interview date. STA selects recommended firm.
November 18, 2013	Project commences
April 22, 2014	Final Solano Rail Facilities Plan Update Completed

If you have any questions regarding this RFQ, please contact:

Sofia Recalde
Associate Planner
Phone (707) 399-3230
Fax (707) 424-6074
srecalde@sta-snci.com



DATE: August 15, 2013
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: Priority Conservation Areas (PCA) Assessment and Implementation Plan
and Stakeholders Committee

Background:

The Association of Bay Area Governments (ABAG) designated 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 a prime reason 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:

<u>PCA</u>	<u>Sponsor Agency</u>
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

ABAG has not solicited new PCA submittals since 2007 and no funding programs were established to implement PCA's until recently. However, an application for the Solano County Suisun Valley Farm to Market Area PCA Project was approved by Solano County Board of Supervisors and is pending ABAG approval.

In the fall of 2012, the Napa County Transportation and Planning Agency (NCTPA) cited that state legislation, Senate Bill 375, requires open space and agricultural land preservation. At the request of the STA, Solano County, and NCTPA, the Metropolitan Transportation Commission (MTC) and ABAG added a \$10 million regional PCA Pilot Program with \$5 million specifically dedicated to the 4 North Bay Counties of Marin County, Napa County, Solano County, and Sonoma County. The funding was included as part of the OneBayArea Grant (OBAG) Program via Surface Transportation Program (STP) funds. In follow up, the North Bay MTC Commissioners and CMA Directors met on February 28, 2013 and agreed to distribute \$1.25 million to each county to develop a PCA Assessment Plan and PCA capital project.

Discussion:

STA staff proposes to issue a Request for Proposals (RFP) to qualified planning and engineering firms to assist in developing the Solano County PCA Assessment and Implementation Plan. Attachment A is a copy of the Stakeholders Working Group participants and Attachment B is a copy of the scope of work.

Based on discussions with Solano County's Planning Directors and Technical Advisory Committee during February 2013, it was the consensus of both groups that the County of Solano's General Plan has prepared the most comprehensive approach for a potential capital project in the Suisun Valley agricultural and open space area. A PCA project in this area would entail not only preservation of the agricultural and open space, but will offer improvements to enhance the agricultural and open space transportation access opportunities for all users to allow for a more efficient participation from the general public as well as improve the Farm to Market system.

On March 13, 2013, the STA Board approved \$1.175 million fund allocation for the County of Solano for the Suisun Valley Farm to Market Phase 1 Project and \$75,000 for the development of a Solano PCA Assessment and Implementation Plan to refine the project opportunities within each PCA as well as identify any new PCA projects.

The goal for this pilot funding cycle is to demonstrate to MTC and ABAG that Solano County has ideal projects that correspond with the intention of PCA's and to advocate for a permanent fund program for these types of activities. To achieve this goal, STA staff is recommending a two part approach:

1. Initiate a Farm to Market/ Agriculture Preservation Capital Improvement Project; and
2. Develop a Priority Conservation Area Assessment Plan.

To develop the PCA Assessment and Implementation Plan, the initial purpose is to re-evaluate the PCA's that were designated in 2007 and look for other opportunity areas for PCA Designation. An example for designation consideration includes the Vacaville–Dixon Green Belt. In addition, at least one PCA boundary needs to be realigned (i.e. the Fairfield–Vacaville Greenbelt). The scope of work is expected to be discussed further with a stakeholder group before a formal STA staff recommendation for approval. The stakeholder group is intended to include representatives from:

- Solano Land Trust
- Tri-City and County Cooperative
- Greater Vallejo Recreation District
- Solano Irrigation District
- Department of Water Resources (Suisun Marsh Program)
- Resource Conservation Districts
- Solano Farm Bureau
- Solano Planning Directors Group
- Suisun Valley Growers
- Bay Trail and Ridge Trail
- Association of Bay Area Governments (ABAG)
- Metropolitan Transportation Commission (MTC)

The scope of the plan is located throughout Solano County in agricultural and open space areas. Key components of the proposed Solano County PCA Assessment and Implementation Plan will include:

- Coordination with Agricultural Business groups, Bay Area Ridge Trail, San Francisco Bay Trail, STA member agencies including the cities and the County of Solano, Conservation Advocates, and Resource Agencies.
- Partnership with planning and public works staff regarding roadway transportation
- Partnership with bicycle and pedestrian facilities stakeholders within the corridor
- Identification of current and planned PCA related transportation improvements.
- Consensus and identification for priority projects within and connecting to each PCA.
- Funding and implementation plan.

STA staff recommends obtaining a consultant and kicking off the study by December 2013. Funding for consultant services will be provided entirely from the OneBayArea Grant (OBAG) Priority Conservation Area (PCA) Planning Grant.

The STA TAC met on August 28, 2013 and unanimously approved the recommendation to the STA Board.

Fiscal Impact:

The PCA Planning Grant will provide \$75,000 to complete the study. As part of the local match, STA staff will provide in-kind services to manage the project.

Recommendation:

Approve the following:

1. The Stakeholders Working Group Participants List for the Solano County PCA Assessment and Implementation Plan as shown in Attachment A;
2. Authorize the Executive Director to issue a Request for Proposals for the Solano County PCA Assessment and Implementation Plan; and
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not-to-exceed \$75,000.

Attachments:

- A. Stakeholders Working Group Participants
- B. Scope of Work for the Solano County Priority Conservation Area (PCA) Assessment and Implementation Plan

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Stakeholder Working Group Participants: Solano County Priority Conservation Area (PCA) Assessment and Implementation Plan

City/County and Regional Agencies

1. Solano County
2. Solano County Planning Directors
3. Solano County Technical Advisory Committee
4. Association of Bay Area Governments (ABAG) or Metropolitan Transportation Commission (MTC)

Agricultural Business Groups

5. Solano Farm Bureau
6. Suisun Valley Growers
7. Agricultural Product Grower
8. Large Post-Harvest Agricultural Processor

Conservation Advocacy Agencies

9. Bay Area Ridge Trail
10. Solano Land Trust
11. Tri-City and County Cooperative Planning Group
12. Resource Conservation Districts
13. San Francisco Bay Trail

Resource Agencies

14. Greater Vallejo Recreation District
15. Solano Irrigation District
16. Department of Water Resources (Suisun Marsh Program)

Other Participants can be identified as appropriate.

Scope of Work: Solano County Priority Conservation Area (PCA) Assessment and Implementation Plan

INTRODUCTION

The Solano Transportation Authority (STA) is a Joint Powers Authority comprised of members including the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo, and the County of Solano. The STA serves as the Congestion Management Agency for Solano County and is responsible for countywide transportation planning and programming of State and Federal funding for regional roadway/highway, bicycle, and pedestrian transportation projects in Solano County. Some of these projects involve open space access/preservation and possess ties to agricultural and economic development.

BACKGROUND

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

<u>PCA</u>	<u>Sponsor Agency</u>
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
Bay Trail and Ridge Trail	ABAG

In coordination with a stakeholder group, it is STA's intent to refine existing list of PCAs with more precise boundaries and detailed information for cost and implementation of improvements for each PCA. The Plan will also identify potential new PCAs and projects within each PCA. This stakeholder group will be called the PCA Partnership Advisory Committee (PCA PAC). Participants include:

City/County and Regional Agencies

1. Solano County
2. Solano County Planning Directors
3. Solano County Technical Advisory Committee
4. Association of Bay Area Governments (ABAG) or Metropolitan Transportation Commission (MTC)

Agricultural Business Groups

5. Solano Farm Bureau
6. Suisun Valley Growers
7. Agricultural Product Grower

8. Large Post-Harvest Agricultural Processor

Conservation Advocacy Agencies

9. Bay Area Ridge Trail
10. Solano Land Trust
11. Tri-City and County Cooperative Planning Group
12. Resource Conservation Districts
13. San Francisco Bay Trail

Resource Agencies

14. Greater Vallejo Recreation District
15. Solano Irrigation District
16. Department of Water Resources (Suisun Marsh Program)

Other Participants can be identified as appropriate.

FINAL PRODUCT

The final product will be an adopted “Solano Priority Conservation Area (PCA) Assessment and Implementation Plan,” that provides a conceptual design which integrates the plans from the Solano County PCA PAC.

SCOPE OF SERVICE TASKS

The STA, in coordination with the Solano County PCA PAC, intends to retain a qualified and committed professional planning firm to work closely with the PCA PAC to prepare the “Solano County Priority Conservation Area (PCA) Assessment and Implementation Plan” via the following major tasks:

1. Budget and Schedule
2. Solano County PCA Partnership Advisory Committee Formation
3. Partnership and Public Workshop Meetings
4. Goals, Objectives, and Policies
5. Agricultural Land, Open Space, Roadway, Bicycle, and Pedestrian Plans/Projects Inventory
6. Opportunities and Constraints
7. Concept Design and Alignment Options
8. Preliminary Costs
9. Funding and Implementation Strategy
10. Plan Adoption

The following details each task with task deliverable information:

Task 1. Budget and Schedule

Develop detailed project budget and schedule.

- Task 1.1 Kick off meeting with STA and selected consultant to negotiate final task budget and determine final schedule with milestones to complete the proposed plan.

Deliverable

Finalized budget and detailed project schedule.

Task 2. Partnership and Public Workshop Meeting

Hold partnership/working group meetings and public workshop to engage public in the plan development process

- Task 2.1 Develop agendas and meeting materials for partnership/working group meetings based on tentative meeting schedule established as part of Task 2
- Task 2.2 Engage the Solano Bicycle Advisory Committee and Solano Pedestrian Advisory Committee in the development of the plan
- Task 2.3 Develop a public outreach strategy to include advertising (press releases, mail-outs, flyers and website marketing) for at least 2 scheduled public meetings
- Task 2.4 Conduct public outreach meetings

Deliverable

- 1) Meeting agendas and minutes
- 2) Public workshop advertising materials

Task 3. Goals, Objectives, and Policies

Develop a consensus among the partnership/working group for the plan’s goals, objectives and recommended policies.

- Task 3.1 Develop draft plan goals, objectives, and recommended policies for partnership/working group to assist in finalizing the “Solano County Priority Conservation Area (PCA) Assessment and Implementation Plan”
- Task 3.2 Incorporate draft plan goals, objectives and recommended policies for input at public workshop(s), Technical Advisory Committee, Solano Bicycle Advisory Committee meetings, and Solano Pedestrian Advisory Committee meetings
- Task 3.3 Finalize plan goals, objectives, and recommended policies

Deliverable

- 1) Report summarizing process for developing the plan goals, objectives, and recommended policies
- 2) Final plan goals, objectives, and recommended policies

Task 4. Opportunities and Constraints

- Task 4.1 Identify the agricultural land, open space, roadway, bicycle route, and pedestrian project opportunities based on planned and existing transportation projects
- Task 4.2 Identify Potential Additional PDAs
- Task 4.3 Review existing land use policies within each PCA
- Task 4.4 Identify environmentally sensitive zones and other constraints
- Task 4.5 Map opportunities and constraints
- Task 4.6 Prioritize PCA project opportunities

Deliverable
Solano County PCA Assessment and Implementation Plan conceptual opportunities and constraints report

Task 5. Agricultural Land, Open Space, Roadway, Bicycle, and Pedestrian Plans/Projects Inventory

- Task 5.1 Review applicable plans from the Ridge Trail Council, Bay Trail, ABAG, STA, Solano County and Cities in Solano County.
- Task 5.2 Based on review of plans, map the planned and existing transportation projects within and connecting to each PCA
- Task 5.3 Identify the preliminary cost for each planned project
- Task 5.4 Identify future needs and maintenance costs associated with existing and proposed projects

Deliverable
Report with the following contents: <ul style="list-style-type: none"> a) Summary of applicable plans related to roadway, bike and pedestrian facilities in each PCA b) Inventory of all applicable roadway, bicycle and pedestrian plans within each PCA c) Develop maps illustrating current and planned agricultural land, open space, roadway, bicycle, and pedestrian facilities within the corridor d) Available cost estimates for currently planned roadway, bicycle and pedestrian facilities within each PCA

e) Potential for conservation or enhancement project concepts

Task 6. Concept Design and Alignment Options

Task 6.1 Based on Task 6, develop concept designs, drawings, illustrations and alignment options for transportation facilities for each PCA.

Deliverable

Solano County PCA Assessment and Implementation Plan conceptual design and alignment options.

Task 7. Preliminary Costs

Task 7.1 Develop preliminary cost estimates for transportation conceptual project opportunities and alignment options

Deliverable

Solano County PCA Assessment and Implementation Plan agricultural land, open space, bicycle, and pedestrian facilities conceptual project opportunities and cost estimates for alignment options

Task 8. Funding and Implementation Strategy

Task 8.1 Develop a funding and implementation strategy to implement the plan

Deliverable

Funding and Implementation Strategy for the Solano County PCA Assessment and Implementation Plan.

Task 9. Final Document

Task 9.1 Complete a draft document based on information obtained in previous tasks

Task 9.2 Circulate draft for final comments

Task 9.3 Complete final draft

Task 9.4 Provide Solano Transportation Authority with all relevant electronic files for future plan updates and duplication

Deliverable

Final Document

Proposed Project Timeline

Task	Timeframe
Task 1. Budget and Schedule	October 2013
Task 3. Partnership and public workshop meetings	October 2013 – October 2014
Task 3. Roadway, Bicycle and pedestrian plans and projects inventory	October 2013 – November 2013
Task 4. Goals, objectives, and policies	November 2013 – January 2014
Task 5. Opportunities and Constraints	January 2014
Task 6. Concept Design and Alignment Options	January 2014 – July 2014
Task 7. Preliminary Costs	August 2014 – September 2014
Task 8. Funding and Implementation Strategy	September 2014 – October 2014
Task 9. Plan Adoption	December 11, 2014

PROPOSED OVERALL PROJECT SCHEDULE

September 25, 2013	Proposals are due no later than 3:00 PM at the offices of the Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA 94585. <i>Late submittals will not be accepted.</i>
Week of October 1, 2013	Tentative panel interview date. STA selects recommended firm.
<u>October 7, 2013</u>	Project commences
December 10, 2014	Final Plan completed and approved by STA Board

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DATE: September 3, 2013
TO: STA Board
FROM: Nancy Whelan, Transit Consultant
RE: Coordinated Short Range Transit Plan and Solano Intercity
Performance Benchmarks

Background:

In May 2012 MTC adopted Resolution 4060 which contains several policies, strategies and recommendations resulting from the Transit Sustainability Project (TSP) findings. Initiated in 2010, the TSP was a regional effort to address transit capital and operating shortfalls and to improve transit performance for the customer. One of the Resolution 4060 recommendations was to conduct multi-agency Short Range Transit Plans (SRTP) at the county or sub-regional level to promote interagency service and capital planning. MTC also made a specific recommendation for Solano County that an analysis of coordination be prepared to better inform service planning throughout the county.

On March 12, 2012, STA approved a scope of work to perform a Solano County Coordinated SRTP in conjunction with an I-80/I-680/I-780/SR 12 Transit Corridor Study “Transit Corridor Study”. In August 2012, STA engaged a consulting team led by Arup to prepare the Coordinated Short Range Transit Plan (SRTP) for Solano County and to undertake the Transit Corridor Study.

Discussion:

The Coordinated Short Range Transit Plan consists of a Background and Summary section, the adopted SRTPs for each transit operator, and a Coordination Analysis Technical Memorandum (“Coordination Report”) that addresses specific MTC requirements. The Coordination Report includes a section on service coordination and addresses MTC’s requirement to “establish common performance measures”. In addition to addressing this requirement in the Coordination Report, the proposed intercity transit performance benchmarks will be used in the development of the Transit Corridor Study.

Operator SRTPs

The Coordinated Short Range Transit Plan covers all of the Metropolitan Transportation Commission (MTC) requirements for SRTPs for each of the Solano County transit operators. The ten year period covered by the SRTP is Fiscal Year (FY) 2012-13 through FY 2021-22. The SRTPs consist of four main sections:

1. Operator Overview
2. Goals, Objectives, Measures and Standards
3. Performance Evaluation
4. Service Plan

Developing a Coordinated SRTP brought additional benefits to the preparation of individual transit operators' SRTPs by: taking a consistent approach to setting goals, objectives, performance measures and standards; evaluating transit services; developing operating plans; and applying uniform assumptions on critical factors such as population growth, cost inflation and funding availability to each operator's ten year financial forecast.

The SRTPs were developed in close collaboration with the transit operators and Final Draft SRTPs have been adopted by the City Councils of the Cities of Vacaville, Dixon, Rio Vista and Fairfield and by the Board of Directors of SolTrans.

Coordination Report

MTC requested that the Coordinated SRTP address six specific areas of coordination:

1. Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
2. Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit; (to be conducted in the Mobility Management Plan, separately from the Coordinated SRTP);
3. Enhanced Transit Coordination of Capital Planning;
4. Enhanced Coordination of Transit Service Planning;
5. Integrate bus/rail scheduling software to facilitate schedule; and
6. Coordination and customer travel planning. Establish a regional schedule change calendar.

The basis for these requirements is rooted in MTC's Transit Sustainability Project (TSP). The TSP was developed to address shortfalls identified in the Regional Transportation Plan and focused on three project elements: financial, service performance and institutional frameworks. The TSP resulted in MTC's adoption of Performance and Investment Policies, and Service, Paratransit, and Institutional recommendations. MTC's Resolution 4060, adopted on May 23, 2012 documents the recommendations.

There are five recommendations in Resolution 4060 providing specific guidance to the development of the Solano County Coordinated SRTP, including:

1. Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.
2. Conduct multi-agency Short-Range Transit Plans (SRTPs) at the county or subregion level to promote interagency service and capital planning.
3. Support transit agency operations on major corridors by requiring local jurisdictions to consider transit operating speeds and reliability in projects affecting these corridors.
4. Consider fare policies focused on the customer that improve regional/local connections.
5. Recommendation specific to Solano County: County-level SRTP work is underway in Solano County. MTC will provide funding to the Solano Transportation Authority (STA) to complete the analysis to better inform service planning throughout the county. STA and the Solano transit operators are to use this process to identify service improvements, performance objectives and potential service functional and institutional consolidation opportunities.

The Coordination Report identifies the current conditions for each of the areas studied, makes findings related to best practices, and recommends adoption of a service change calendar and suggests that several items be included in the Consortium's Annual Work Plan for further study and follow up implementation tasks. A summary of the recommendations is provided in the first section, Background and Summary, of the Coordinated SRTP. Discussion of elements of the coordination analysis began with the transit operators at the SolanoExpress Consortium meeting in March 2013 and continued through approval of the Final Draft Coordination Report in August 2013. The Technical Advisory Committee approved the Final Draft Coordination Report in August 2013.

Solano Intercity Performance Benchmarks

A key topic of review and discussion at the Consortium meetings was the intercity performance benchmarks. The performance benchmarks are referenced in the Service Coordination section of the Coordination Report and will be used in the development of the Transit Corridor Study. Additionally, the Intercity Transit Funding Agreement references these benchmarks for purposes of monitoring performance of the seven intercity transit routes covered by the agreement.

The Transit Corridor Study proposes a set of intercity transit service design criteria as well as performance benchmarks. The performance benchmarks shown in Attachment A address service productivity, cost efficiency, and cost effectiveness. The proposed performance benchmarks were selected based on a peer comparison with other intercity and express bus services, current Solano County intercity performance, and discussions with the transit operators. The benchmarks provide a tool for evaluating performance from which improvements can be considered and trade-offs analyzed. A comparison of the FY 11-12 performance of Solano County intercity transit routes against the proposed benchmarks is shown in Table 7 in the Coordination Report. The performance benchmarks will be updated over time.

The SolanoExpress Consortium and the Technical Advisory Committees unanimously approved the performance benchmarks at their August 2013 meetings.

Transit Corridor Study Status

Adoption of the intercity transit performance benchmarks is an important step in the development of the Transit Corridor Study. Discussion of the study is ongoing at the Consortium meetings. Staff will present elements of the study, including current service design and performance, and proposed service alternatives to the STA Board over the next 2-3 months.

Fiscal Impact:

The consulting contract for the Coordinated SRTP was funded through an agreement with MTC which provided funding in the amount of \$140,000 in Transportation Development Act (TDA) funds and State Transit Assistance Fund (STAF) in the amount of \$240,000 was approved by the STA Board for the Coordinated SRTP and Transit Corridor Study. The contract is near completion.

Recommendation:

1. Approve the Solano Intercity Performance Benchmarks as shown in Attachment A; and
2. Adopt STA Resolution No. 2013-24 approving the Solano County Coordinated Short Range Transit Plan as shown in Attachment B.

Attachments:

- A. Solano Intercity Transit Performance Benchmarks
- B. Resolution No. 2013-24 - Approving the Solano County Coordinated Short Range Transit Plan
- C. Draft Final Solano County Coordinated Short Range Transit Plan (Under Separate Cover)

Intercity Transit Performance Benchmarks

Service Productivity Measures	Benchmark
Passengers per Vehicle Revenue Hour	25.0
Passengers per Trip	15.0
Passengers per Vehicle Revenue Mile	1.0
Peak Corridor Demand (Hourly Demand / Capacity)	85.0%
Capacity Utilization (Passenger Miles / Seat Miles)	35.0%
Cost Efficiency Measures	Benchmark
Cost per Vehicle Revenue Hour	\$125.00
Cost per Vehicle Revenue Mile	\$5.00
Cost per Revenue Seat Mile	\$0.10
Cost Effectiveness Measures	Benchmark
Subsidy per Passenger Trip	\$3.50
Revenue per Revenue Seat Mile	\$0.04
Farebox Recovery Ratio (STA)	50%
Farebox Recovery Ratio (RM2 RC)	30%
Farebox Recovery Ratio (RM2 RAD)	20%

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**SOLANO TRANSPORTATION AUTHORITY RESOLUTION NUMBER 2013-24
RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY ADOPTING
THE FY 2012-13 – FY 2021-22 SOLANO COUNTY COORDINATED SHORT
RANGE TRANSIT PLAN**

WHEREAS, the Metropolitan Transportation Commission in cooperation with the Federal Transit Administration Region IX office requires that public transit operators in the MTC region prepare and regularly update a Short Range Transit Plan (SRTP); and

WHEREAS, as a part of MTC's Transit Sustainability Project, MTC adopted a policy to conduct multi-agency Short-Range Transit Plans (SRTPs) at the county or subregion level to promote interagency service and capital planning; and

WHEREAS, at MTC's request, the Solano Transportation Authority (STA) and the transit operators in the County began developing the first Solano County Coordinated Short Range Transit Plan in August 2012; and

WHEREAS, an independent consultant was engaged to assist in preparing the Solano County Coordinated Short Range Transit Plan in collaboration with STA and the transit operators in the County; and

WHEREAS, the Solano County Coordinated Short Range Transit Plan includes a Short Range Transit Plan for each of the Solano County transit operators and Coordination Analysis Technical Memorandum; and

WHEREAS, the Solano County Coordinated Short Range Transit Plan addresses all MTC SRTP requirements.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Solano Transportation Authority hereby adopts the FY 2012-13 – FY 2021-22 Solano County Coordinated Short Range Transit Plan.

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 11th day September, 2013, by the following vote:

Steve Hardy, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of September 11, 2013.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11th day of September, 2013 by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____

Johanna Masiclat

Clerk of the Board



DATE: September 5, 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 to transportation and related issues. On March 13, 2013, the STA Board approved its amended 2013 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2013. Monthly legislative updates have been provided by STA's State and Federal lobbyists for your information (Attachments A and B). A Legislative Bill Matrix listing state bills of interest is available at <http://tiny.cc/staleg>. A Federal Funding Matrix is included as Attachment C.

Discussion:

State

Senate Bill ([SB 556 \(Corbett\)](#)) would require public agencies, including public transit systems, to "label" employees and vehicles which are independent contractors or operated by independent contractors with a "NOT A GOVERNMENT EMPLOYEE" or "THE OPERATOR OF THIS VEHICLE IS NOT A GOVERNMENT EMPLOYEE" disclosure.

The Solano transit operators requested that STA take the position adopted by the California Transit Association. STA Board Chair Hardy submitted letters to STA's Assembly delegation (Attachment D) urging them to oppose this bill unless it is amended to exempt public transportation providers. SB 556 (Attachment E) was amended on the Assembly floor on August 26th, but did not exempt public transportation providers. STA Transit Consortium approved forwarding a recommendation to the STA Board to oppose SB 556 unless amended. After further research, STA staff concluded that the bill is so broad in nature that it should be opposed. The STA Technical Advisory Committee (TAC) voted to forward a recommendation to the STA Board to oppose SB 556.

Assembly Bill ([AB 466 \(Quirk-Silva\)](#)) requires Caltrans to continue allocating federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds to regions pursuant to the current and longstanding formula. The bill codifies in state statutes the weighted population distribution formula that was in effect in federal law up until the enactment of Moving Ahead for Progress in the 21st Century Act (MAP-21). AB 466 is supported by the STA Legislative Platform #VI.9 - Funding). As of August 26th, AB 466 (Attachment G) is endorsed by (among other southern California agencies) the Metropolitan Transportation Commission (MTC) and Santa Clara Valley Transportation Authority (VTA), and opposed by the State Department of Finance. STA staff recommends support of AB 466, and the STA TAC forwards a request to support as well.

Senate Constitutional Amendment (SCA) 4 (Liu) would lower the voter threshold to 55% for local transportation sales tax measures. The STA Board approved support of SCA 4 on February 13th. The bill was amended in the Senate Rules Committee on August 28th (Attachment I) to impose further restrictions:

- At least 50 percent of the tax proceeds must be expended for programs or purposes included in a sustainable communities strategy.
- A local government, when expending any of the tax proceeds for an expansion project on the state highway system, must dedicate a portion of those proceeds, as determined under statute, for the ongoing maintenance of that expansion project.

A number of county transportation agencies, including the Self-Help Counties Coalition, have raised concerns regarding these amendments.

SCA 8 (Corbett), a mirror bill to SCA 4, did not receive these amendments, and staff is still recommending STA maintain a support position. Staff will provide more details for discussion at the Board meeting.

Federal

TIGER 2013 Grant Funding

STA staff and STA Federal Lobbyist Susan Lent worked closely with the City of Fairfield to coordinate the application and all the required letters of support for the Fairfield/Vacaville Intermodal Station project, which was submitted on June 1st for a \$9M rural area set-aside. The project application was known and well received by all departments with which we met in Washington DC. Congressman Garamendi reached out personally to outgoing DOT Secretary LaHood verbally and in writing advocating for the project. The project garnered letters of support from every state and federal legislator representing Solano County.

The list of funding recipients was released September 5th, and unfortunately, Solano County is not among the recipients. Only 3 projects in California were awarded funding (in Fresno, Truckee and San Diego), but none of the 5 Bay Area projects were among them.

Buy America

Congressman Garamendi wrote to incoming DOT Secretary Anthony Foxx expressing his support of the waiver submitted by Caltrans in order to move the I-80/I-680/SR 12 project forward (Attachment H). The Federal Highway Administration issued transitional guidance that would cover the I-80/I-680/SR 12 project. Caltrans subsequently withdrew the Buy America waiver request for the project in light of the FHWA guidance. This issue is now settled, the California Transportation Commission authorized funding for the project at its meeting of August 6, and the project is now moving forward with construction to begin in 2014.

Fiscal Impact:

None.

Recommendation:

Approve the following positions:

SB 556 (Corbett) – Oppose

AB 466 (Quirk-Silva) - Support

Attachments:

- A. Shaw/Yoder/Antwih State Legislative Update
- B. Akin Gump Federal Legislative Update
- C. Federal Funding Matrix
- D. Letters to Assembly Delegation re SB 556
- E. SB 556 amended August 26, 2013
- F. Letter to Senator Wolk re AB 466
- G. AB 466 amended August 22, 2013
- H. Garamendi Letter to DOT Secretary Foxx re Buy America Waiver
- I. SCA 4 (Liu) amended August 28, 2013

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August 28, 2013

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Partner
Shaw / Yoder / Antwih, Inc.

RE: **STATE LEGISLATIVE UPDATE – July/ August 2013**

Since our last report of late June, the legislature took its one-month Summer Recess, and then reconvened in early August to begin the sprint towards the September 13th close of the first year of this two-year legislative session. The Interim Study Recess begins that day, and the legislature won't return again until January of 2014.

Thus, the focus has been on moving bills through the "second House" and to the governor's desk.

Besides lobbying the positions on bills previously adopted by the Board, we also worked with your staff during this period to identify additional bills for your consideration.

Here's an update on our new and ongoing activities:

Bills of Interest

1. **SB 556 (Corbett)** was recently gutted and amended to require all public agencies, including public transit systems, to "label" employees and vehicles which are independent contractors or operated by independent contractors with a "NOT A GOVERNMENT EMPLOYEE" or "THE OPERATOR OF THIS VEHICLE IS NOT A GOVERNMENT EMPLOYEE" disclosure. Transit systems throughout the state – including those overseen by the STA – utilize independent, outside contractors to provide transit services, such as drivers/operators for buses and rail vehicles. This bill would place a financial burden on both transit systems and the independent contractors in order to meet the disclosure requirement. Furthermore, the bill would have a potentially detrimental impact on public perception, internally and externally.

We therefore concur with your staff and recommend that board Oppose this bill.

2. **SCA 4 (Liu) & SCA 8 (Corbett)** are constitutional amendments that would lower local vote thresholds for tax measures that support transportation programs, from two-thirds to 55%. The STA board Supports these bills. Each was heard in the Senate Transportation and Housing Committee on August 27, and I testified at the hearing on your behalf.

The author of SCA 4 took suggested committee amendments that: a) add an additional requirement that a percentage of the tax proceeds raised under this new authority be spent on projects aimed at reducing transportation-related greenhouse gas emissions; and b) require that a portion of any of these local tax proceeds spent on the state highway system be set aside for the future maintenance of that new highway capacity. I indicated to the committee that your board would need to evaluate its position on the measure based on these new amendments. (The author of SCA 8 did not take these same amendments.)

In any case, we will have time to engage in this discussion because, as discussed in our earlier reports, we expect that the full Senate will *not* act on these measures this year. Rather, we expect the legislature to consider these and other related measures as a package *next* year, and determine which if any should go forward, and in what form. The legislature will have until mid-summer next year to place anything on the November 2014 ballot.

3. **AB 466 (Quirk-Silva)** would require Caltrans to continue allocating federal Congestion Management and Air Quality Improvement Program (CMAQ) funding to California regions pursuant to a long-standing formula. The bill is needed to provide much-needed financial predictability for local transportation agencies. The enactment of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21) resulted in a number of modifications to CMAQ; as a result of those changes, the formula California uses to distribute CMAQ funds is no longer codified in federal law.

Staff informs us that the STA has used CMAQ Funds to support a wide variety of transit and active transportation projects and improvements. In the last funding cycle alone, STA utilized CMAQ funds to: support bike and pedestrian safety improvements for the City of Dixon; improved ADA access and safety improvements for the Suisun/Fairfield Train Station; complete phase 5 of Solano County's Vaca-Dixon bike route; and, provided outreach efforts for increased ridership through the STA Transit Ambassador Program.

Thus, we concur with staff's recommendation that the STA board ought to Support this bill.

4. **AB 935 (Frazier)**, relative to the composition of the WETA board of directors, did not move in this reporting period; as we reported earlier, **the author has determined to make AB 935 a two-year bill**. However, we did recently begin discussions with the Governor's legislative staff and with his appointments office about the prospects for ensuring our county's continued representation on the board. We will work with you and your staff over the coming months to identify and pursue the necessary points of communication, with the appropriate officials.

The STA board Supports this bill.

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M E M O R A N D U M

August 24, 2013

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: July and August Report

In July and August we monitored developments with transportation appropriations and authorization bills and with the Department of Transportation's implementation of MAP-21. We also advised STA regarding Buy America Act implications related to the utility relocation work associated with the I-80/680/SR 12 project and assisted STA with obtaining clarification from the Federal Highway Administration that Buy America requirements do not apply to the utility relocation contract since it will not be reimbursed with federal funds.

Fiscal Year 2014 Appropriations

Neither the House nor the Senate were able to advance their respective fiscal year 2014 transportation appropriations bills before the August recess and the fate of both bills and a final compromise is uncertain.

The Senate Appropriations Committee passed the bill (S. 1243) with bipartisan support including strong support from Senator Susan Collins, the ranking member on the transportation appropriations subcommittee. The bill would make available about \$51 billion in transportation spending, including \$550 million for TIGER grants and \$500 million for a competitive grant program for bridge repairs in critical transportation corridors. Despite the bipartisan support for the bill in Committee, Senate Majority Leader Mitch McConnell (R-KY) lobbied his caucus to vote against allowing the bill to proceed to a vote on grounds that the bill appropriated too much money and was inconsistent with planned spending cuts. The vote to invoke cloture on August 1 failed to receive the 60 votes (54-43) necessary to bring the measure to a final vote.

The House transportation bill (H.R. 2610) met with a similar fate. That bill included about \$41 billion for transportation programs. While the House bill funded highway formula programs at the levels authorized in MAP-21, it did not include funding for the TIGER program and reduced funding for Amtrak and other discretionary transportation and HUD programs. House Democrats and some moderate urban Republicans opposed the bill because of the spending reductions, while more conservative Republicans opposed the bill because it did not cut spending further. House Republican leadership withdrew the bill from consideration by the House on July 31. Leadership stated that the reason for withdrawing the bill was that there was insufficient floor time before the recess to allow for a consideration of amendments and a vote. House Appropriations Committee Chairman Hal Rogers, however, attributed the withdrawal to a lack of

support within the Republican caucus. He maintained that spending levels under sequestration are too low and urged his leadership to negotiate a budget deal that will replace sequestration.

House Speaker John Boehner (R-OH) stated that the House is likely to take up a short-term continuing resolution when Congress returns from the recess in September. The current fiscal year ends on September 30, leaving little time to resolve fiscal year 2014 spending. With a \$10 billion difference between the House and Senate transportation appropriations bills, it is not clear that even if the House and Senate could pass their individual bills, that they could reconcile them. To date, the House has passed four of the twelve appropriations bills. The Senate has not passed any of its appropriations bills.

Transportation Reauthorization – Oversight Hearings

A July 23 hearing before the House Transportation and Infrastructure Committee's Highways and Transit Subcommittee highlighted the growing shortfall in the Highway Trust Fund and projections that the Trust Fund will be insolvent by the time that MAP-21 expires at the end of fiscal year 2014. Kim Crawley presented the Congressional Budget Office's estimate that Congress would need to raise motor fuel taxes by roughly 10 cents per gallon to close the funding gap and maintain current spending levels. Declining revenues were attributed to improved motor vehicle fuel efficiency, growing use of alternative fuels and declining miles-driven. Congress has not increased the current 18.4-cents-per-gallon gas tax and 24.4-cents-per-gallon diesel tax since 1993. The Trust Fund has failed to keep pace with transportation spending since 2008 and Congress has continually transferred funds from the Treasury to make up the shortfall. DOT Under Secretary for Policy, Polly Trottenberg, did not present policy recommendations to increase revenue to the Highway Trust Fund. She stated that Washington does not have an appetite to move to a fee for vehicle miles travelled. The Administration does not support increasing the gasoline tax, but instead has suggested using savings from reduced spending on the wars in Iran and Afghanistan for transportation.

At a July 24 hearing before the Senate Environment and Public Works Committee, Transportation Secretary Anthony Foxx endorsed the expansion of the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, but warned that demand for financing is quickly outstripping available funding. MAP-21 increased the annual appropriation for TIFIA from \$122 million annually to \$750 million in fiscal 2013 and \$1 billion in fiscal 2014. Requests for TIFIA financing have averaged about \$15 billion annually over the last three years. Secretary Foxx testified that DOT has received about 31 requests totaling \$42 billion for the fiscal year 2013 program. Secretary Foxx also stated that 25 projects are currently underway with 5 to 6 projects under review having met the program's criteria for credit worthiness. Sen. David Vitter (R-LA), the Committee's Ranking Minority Member, expressed concern that

making “public interest” a factor in DOT’s evaluation of applications may give the Administration too much discretion over project selection.

Regulatory Streamlining

On July 31, Senators Claire McCaskill (D-MO) and Ron Portman (R-OH) introduced *The Federal Permitting Improvement Act* (S. 1397), which is intended to expedite permitting for infrastructure projects that cost more than \$25 million. Eligible projects include renewable or conventional energy production, electricity transmission, surface transportation, aviation, ports and waterways, water resource projects, broadband, pipelines, and manufacturing. The bill would identify best practices and deadlines for reviews and approvals, including designating one "lead agency" for a project, encouraging greater cooperation with state and local permitting authorities, providing greater transparency and early public participation, including creation of a website to track federal permit approvals, and reducing the Statute of Limitations for lawsuits from six years to 150 days. The bill was referred to the Committee on Homeland Security and Governmental Affairs. Senators John Barrasso (R-WY), Joe Donnelly (D-IN), and Michael Enzi (R-WY) cosponsored the bill.

On July 10, the House Judiciary Committee approved *The Responsible and Professionally Invigorating Development (RAPID) Act* (H.R. 2641), by a vote of 18-9. The bill would require federal agencies to complete environmental reviews and issue permits for projects under NEPA within specified time periods. The bill would establish an 18-month maximum for an environmental assessment and a 36-month maximum for an environmental impact statement. Under the bill, judicial review of a NEPA permit, license, or approval issued by a federal agency would be limited to 180 days from the determination. The bill was introduced on July 10 by Rep. Tom Marino (R-PA). The same bill was introduced last year.

Legislation Introduced

On July 22, Rep. Steve Stivers (R-OH) introduced *The American-Made Energy and Infrastructure Jobs Act* (H.R. 2784). The bill would allow expanded drilling in the Outer Continental Shelf (OCS) and use some of the revenues for infrastructure. The bill authorizes the Secretary of Treasury to issue 20-year interest bearing bonds to provide up-front funding for transportation projects. The bonds would generate \$25 billion per year over six years. The proceeds of the bonds would go to the Highway Trust Fund (95 percent) and State Revolving Loan Funds (5 percent) for clean water and wastewater projects.

On August 2, Rep. Albio Sires (D-NJ) introduced *The Commute Less Act* (H.R. 2968), a bill that would give employers tools to provide transportation alternatives to employees, including rideshare and telework programs and shuttle services to connect transit stations with business parks. Metropolitan Planning Organizations serving a transportation management area could establish employer advisory councils that include representatives of employers in the area. The

employer advisory council would develop and maintain a commuter trip reduction plan that identifies commuting patterns in the transportation area, goals and a plan for reduction of vehicle miles traveled during peak commuting hours, and a financing plan for the projects and activities that would reduce congestion. The bill would require transit grant recipients that receive a grant of more than \$75 million for a project that will reduce traffic flow for more than 120 days to prepare a congestion mitigation plan that includes funding for projects to reduce vehicle miles traveled during peak commuting hours along the impacted corridor. The bill was referred to the House Transportation and Infrastructure Committee.

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
TIGER V Discretionary Grant*	Department of Transportation Office of Secretary - Howard Hill (202-366-0301) TIGERGrants@dot.gov	State, local government authorities, transit agencies, MPOs, others	\$473 million	06/03/13	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) freight rail transportation projects; and (4) passenger rail projects; and (5) marine port infrastructure investments. The FY 2013 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, 2014. Projects compete on the merits of the medium to long-term impacts of the projects themselves (not just job creation).	\$9M Fairfield/Vacaville Intermodal Station STA co-sponsor with Vacaville and CCJPA <i>(applied for \$12M in TIGER III – not awarded)</i>	Steve Hartwig
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	\$9 million	06/25/13	Funds awarded under this program cannot be used to fund emissions reductions mandated under Federal law. Equipment used for testing emissions or for fueling infrastructure is not eligible for funding. Buses, medium or heavy duty trucks, marine engines and locomotives may qualify for funding. Non-road engines or vehicles used in construction, cargo handling (including at a port or airport), agriculture, mining or energy production (including stationary generators and pumps) also qualify. Grant funds may be used for clean diesel projects that use: <ul style="list-style-type: none"> • Retrofit technologies that are verified or certified by either EPA or CARB • Idle-reduction technologies that are EPA verified • Aerodynamic technologies and low rolling resistance tires that are EPA verified • Early replacement and repower with certified engine configurations (incremental costs only) 		

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 Authorized under MAP-21	TBD	Funding will be provided to transit agencies and other entities with innovative solutions to pressing workforce development issues. Proposals should target one or more the following areas in the lifecycle of the transit workforce: (1) Pre-employment training/preparation; (2) Recruitment and hiring; (3) Incumbent worker training and retention; and (4) Succession planning/phased retirement. Proposal minimum \$100,000 and maximum \$1,000,000.		
Ferry Boat Discretionary (FBD) Program	Vanessa Williams, Office of Program Management, (Vanessa.williams@dot.gov , 202-366-4818)	Vehicular Ferries, serving public roads, not on the Interstate system or Passenger Ferries on a fixed route transit ferry eligible under 49 USC 53 that serve as an alternative to an eligible highway route	\$30 million authorized under MAP-21	10/21/13	This is a new transit discretionary grant program authorized under MAP-21. \$30 million per year is set-aside from the Urban formula program totals to support passenger ferries. Funding will be awarded on a competitive selection basis. Eligible projects are capital projects including ferries, terminals, and related infrastructure. Capital projects include, but are not limited to, the purchase, replacement, or rehabilitation of, ferries and terminals and related equipment.		
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	03/01/2013	The program provides technical assistance to help communities grow in ways that improve the local economy, the environment, and people’s health. The program aims to help applicants develop solutions to local challenges, such as managing stormwater, increasing transit-oriented development, and adapting to climate change, and to share those solutions with other communities. EPA sought applications in the following four categories: 1) Community Resilience to Disasters and Climate Change; 2) Redevelopment for Job Creation; 3) Manufactured and Modular Homes in Sustainable Neighborhood Design ; and 4) Medical and Social Service Facilities Siting.		

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Building Blocks for Sustainable Communities	EPA - Kevin Nelson(nelson.kevin@epa.gov, 202-566-2835).	Local, county, or tribal government	N/A	Requests for Letters of Interest expected Fall 2013	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.		
Economic Development Assistance Programs - Public Works and Economic Development Facilities Program	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; 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."		

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July 25, 2013

The Honorable Susan Bonilla
California State Assembly, 14th District
P.O. Box 942849
Sacramento, CA 95814

**Re: SB 556 (Corbett) Agency: ostensible: nongovernmental entities
OPPOSE UNLESS AMENDED**

Dear Assemblymember Bonilla,

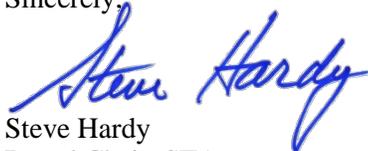
On behalf of the Solano Transportation Authority, I would like to inform you that STA has taken an **OPPOSE UNLESS AMENDED** position on **SB 556 (Corbett)**. SB 556 would prohibit contractors that perform labor or services for a public entity, such as a transit agency, from displaying a seal, emblem, insignia, trade, brand name, or any other term, symbol, or content on a vehicle or uniform that could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless specific disclosure requirements are followed. **We must oppose this bill unless transit systems are exempted from these provisions.**

Transit systems throughout the state utilize independent, outside contractors to provide transit services, such as drivers/operators for buses and rail vehicles. This bill would place a financial burden on both transit systems and the independent contractors in order to meet the disclosure requirement in the bill. Furthermore, the bill would potentially have a detrimental impact to public perception – both internally and externally – for public transit. Transit systems strive to provide a sense of inclusiveness with all employees, and the “nongovernmental employee” disclosure may inadvertently affect morale among employees by creating a sense of division. Secondly, the disclosure requirement would likely cause confusion to the public – transit patrons may perceive that operators and vehicles with the “nongovernment employee” disclosure could somehow reflect lesser qualifications or impact public safety.

Transit systems strive to provide safe, reliable, and quality service to Californians – it is important that transit employees and transit patrons continue to rely on transit as an efficient, affordable, and comfortable way to travel every day, without confusion or potential negative perception on who is providing the service. As a result, we request you to **OPPOSE SB 556 (Corbett), unless amended to exempt transit systems.**

Thank you for your consideration.

Sincerely,



Steve Hardy
Board Chair, STA
Mayor, City of Vacaville

cc: STA Board Members
Daryl K. Halls, STA Executive Director

July 25, 2013

The Honorable Jim Frazier
California State Assembly, 11th District
State Capitol, Room 3091
Sacramento, CA 95814

**Re: SB 556 (Corbett) Agency: ostensible: nongovernmental entities
OPPOSE UNLESS AMENDED**

Dear Assemblymember Frazier:

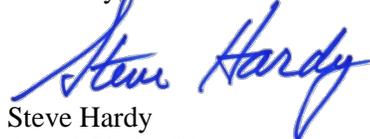
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Thank you for your consideration.

Sincerely,



Steve Hardy
Board Chair, STA
Mayor, City of Vacaville

cc: STA Board Members
Daryl K. Halls, STA Executive Director

July 25, 2013

The Honorable Mariko Yamada
California State Assembly, 4th District
P.O. Box 942849
Sacramento, CA 95814

**Re: SB 556 (Corbett) Agency: ostensible: nongovernmental entities
OPPOSE UNLESS AMENDED**

Dear Assemblymember Yamada,

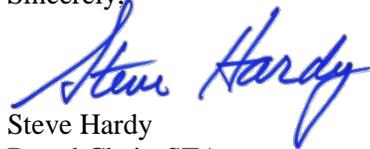
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Thank you for your consideration.

Sincerely,



Steve Hardy
Board Chair, STA
Mayor, City of Vacaville

cc: STA Board Members
Daryl K. Halls, STA Executive Director

July 25, 2013

The Honorable Lois Wolk
California State Senate, 3rd District
State Capitol, Room 5114
Sacramento, CA 95814

**Re: SB 556 (Corbett) Agency: ostensible: nongovernmental entities
OPPOSE UNLESS AMENDED**

Dear Senator Wolk:

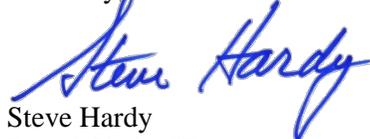
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Thank you for your consideration.

Sincerely,



Steve Hardy
Board Chair, STA
Mayor, City of Vacaville

cc: STA Board Members
Daryl K. Halls, STA Executive Director

AMENDED IN ASSEMBLY AUGUST 26, 2013

AMENDED IN ASSEMBLY JULY 1, 2013

AMENDED IN ASSEMBLY JUNE 19, 2013

AMENDED IN SENATE MAY 29, 2013

AMENDED IN SENATE MAY 9, 2013

AMENDED IN SENATE APRIL 9, 2013

SENATE BILL

No. 556

Introduced by Senator Corbett

February 22, 2013

An act to add Title 18 (commencing with Section 3273) to Part 4 of Division 3 of the Civil Code, relating to agency.

LEGISLATIVE COUNSEL'S DIGEST

SB 556, as amended, Corbett. Agency: ostensible: nongovernmental entities.

Existing law specifies the authority of agents in dealing with 3rd persons. Existing law states when an agency is ostensible for purposes of determining the authority of an agent. Existing law prohibits unfair methods of competition and unfair or deceptive acts or practices undertaken by a person in a transaction intended to result or which results in the sale or lease of goods to any consumer.

This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform labor or services for a public entity from displaying on a vehicle or uniform a seal, emblem, insignia, trade, brand name, or any other term, symbol, or content logo, as defined, that reasonably could be interpreted as

implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays a disclosure, as specified.

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

The people of the State of California do enact as follows:

1 SECTION 1. Title 18 (commencing with Section 3273) is
2 added to Part 4 of Division 3 of the Civil Code, to read:

3
4 TITLE 18. CONTRACTS FOR LABOR OR SERVICES FOR
5 A PUBLIC AGENCY
6

7 3273. (a) It is unlawful for a person, firm, corporation, or
8 association that is a nongovernmental entity and contracts to
9 perform labor or services for a public agency to display on a vehicle
10 ~~a seal, emblem, insignia, trade or brand name, or any other term,~~
11 ~~symbol, or content~~ *logo of the public agency* that reasonably could
12 be interpreted or construed as implying that the labor or services
13 are being provided by employees of the public agency, unless the
14 vehicle ~~conspicuously displays one of the following disclosure~~
15 *disclosures:*

16
17 ~~“THE OPERATOR OF THIS VEHICLE IS NOT A~~
18 ~~GOVERNMENT EMPLOYEE.”~~
19

20 *(1) A conspicuously displayed statement indicating that the*
21 *contractor is the service provider, contractor, or other appropriate*
22 *descriptor, such as “SERVICE PROVIDED BY:” or*
23 *“CONTRACTED BY:”, immediately followed by all of the*
24 *following:*

25 *(A) The name of the person, firm, corporation, or association*
26 *that is the subcontracted nongovernmental entity providing the*
27 *labor or services for the public agency.*

28 *(B) The state or federal tax designation of that person, firm,*
29 *corporation, or association.*

30 *(C) The city, state, or if outside of the United States, the country*
31 *where the nongovernmental entity’s controlling person, firm,*

1 corporation, or association is legally incorporated, organized, or
2 formed.

3 (2) A conspicuously displayed statement indicating that the
4 contractor is the service provider, contractor, or other appropriate
5 descriptor, such as “SERVICE PROVIDED BY:” or
6 “CONTRACTED BY:”, immediately followed by the logo of the
7 person, firm, corporation, or association that is the subcontracted
8 nongovernmental entity providing the labor or services for a public
9 agency.

10 (3) If the contracting person, firm, corporation, or association
11 is a nongovernmental entity subject to the requirements of Section
12 27900 of the Vehicle Code, disclosures meeting the vehicle
13 disclosure requirements of that section.

14 (b) It is unlawful for a person or an employee of a person, firm,
15 corporation, or association that is a nongovernmental entity and
16 contracts to perform labor or services for a public agency to wear
17 a uniform bearing a seal, emblem, insignia, trade or brand name,
18 ~~or any other term, symbol, or content~~ logo of the public agency
19 that together with the appearance of the uniform reasonably could
20 be interpreted or construed as implying that the labor or services
21 are being provided by employees of the public agency, unless the
22 uniform conspicuously displays *one of the following disclosure*
23 *disclosures:*

24
25 ~~“NOT A GOVERNMENT EMPLOYEE.”~~

26
27 (1) A statement indicating that the contractor is the service
28 provider, contractor, or other appropriate descriptor, such as
29 “SERVICE PROVIDED BY:” or “CONTRACTED BY:”,
30 immediately followed by all of the following:

31 (A) The name of the person, firm, corporation, or association
32 that is the subcontracted nongovernmental entity providing the
33 labor or services for the public agency.

34 (B) The state or federal tax designation of that person, firm,
35 corporation, or association.

36 (C) The city, state, or if outside of the United States, the country
37 where the nongovernmental entity’s controlling person, firm,
38 corporation, or association is legally incorporated, organized, or
39 formed.

1 (2) A statement indicating that the contractor is the service
 2 provider, contractor, or other appropriate descriptor, such as
 3 “SERVICE PROVIDED BY:” or “CONTRACTED BY:”,
 4 immediately followed by the logo of the person, firm, corporation,
 5 or association that is the subcontracted nongovernmental entity
 6 providing the labor or services for a public agency.

7 (c) For the purposes of subdivision (b), an identifying mark
 8 affixed to a uniform as required by state or federal law, and a local
 9 agency regulating the activity of the person, firm, corporation, or
 10 association shall not be construed as implying that the labor or
 11 services are being provided by employees of the public agency.

12 ~~(d) For the purposes of this section, “conspicuously displays”~~
 13 ~~means displays in a font size that is at least the same size as the~~
 14 ~~largest font size otherwise displayed on the vehicle or uniform, in~~
 15 ~~a manner that clearly calls attention to the language, and located~~
 16 ~~in close proximity to the seal, emblem, insignia, trade or brand~~
 17 ~~name, or any other term, symbol, or content as described in this~~
 18 ~~section, so as to be clearly associated with that seal, emblem,~~
 19 ~~insignia, trade or brand name, or any other term, symbol, or~~
 20 ~~content.~~

21 (d) If a vehicle or uniform displays more than one logo referring
 22 to the public agency, then the required disclosure shall be placed
 23 near the largest logo referring to the public agency.

24 (e) The disclosure requirements in subdivisions (a) and (b) of
 25 this section shall not apply to uniforms or vehicles if the person,
 26 firm, corporation, or association that is the subcontracted
 27 nongovernmental entity is providing the labor or services for a
 28 public agency under Article 3.3 (commencing with Section 2430)
 29 of Chapter 2 of Division 2 of the Vehicle Code.

30 ~~(e)~~

31 (f) (1) Violations of this section shall be subject to the remedies
 32 provided in the Consumers Legal Remedies Act (Title 1.5
 33 commencing with Section 1750)).

34 (2) The duties, rights, and remedies provided in this section are
 35 in addition to any other duties, rights, and remedies provided by
 36 state law.

37 (g) For the purposes of this section, the following terms have
 38 the following meanings:

- 1 (1) *“Conspicuously display” means to display a disclosure that*
- 2 *is at least the same size as and located close to the logo referring*
- 3 *to the public agency.*
- 4 (2) *“Logo” means a symbol, graphic, seal, emblem, insignia,*
- 5 *trade name, brand name, picture, or text identifying a person, firm,*
- 6 *corporation, association, or public agency.*

August 28th, 2013

The Honorable Lois Wolk
California State Senate, 3rd District
State Capitol Building, Room 5114
Sacramento, CA 95814

RE: Support for AB 466 (Quirk-Silva) – CMAQ Funding Formula

Dear Senator Wolk,

On behalf of the Solano Transportation Authority (STA), I urge your **SUPPORT** for **AB 466 (Quirk-Silva)** and respectfully request your **AYE** vote when it is heard on the Senate Floor. AB 466 would require CalTrans to continue allocating federal Congestion Management and Air Quality Improvement Program (CMAQ) funding to California regions pursuant to the current and long standing formula.

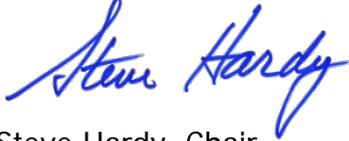
Passing this legislation will provide much needed financial predictability for local transportation agencies. The enactment of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21) resulted in a number of modifications to CMAQ. As a result of those changes, the formula California uses to distribute CMAQ funds is no longer codified in federal law.

In recent years, STA has used CMAQ Funds to support a wide variety of transit and active transportation projects and improvements. In the last funding cycle alone, STA utilized more than \$7 million in CMAQ funds to support projects such as the bike and pedestrian safety improvements for the City of Dixon; ADA access and safety improvements for the Suisun-Fairfield Train Station; and the Georgia Street downtown streetscape project in Vallejo.

AB 466 is necessary to ensure that STA and other transportation programming agencies and transit systems throughout California will be able to continue to rely on the allocation of CMAQ funds for important projects and improvements that benefit our local communities. For these reasons, I urge your **SUPPORT** of **AB 466 (Quirk-Silva)** and respectfully request you **"AYE"** vote when it is heard on the Senate Floor.

Thank you for your consideration and for your continued support of transportation concerns in Solano County.

Sincerely,



Steve Hardy, Chair
Mayor, City of Vacaville

cc: The Honorable Sharon Quirk-Silva, 65th Assembly District
The Honorable Susan Bonilla, Assembly Member, 14th District
The Honorable Jim Frazier, Assembly Member, 11th District
The Honorable Mariko Yamada, Assembly Member, 4th District
STA Board Members
Mr. Daryl K. Halls, Executive Director
Ms. Jayne Bauer, Marketing & Legislative Program Manager
Joshua W. Shaw, Partner, Shaw/Yoder/Antwih, Inc.
Bay Area CMA Directors

AMENDED IN SENATE AUGUST 22, 2013
 AMENDED IN ASSEMBLY MARCH 14, 2013
 CALIFORNIA LEGISLATURE—2013–14 REGULAR SESSION

ASSEMBLY BILL**No. 466**

Introduced by Assembly Member Quirk-Silva

February 19, 2013

An act to amend Section 182.7 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 466, as amended, Quirk-Silva. Federal transportation funds.

Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies, including funds made available under the federal Congestion Mitigation and Air Quality Improvement Program, as specified.

This bill would require the department to allocate federal funds to regional agencies under the federal Congestion Mitigation and Air Quality Improvement Program based on a weighted formula that considers population and pollution in a given area, as specified.

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

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 182.7 of the Streets and Highways Code
- 2 is amended to read:

1 182.7. (a) Notwithstanding Sections 182 and 182.5, Sections
2 188, 188.8, and 825 do not apply to the expenditure of an amount
3 of federal funds equal to the amount of federal funds apportioned
4 to the state pursuant to Section 104(b)(4) of Title 23 of the United
5 States Code. These funds shall be known as the congestion
6 mitigation and air quality program funds and shall be expended in
7 accordance with Section 149 of Title 23 of the United States ~~Code~~.
8 *Code, including the requirements relating to particular matter*
9 *less than 2.5 micrometers in diameter in subsections (g) and (k)*
10 *of the section.* The department, the transportation planning
11 agencies, and the metropolitan planning organizations may do all
12 things necessary in their jurisdictions to secure and expend those
13 federal funds in accordance with the intent of federal law and this
14 chapter.

15 (b) The congestion mitigation and air quality program funds
16 shall be apportioned by the department to the metropolitan planning
17 organizations designated pursuant to Section 134 of Title 23 of
18 the United States Code and, in areas where none has been
19 designated, to the transportation planning agency established by
20 Section 29532 or 29532.1 of the Government Code. All funds
21 apportioned to the state pursuant to Section 104(b)(4) of Title 23
22 of the United States Code shall be apportioned to metropolitan
23 planning organizations and transportation planning agencies
24 responsible for air quality conformity determinations in federally
25 designated air quality nonattainment and maintenance areas within
26 the state as follows:

27 (1) The department shall apportion these funds in the ratio that
28 the weighted nonattainment and maintenance population in each
29 federally designated area within the state bears to the total of all
30 weighted nonattainment and maintenance area populations in the
31 state.

32 (2) Subject to paragraph (3), the weighted nonattainment and
33 maintenance area population shall be calculated by multiplying
34 the population of each area in the state that is a nonattainment area
35 or maintenance area as described in Section 149(b) of Title 23 of
36 the United States Code for ozone or carbon monoxide by the
37 following factors:

38 (A) A factor of 1.0, if, at the time of apportionment, the area is
39 a maintenance area.

1 (B) A factor of 1.0, if, at the time of the apportionment, the area
2 is classified as a marginal ozone nonattainment area under Subpart
3 2 of Part D of Title I of the Clean Air Act (42 U.S.C. Sec. 7511 et
4 seq.).

5 (C) A factor of 1.1, if, at the time of the apportionment, the area
6 is classified as a moderate ozone nonattainment area under Subpart
7 2 of Part D of Title I of the Clean Air Act (42 U.S.C. Sec. 7511 et
8 seq.).

9 (D) A factor of 1.2, if, at the time of the apportionment, the area
10 is classified as a serious ozone nonattainment area under Subpart
11 2 of Part D of Title I of the Clean Air Act (42 U.S.C. Sec. 7511 et
12 seq.).

13 (E) A factor of 1.3, if, at the time of the apportionment, the area
14 is classified as a severe ozone nonattainment area under Subpart
15 2 of Part D of Title I of the Clean Air Act (42 U.S.C. Sec. 7511 et
16 seq.).

17 (F) A factor of 1.4, if, at the time of the apportionment, the area
18 is classified as an extreme ozone nonattainment area under Subpart
19 2 of Part D of Title I of the Clean Air Act (42 U.S.C. Sec. 7511 et
20 seq.).

21 (G) A factor of 1.0, if, at the time of the apportionment, the area
22 is not a nonattainment or maintenance area for ozone, but is
23 classified under Subpart 3 of Part D of Title I of the Clean Air Act
24 (42 U.S.C. Sec. 7512 et seq.) as a nonattainment area for carbon
25 monoxide.

26 (H) A factor of 1.0, if, at the time of *the* apportionment, an area
27 is designated as a nonattainment area for ozone under Subpart 1
28 of Part D of Title I of the Clean Air Act (42 U.S.C. Sec. 7512 et
29 seq.).

30 (3) If, in addition to being designated as a nonattainment or
31 maintenance area for ozone as described in paragraph (2), any
32 county within the area is also classified under Subpart 3 of Part D
33 of Title I of the Clean Air Act (42 U.S.C. Sec. 7512 et seq.) as a
34 nonattainment or maintenance area described in paragraph (2) for
35 carbon monoxide, the weighted nonattainment or maintenance
36 area population of the county, as determined under subparagraphs
37 (A) to (F), inclusive, or subparagraph (H) of paragraph (2), shall
38 be further multiplied by a factor of 1.2.

1 (4) Funds allocated under this subdivision shall remain available
2 for three federal fiscal years, including the federal fiscal year
3 apportioned.

4 (c) Notwithstanding subdivision (b), where county transportation
5 commissions have been created by Division 12 (commencing with
6 Section 130000) of the Public Utilities Code, all congestion
7 mitigation and air quality program funds shall be further
8 apportioned by the metropolitan planning organization to the
9 county transportation commission on the basis of relative
10 population within the federally designated air quality nonattainment
11 and maintenance areas after first apportioning to the nonattainment
12 and maintenance areas in the manner and in accordance with the
13 formula set forth in subdivision (b).

14 In the Monterey Bay region, all congestion mitigation and air
15 quality ~~improvement~~ program funds shall be further apportioned,
16 on the basis of relative population, by the metropolitan planning
17 organization to the regional transportation planning agencies
18 designated under subdivision (b) of Section 29532 of the
19 Government Code.

20 (d) The department shall notify each metropolitan planning
21 organization, transportation planning agency, and county
22 transportation commission receiving an apportionment under this
23 section, as soon as possible each year, of the amount of obligational
24 authority estimated to be available for expenditure from the federal
25 apportionment. The metropolitan planning organizations,
26 transportation planning agencies, and county transportation
27 commissions, in cooperation with the department, congestion
28 management agencies, cities and counties, and affected transit
29 operators, shall select and program projects in conformance with
30 federal law. Each metropolitan planning organization and
31 transportation planning agency shall, not later than August 1 of
32 each even-numbered year beginning in 1994, submit its
33 transportation improvement program prepared pursuant to Section
34 134 of Title 23 of the United States Code to the department for
35 incorporation into the state transportation improvement program.

36 (e) Not later than July 1 of each year, the metropolitan planning
37 organizations and the regional transportation planning agencies
38 receiving obligational authority under this section, shall notify the
39 department of the projected amount of obligational authority that
40 each entity intends to use during the remainder of the current

1 federal fiscal year, including, but not limited to, a list of projects
2 that will use the obligational authority. Any federal obligational
3 authority that will not be used shall be redistributed by the
4 department to other projects in a manner that ensures that the state
5 will continue to compete for and receive increased obligational
6 authority during the federal redistribution of obligational authority.
7 If the department does not have sufficient federal apportionments
8 to fully use excess obligational authority, the metropolitan planning
9 organization or transportation planning agency relinquishing
10 obligational authority shall make sufficient funding available to
11 the department to fund alternate projects, when practical, within
12 the geographical areas relinquishing the obligational authority.
13 Notwithstanding this subdivision, the department shall comply
14 with subsection (f) of Section 133 of Title 23 of the United States
15 Code.

16 (f) The department shall be responsible for closely monitoring
17 the use of federal transportation funds, including congestion
18 management and air quality *program* funds to assure full and timely
19 use. The department shall prepare a quarterly report for submission
20 to the commission regarding the progress in use of all federal
21 transportation funds. The department shall notify the commission
22 and the appropriate implementation agency whenever there is a
23 failure to use federal funds within the three-year apportionment
24 period established under paragraph (4) of subdivision (b).

25 (g) The department shall provide written notice to implementing
26 agencies when there is one year remaining within the three-year
27 apportionment period established under paragraph (4) of
28 subdivision (b).

29 (h) Within six months of the date of notification required under
30 subdivision (g), the implementing agency shall provide to the
31 department a plan to obligate funds that includes, but need not be
32 limited to, a list of projects and milestones.

33 (i) If the implementing agency has not met the milestones
34 established in the implementation plan required under subdivision
35 (h), prior to the end of the three-year apportionment period
36 established under paragraph (4) of subdivision (b), the commission
37 shall redirect those funds for use on other transportation projects
38 in the state.

39 (j) Congestion mitigation and air quality program funds available
40 under this section exchanged pursuant to Section 182.8 may be

1 loaned to and expended by the department. The department shall
2 repay from the State Highway Account to the Traffic Congestion
3 Relief Fund all funds received as federal reimbursements for funds
4 exchanged under Section 182.8 as they are received from the
5 Federal Highway Administration, except that those repayments
6 are not required to be made more frequently than on a quarterly
7 basis.

8 (k) Prior to determining the amount for local subvention required
9 by this section, the department shall first deduct the amount
10 authorized by the Legislature for increased department oversight
11 of the federal subvented program.

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JOHN GARAMENDI
3RD DISTRICT, CALIFORNIA



UNITED STATES
HOUSE OF REPRESENTATIVES

ARMED SERVICES COMMITTEE
STRATEGIC FORCES SUBCOMMITTEE
TACTICAL AIR AND LAND FORCES SUBCOMMITTEE

TRANSPORTATION AND
INFRASTRUCTURE COMMITTEE
RANKING MEMBER
COAST GUARD AND MARITIME TRANSPORTATION
SUBCOMMITTEE

WATER RESOURCES AND ENVIRONMENT
SUBCOMMITTEE

AGRICULTURE COMMITTEE

GENERAL FARM COMMODITIES AND RISK
MANAGEMENT SUBCOMMITTEE

June 28, 2013

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Foxx:

I congratulate you on your unanimous confirmation by the Senate as the 17th Secretary of the U.S. Department of Transportation.

I would like to express my support for the requested waiver the California Department of Transportation (Caltrans) has submitted to the Federal Highway Administration regarding the provisions of the Buy America standards implemented by The Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) law. This specific waiver pertains to the Pacific Gas and Electric (PG&E) transfer of utility natural gas service facilities in order to accommodate the Caltrans project referred to as the "Cordelia I-80/I-680/State Route (SR) 12 Project" in Solano County, California.

Although I wholly support the enforcement of the Buy America standards in order to benefit American workers and businesses, I acknowledge that this specific Caltrans waiver application regarding the Cordelia Project provides a complete justification as to why compliance with the law is not possible in this instance; notably for those materials not available domestically or those with significant lead times.

I thank you for your support on this matter.

Sincerely,

JOHN GARAMENDI
Member of Congress, CA-3

AMENDED IN SENATE AUGUST 28, 2013

AMENDED IN SENATE MAY 21, 2013

AMENDED IN SENATE MARCH 19, 2013

Senate Constitutional Amendment**No. 4**

Introduced by Senator Liu
(Coauthor: Senator Pavley)
(Coauthor: Assembly Member Bonilla)

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 amended, 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 $\frac{2}{3}$ 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, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special

transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a $\frac{2}{3}$ vote. The measure would also make conforming and technical, nonsubstantive changes.

Vote: $\frac{2}{3}$. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

1 ~~Resolved by the Assembly, SENATE, the Senate concurring,~~
2 ~~ASSEMBLY CONCURRING,~~ That the Legislature of the State of
3 California at its 2013–14 Regular Session commencing on the
4 third day of December 2012, two-thirds of the membership of each
5 house concurring, hereby proposes to the people of the State of
6 California that the Constitution of the State be amended as follows:
7 First—That Section 4 of Article XIII A thereof is amended to
8 read:
9 Section 4. Except as otherwise provided by Section 2 of Article
10 XIII C, a city, county, or special district, by a two-thirds vote of
11 its voters voting on the proposition, may impose a special tax
12 within that city, county, or special district, except an ad valorem
13 tax on real property or a transactions tax or sales tax on the sale
14 of real property within that city, county, or special district.
15 Second—That Section 2 of Article XIII C thereof is amended
16 to read:
17 SEC. 2. Notwithstanding any other provision of this
18 Constitution:
19 (a) A tax imposed by any local government is either a general
20 tax or a special tax. A special district or agency, including a school
21 district, has no authority to levy a general tax.
22 (b) A local government shall not impose, extend, or increase
23 any general tax unless and until that tax is submitted to the
24 electorate and approved by a majority vote. A general tax is not
25 deemed to have been increased if it is imposed at a rate not higher
26 than the maximum rate so approved. The election required by this
27 subdivision shall be consolidated with a regularly scheduled general
28 election for members of the governing body of the local
29 government, except in cases of emergency declared by a unanimous
30 vote of the governing body.
31 (c) Any general tax imposed, extended, or increased, without
32 voter approval, by any local government on or after January 1,

1 1995, and prior to the effective date of this article, may continue
 2 to be imposed only if that general tax is approved by a majority
 3 vote of the voters voting in an election on the issue of the
 4 imposition, which election is held no later than November 6, 1998,
 5 and in compliance with subdivision (b).

6 (d) (1) Except as otherwise provided in paragraph (2), a local
 7 government shall not impose, extend, or increase any special tax
 8 unless and until that tax is submitted to the electorate and approved
 9 by two-thirds of the voters voting on the proposition. A special
 10 tax is not deemed to have been increased if it is imposed at a rate
 11 not higher than the maximum rate so approved.

12 (2) (A) The imposition, extension, or increase of a special tax
 13 by a local government for the purpose of providing funding for
 14 local transportation projects under its jurisdiction, as may otherwise
 15 be authorized by law, requires the approval of 55 percent of the
 16 voters voting on the proposition, if all of the following are met:

17 ~~(A)~~

18 (i) The ballot proposition contains a specific list of programs
 19 and purposes to be funded, and a requirement that tax proceeds be
 20 spent solely for those programs and purposes.

21 (ii) *The ballot proposition requires that at least 50 percent of*
 22 *the tax proceeds be expended by the local government for programs*
 23 *or purposes included in a sustainable communities strategy adopted*
 24 *pursuant to Chapter 2.5 (commencing with Section 65080) of*
 25 *Division 1 of Title 7 of the Government Code or any successor to*
 26 *that chapter, as either of them may be amended, or, in the case of*
 27 *a local government not included within a sustainable communities*
 28 *strategy, for programs or purposes that are authorized by law to*
 29 *be included in such a strategy.*

30 ~~(B)~~

31 (iii) The ballot proposition includes a requirement for annual
 32 independent audit of the amount of tax proceeds collected and
 33 expended and the specified purposes and programs funded.

34 ~~(C)~~

35 (iv) The ballot proposition requires the governing board to create
 36 a citizens' oversight committee to review all expenditures of
 37 proceeds and financial audits and report its findings to the
 38 governing board and the public.

39 (v) *The ballot proposition requires a local government, when*
 40 *expending any of the tax proceeds for an expansion project on the*

1 *state highway system, to dedicate a portion of those proceeds, as*
2 *determined under statute, for the ongoing maintenance of that*
3 *expansion project.*

4 ~~(3)~~

5 (B) A special tax for the purpose of providing funding for local
6 transportation projects is not deemed to have been increased if it
7 is imposed at a rate not higher than the maximum rate previously
8 approved in the manner required by law. ~~The~~

9 (C) *The* Legislature shall define local transportation projects
10 for purposes of this ~~subdivision~~ *paragraph.*

11 ~~(4)~~

12 (D) A local government shall not expend any revenues derived
13 from a special tax approved by 55 percent of the voters under *this*
14 ~~paragraph (2)~~ at any time prior to the completion of a statutorily
15 identified capital project funded, in whole or in part, by revenues
16 derived from another special tax of the same local government
17 that was approved by a two-thirds vote under paragraph (1).



DATE: August 21, 2013
TO: STA Board
FROM: Judy Kowalsky, Accounting Technician
RE: STA's Local Preference Policy FY 2012-13 Year-End Report

Background:

In December 2010, the Solano Transportation Authority (STA) Board adopted its Local Preference Policy (LPP), which applies to the purchase of goods, services and the solicitation of professional services. The policy does not apply to any contract which is required by law to be awarded to the “lowest, responsible bidder”, such as public work projects or other projects to the extent the application would be prohibited by state or federal law. The policy gives an opportunity for local businesses to bid on products and services necessary in the delivery of STA’s projects and programs. Local business firms will be given preference based on their knowledge of the community and proximity to project locations. In October 2011, the policy was amended to define a “local business” as a business enterprise, including but not limited to a sole proprietorship, partnership, or corporation, located within the county for at least six (6) months prior to the date of contract award in order to receive preferential points and have at least one full-time employee who will serve as the lead contact for all services to be performed under the contract.

Subsequently, in December 2011, the STA Board adopted a methodology for calculating the LPP contract goal. The LPP component was added to the RFP process to ensure the local business community be provided every opportunity in the bid process. The methodology is modeled after the Caltrans Underutilized Disadvantaged Business Enterprise (DBE) approach. This methodology was applied on Requests for Proposals (RFP) released as of January 1, 2012 as allowed by the funding source. Each applicable solicitation has an established goal based on the specific services requested and the availability of local businesses to compete for services. If the funding source prohibits the use of a LPP, then the following language has been included with the solicitation:

“The STA has adopted a Local Preference Policy which encourages the hiring of local firms which can be found at <http://www.sta.ca.gov/Content/10027/JobRFPs.html>. No local firm goal has been established for this project; however each firm is encouraged to seek local participation.”

Vendors awarded contracts based on utilization of local businesses are required to certify on-going participation of these local businesses with each invoice submitted throughout the contract terms.

Discussion

Table 2, is the LPP vendor activities for FY 2012-13. These amounts are based on STA’s FY 2012-13 unaudited financial reports.

Consultant/Professional Services category are those services for engineering, construction, auditing, and other services. The number of local vendors increased from nineteen (19) to twenty (20) from the previous fiscal year. Concurrently, the total local dollars spent increased in the amount of \$80,209, (7%) percent. This increase reflects the utilization of local vendors for various priority projects and program activities of STA, such as the I80/I680/SR12 interchange project, the Jepson Parkway Project, Solano Napa Commuter Information Program and the Safe Routes to School Program.

General Office Supplies/Purchases category is the costs for general operations and administration in the delivery of STA's programs and projects. In FY 2012-13, a total of one hundred thirteen (113) vendors were utilized of which forty-five (45) were local. Total local dollars spent increased from FY 2011-12 by \$16,733, (23%) percent. Increased activity with the Solano Napa Commuter Information (SNCI) Vanpool Program, Bike Incentive Program, Bike to Work Day, along with the increased utilization of local office supply vendors contributed to the overall increase of local activity within this category.

There were a total of fourteen (14) contracts executed from July 1, 2012 to June 30, 2013. Due to the funding sources utilized only one of these contracts was subject to the LLP. There was no local vendor selected for that contract. STA is currently tracking a total of four (4) contracts that are subject to the LLP. Several of these contracts were executed in previous fiscal years. Table 2A Consultants/Professional service shows the activity for FY 2012-13 for these contracts. Four (4%) percent of total dollars spent were local. The projects associated with these contracts include the I80/I680/SR12 Interchange, the Alternative Fuel and Infrastructure Plan and the Solano Napa Commuter Information Brochures.

The LLP contract goal for the Alternative Fuel and Infrastructure Plan is five (5%) percent. Total local dollars spent as of June 30, 2013 are three (3%) percent. The LLP contract goal for the Solano Napa Commuter Information brochure was fifteen (15%) percent. The contract is complete and total local dollars spent was twenty-four (24%) percent.

The STA staff continues to be proactive in using the guiding principles and contract goals of the LLP to solicit work from local vendors within the parameters of transportation funding being used while being fiscally responsible.

Fiscal Impact:

While the LLP does not have fiscal impact to the STA budget, it does contribute to the economic vitality of the local economy and implements a policy priority adopted by the STA Board.

Recommendation:

Informational.

Attachment:

A. STA purchase activities

Table 1: Purchase Activities (July 1, 2011-June 30, 2012)

Table 2: Purchase Activities (July 1, 2012-June 30, 2013)

**Purchase Activities for FY 2011-2012 and
FY 2012-2013**

Table 1: (July 1, 2011-June 30, 2012)

Description	Total Vendor Activities					
	# of Vendors	Amount	# of Local Vendors*	Amount	% Local Vendor Used	% Local Dollars
Consultants/Professional Services	58	\$11,178,109	19	\$1,242,081	33%	11%
Office Space	1	\$188,544	1	\$188,544	100%	100%
General Office Supplies/Purchases	143	\$150,735	64	\$57,263	45%	38%
Total	202	\$11,517,388	84	\$1,487,888	42%	13%

Table 1A**Consultants/Professional Services Subject to Local Preference Policy**

Description	Total Vendor Activities		Local Preference Activities			
	# of Vendors	Amount	# of Local Vendors*	Amount	% Local Vendor Used	% Local Dollars
Consultants/Professional Services	4	\$451,176	0	\$0	0%	0%

* Local vendors, either prime or subconsultants

Table 2: (July 1, 2012-June 30, 2013)

Description	Total Vendor Activities					
	# of Vendors	Amount	# of Local Vendors*	Amount	% Local Vendor Used	% Local Dollars
Consultants/Professional Services	53	\$10,237,695	20	\$1,325,290	38%	13%
Office Space	1	\$192,432	1	\$192,432	100%	100%
General Office Supplies/Purchases	113	\$171,721	45	\$73,996	40%	43%
Total	167	\$10,601,848	66	\$1,591,718	40%	15%

Table 2A**Consultants/Professional Services Subject to Local Preference Policy**

Description	Total Vendor Activities		Local Preference Activities			
	# of Vendors	Amount	# of Local Vendors*	Amount	% Local Vendor Used	% Local Dollars
Consultants/Professional Services	4	\$1,327,084	5	\$46,873	125%	4%

* Local Vendors, either prime or subconsultants 245

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DATE: August 30, 2013
TO: STA Board
FROM: Robert Guerrero, Project Manager
RE: STA Alternative Fuel and Infrastructure Plan

Background:

The STA began the development of the Alternative Fuel and Infrastructure Plan in June 2012 with assistance for the consultant group ICF International. The purpose of the Plan was to review major choices for alternative fuels and vehicles, assesses their benefits and costs, and identifies implementation actions to help overcome barriers to greater use of alternative fuels. The Plan was intended to be a tool to assist member agencies in future decisions for fleet conversions and infrastructure improvements; it was not intended to be a vehicle replacement plan.

The Alternative Fuels and Infrastructure Plan is intended to also serve as an advocacy document for future grant funding for STA's member agencies. In addition, the Plan will provide a resource document to guide potential discretionary clean air funds available through the Bay Area Air Quality Management District and Yolo Solano Air Quality Management District. Both Air Districts have been active partners and participants in the Plan's development.

A Technical Working Group was established to provide technical support and feedback as the Plan is being developed. The Working Group consisted of fleet managers, public works, planning, transit, and Air District staff. Since the start of the Plan's development, the Working Group has met three times to review technical reports supporting the draft Alt. Fuels and Infrastructure Plan. In addition, the Alternative Modes Policy Sub-Committee of the STA Board provided overall policy guidance in the plan's development and was provided updates regarding the Plan's development.

Discussion:

The Plan's Technical Working Group met on Thursday, June 6th to discuss an early draft of the Alt. Fuels and Infrastructure Plan. The Draft document reflected technical reports and survey information previously reviewed by the Working Group. STA staff and ICF have since collected the general comments received from the June 6th meeting and subsequent detailed comments. In summary, the changes included updated transit bus cost, revised lifecycle cost references, and caveats related to cost assumptions and benefit charts. STA staff has provided a revised draft to the Technical Working Group, STA TAC and SolanoExpress Intercity Transit Consortium for a final technical review. Upon completion of their review, STA staff anticipates recommending the Plan for public input.

The schedule for the technical review and remaining tasks is as follows:

- Aug 27th and 28th - Consortium and TAC Final Technical Review begins
- Sept 13th - Deadline for comments
- Sept 24th and 25th - Consortium and TAC recommendation to approve draft for public input
- Oct 9th - STA Board considers approval of draft for public input
- Nov 26th and 27th - Consortium and TAC Recommendation to approve final draft
- Dec 11th - STA Board considers approval of Plan

STA staff will also meet with the Technical Working Group members to obtain their final input during the months of August and September.

Fiscal Impact:

Funding for the Alternative Fuels and Infrastructure Plan was approved by the STA Board and included in the STA FY 2013-14 Budget for \$75,000 from State Transit Assistance Funds.

Recommendation:

Informational.



DATE: August 15, 2013
 TO: STA Board
 FROM: Sara Woo, Associate Planner
 RE: Summary of Other 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
Regional¹			
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.	Safe Routes to Transit (SR2T)	Approximately \$4.3 million available	Due September 30, 2013
Federal			
6.	N/A	N/A	N/A

*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 Grants¹						
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/mspr/og/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						
Safe Routes to Transit (SR2T)*	Clarrissa Cabansagan TransForm (510) 740-3150 x333 ccabansagan@TransformCA.org	Application Due to Caltrans: September 30, 2013	Approx. \$4.3 M	The purpose of the Safe Routes to Transit Program intends to reduce congestion on Bay Area bridge corridors by improving access and safety for bicyclists and pedestrians to and from regional transit stations. http://www.transformca.org/programs/safe-routes-transit-2013-applications	N/A	Eligible Projects: Capital and planning projects are eligible, but operations and maintenance projects are not. To be eligible, a project must facilitate walking or bicycling to existing transit services, hereby increasing ridership on a regional transit system. Please see the FAQs for a detailed statement about eligibility. http://www.transformca.org/campaign/sr2t
Federal Grants						
N/A						



DATE: September 3, 2013
TO: STA Board
FROM: Johanna Masiolat, 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



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2013**
(Last Updated: April 2013)

SUMMARY:	
STA Board:	Meets 2 nd Wednesday of Every Month
Consortium/TAC:	Meets <i>Last</i> Wednesday of Every Month
BAC:	Meets 1 st Thursday of every <i>Odd</i> Month
PAC:	Meets 3 rd Thursday of every <i>Even</i> Month
PCC:	Meets 3 rd Thursday of every <i>Odd</i> Month
SR2S-AC	Meets Quarterly (Begins Feb.) on the 3 rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
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 15 th Annual Awards	TBD – Vacaville	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